OPDC
OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION

Old Oak West

Supplementary Planning Document

28 February 2024

MAYOR OF LONDON

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0 Consultation information

What are you consulting on?

0.1. We are consulting on our draft Old Oak West Supplementary Planning Document (SPD). The Old Oak West SPD is a planning document that provides more detailed supplementary guidance to our Local Plan policies. The draft SPD has been informed by early engagement on the future of Old Oak West that was carried out in March 2023.

When is the consultation being carried out?

0.2. Public consultation runs from 16 October 2023 to midnight 27 November 2023.

What area does the Old Oak West SPD cover?

0.3. The SPD provides planning guidance within the Old Oak West area, shown in figure 0.1. Old Oak West stretches from Willesden Junction station in the north, to North Acton in the south and to the east it includes the new Old Oak Common HS2/Elizabeth Line and national rail station. It comprises the majority of our existing residential neighbourhoods, large publicly owned areas of land, including development sites and some privately owned development sites.

0.4. It includes areas of land in the London Borough of Ealing, the London Borough of Hammersmith and Fulham and smaller portions of land in the London Borough of Brent. It covers portions of the Old Oak Neighbourhood Area and Harlesden Neighbourhood Area.

How and where can I find out more?

0.5. All the consultation documents can be read and downloaded from our consultation website consult.opdc.london.gov.uk/oowspd. Paper copies can also be viewed at the following locations:

- OPDC Offices, 1st Floor, Brent Civic Centre, HA9 0FJ
- Wembley Library, Brent Civic Centre, HA9 0FJ
- Harlesden Library, 49A Craven Park Road, NW10 8SE
- Brent Hub Community Enterprise Centre, 6 Hillside, NW10 8BN
- The Collective Old Oak, Nash House, Old Oak Lane London NW10 6FF

0.6. Paper copies can be made available on request by contacting OPDC.

0.7. We can also provide copies of consultation documents in different languages and/or Braille. Please get in contact and we'll be happy to help.

How can I respond?

0.8. You can respond via a number of ways by:

- email to: planningpolicy@opdc.london.gov.uk
- at: consult.opdc.london.gov.uk/oowspd
- post to: Old Oak West SPD Consultation, Old Oak and Park Royal Development Corporation, 32 Engineers Way, Wembley, HA9 0FJ.

What happens to my response?

0.9. All responses will be considered by OPDC planning officers to help shape the final version of the Old Oak West SPD.

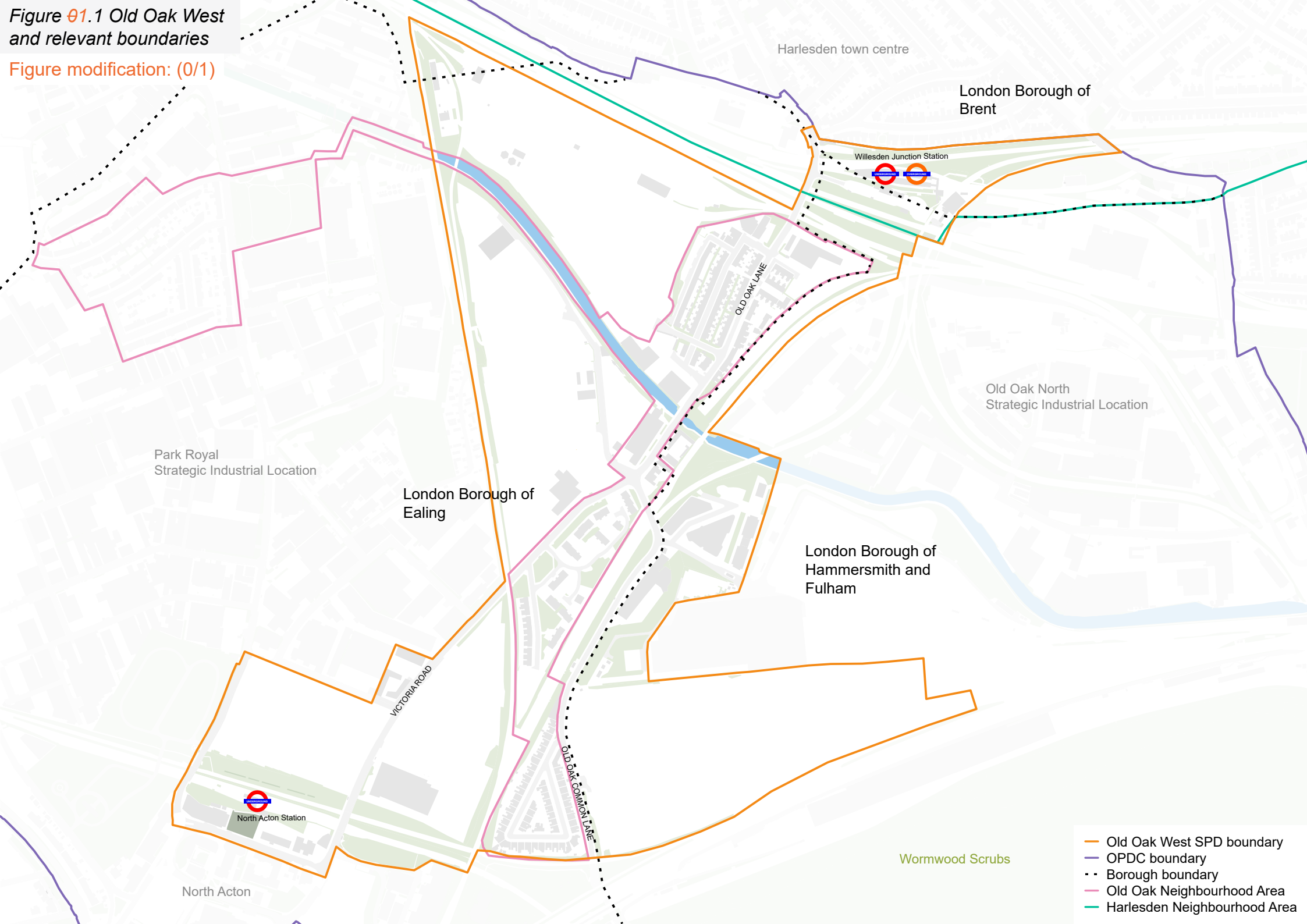
0.10. We will publish each individual comment and provide a specific officer response to each comment setting out whether or not it has resulted in a change to the SPD and the reasoning for the officer response. These will be published in a table within a Statement of Consultation and presented to both OPDC's Planning Committee and OPDC's Board for consideration in adopting the SPD.

0.11. It is envisaged that OPDC's Board will consider the SPD for adoption in early 2024.

1 Introduction

Figure ~~0~~1.1 Old Oak West and relevant boundaries

Figure modification: (0/1)



1 Introduction

What area does the Old Oak West SPD cover?

1.1. The SPD provides planning guidance within the Old Oak West area, shown in figure 1.1. Old Oak West stretches from Willesden Junction station in the north, to North Acton in the south and to the east it includes the new Old Oak Common HS2/Elizabeth Line and national rail station. It comprises the majority of our existing residential neighbourhoods, large publicly owned areas of land, including development sites and some privately owned development sites.

1.2. It includes areas of land in the London Borough of Ealing, the London Borough of Hammersmith and Fulham and smaller portions of land in the London Borough of Brent. It covers portions of the Old Oak Neighbourhood Area and Harlesden Neighbourhood Area.

Why is an SPD for Old Oak West needed?

1.3. The OPDC area includes a series of large public sector owned development sites that are currently in use as HS2 construction sites for the new Old Oak Common station. These are located in the west of Old Oak and adjacent to the Park Royal industrial estate. The sites are connected by key north to south movement routes that connect to existing rail stations, town centres and the forthcoming Old Oak Common Station. There are also several privately owned sites along these routes and next to the public sector owned sites. The sites are located in six different 'Places' in the Local Plan which are subject to different Place policies.

1.4. In OPDC's Local Plan, the privately and publicly owned sites are identified for comprehensive mixed use development forming the core of a new and regenerated urban community. In total, the sites are identified to deliver a minimum of 6,905 new homes and a minimum of 268,540 square metres of non-residential floorspace resulting in an indicative 22,365 jobs. Alongside these homes and non-residential floorspace, the sites will also deliver new publicly accessible open spaces, green infrastructure, new and improved healthy streets and social infrastructure.

1.5. The sites are located in six different 'Places' in the Local Plan and subject to different Place policies. This SPD amalgamates the relevant place policies in the Local Plan to provide clearer spatial planning guidance for Old Oak West and to support a comprehensive and coordinated approach to development in Old Oak West. Local Plan policy SP10 requires that proposals take an integrated and comprehensive approach to the design, construction and management of proposed development. OPDC considers that a comprehensive approach to developing Old Oak West will deliver a variety of benefits. This includes better placemaking to foster sustainable and complementary neighbourhoods, coordinating the delivery of infrastructure to connect the area and support existing and future residents; and potentially delivering more homes and space for jobs than set out in our Development Capacity Study Update (2021) through optimised and accelerated development capacities.

1.6. As well as supporting comprehensive and coordinated development, this SPD also provides additional supplementary planning guidance for publicly accessible open spaces, the Old Oak major town centre, local character and infrastructure that is shaped by engagement with local communities that has been undertaken during 2023.

1.7. This SPD focuses on coordinating existing relevant spatial policies and providing spatial guidance specific to Old Oak West. There are other planning policy themes covered in OPDC's Development Plan (which currently includes OPDC's Local Plan, the Mayor's London Plan, Harlesden Neighbourhood Plan and the West London Waste Plan) to which developments within Old Oak West would also be required to adhere. OPDC and the Mayor have also produced a range of other planning guidance documents which would be material considerations when determining planning applications.

1 Introduction

What is the structure of the SPD?

1.8. The SPD follows the same structure of OPDC's Local Plan and comprises the following sections:

1. Introduction
2. Context overview
3. Spatial Vision
4. Good Growth
5. Transport
6. Environment and utilities
7. Housing
8. Employment
9. Town centre and community uses
10. Design
11. Place and Cluster visions
12. Delivery and implementation
13. Glossary

1.9. The sections will set out guidance and information in the form of:

- **Principles –** ~~Proposals will be required to comply with Principles.~~ Principles provide guidance on things that must be considered in developing proposals. (1/5; 1/10; 1/50)
- **Ambitions –** Ambitions set out more ambitious standards. They are not required in planning policy and will not be a material consideration when determining a planning application but have been provided as guidance to developers seeking to deliver best practice development.
- **Signposts –** Signposts direct readers to other relevant national, London or local guidance.
- **Supporting text and information –** Supporting text and information are used to expand on and support the Principles. To avoid lengthy portions of supporting text, the Old Oak West SPD generally doesn't include supporting text for guidance that coordinates Local Plan policies. Instead, Signposts direct readers to the relevant Local Plan policies and supporting text. Supporting text focuses on providing information and context for new information. This includes the suggestions from our early community engagement, including the PlaceLabs process, and from OPDC's Community Review Group.
- **Appendix –** The appendix accompanying the SPD is an illustrative masterplan. This provides an indication of one way in which the Old Oak West area could be developed as shaped by the policies in the Local Plan, London Plan and guidance in this SPD.
- **Diagrammatic maps –** These diagrammatic maps reflect the illustrative masterplan, early community engagement suggestions and updated supporting studies. They are indicative save for those elements that are fixed in the Local Plan and shown on the Policies Map such as boundaries for heritage designations and town centres.
- **Visualisations –** These visualisations are used to help illustrate what Old Oak West could look like in the future.

What studies support the SPD?

1.10. All relevant supporting studies for the Local Plan also support the SPD. New and particularly relevant supporting studies are:

- **OPDC Community Engagement Summary Report 2023.** This document sets out suggestions from the community on content for the SPD based on consultation that was undertaken in February to June 2023. It identifies where suggestions have and have not been included in the SPD and the reasons why.
- **OPDC Post Occupancy Evaluation Study 2018.** This document sets out further information to support Ambition GGA1 Post occupancy monitoring.
- **OPDC Canal Placemaking Study 2019**. This document sets out information for delivering high quality canalside environments.
- **OPDC North Acton Station Feasibility Update Report 2023**. This document sets out ~~the preferred~~ an alternative approach for an enhanced North Acton Station and improvements to the surrounding public realm which differs from the Local Plan. This SPD continues to reflect the Local Plan policies. 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26
- **OPDC Old Oak West SPD Equity, Diversity and Inclusion Statement 2023.**

1 Introduction

This documents summarises the EDI considerations that have been included in the SPD.

- **OPDC Old Oak West SPD Strategic Environmental Assessment (SEA) Screening Consultation and Determination Report 2023.** This document sets out screening and determination information and concludes that a standalone SEA, in addition to the Local Plan Integrated Impact Assessment (IIA), is not required for the SPD.

What is the status of the SPD?

Legal status

1.11. The Old Oak West SPD is a Supplementary Planning Document. Part 5 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the Regulations") sets out the procedure for the production of SPDs. ~~This version of the SPD constitutes the consultation version required to be carried out under Regulation 12 of Part 5 of the Regulations.~~

Guidance status

1.12. The guidance in this SPD is a material consideration for the determination of planning applications.

1.13. The guidance in this SPD is consistent with the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and is consistent with the policies in the London Plan (2021) and OPDC's Local Plan (2022). The SPD should be read in conjunction with these documents.

What period does the SPD cover?

1.14. The time period for the SPD is the same as OPDC's Local Plan period. This provides guidance for between 2018 and 2038.

How should the SPD be used with other planning documents?

1.15. The Old Oak West SPD should be used alongside all other OPDC SPDs, OPDC's Local Plan and Policies Map, the West London Waste Plan, the Mayor's London Plan, Supplementary/London Plan Guidance, National Planning Policy Framework and any neighbourhood plans.

1.16. In particular, this SPD should be read alongside our:

- **Planning Obligations SPD** to understand how we will secure contributions to enable a number of Principles to be delivered such as public open space and community-led projects.
- **Industrial SPD** to understand how light industrial uses could be included as part of mixed-use development.
- **Draft Public Realm and Green Infrastructure SPD** which will complement this SPD by providing more detailed guidance for public realm and green infrastructure.

How does the SPD relate to the Local Plan?

1.17. The Local Plan policies and figures form part of OPDC's 'development plan' and continue to have greater weight than the guidance and figures in the Old Oak West SPD. 1/3; 1/18; 1/45; 1;50; 1/53; 1/58; 1/60; 1/61; 1/62; 1/65; 1/66; 3/9; 3/20; 3/25; 3/26; 6/27; 6/28; 8/8; 8/22

Figure 1.~~1~~2 Adopted and emerging OPDC SPDs

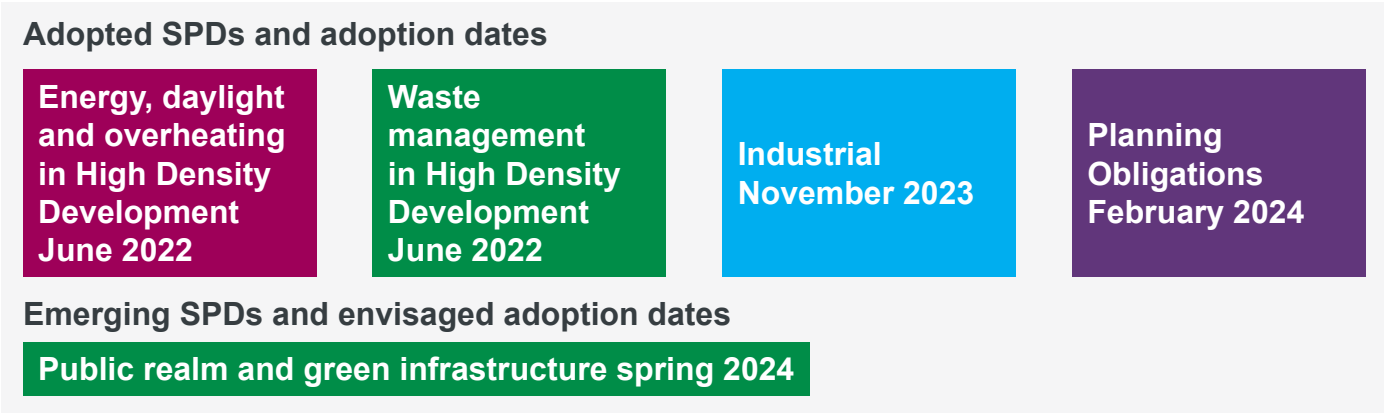


Figure 1.~~2~~3 Railway infrastructure viewed from Old Oak Lane railway bridge



2 Context overview

2 Context overview

Strategic context

2.1. The Old Oak and Park Royal Development Corporation (OPDC) was established by the Mayor of London on 1 April 2015. OPDC is the statutory Local Planning Authority in its area and has land assembly, housing and infrastructure delivery powers, including compulsory purchase powers.

2.2. The OPDC area covers the Old Oak and Park Royal Opportunity Area in the Mayor's London Plan (2021). OPDC's Local Plan identifies that the area has the capacity to deliver a minimum 26,000 homes and 56,250 jobs, making it one of the largest regeneration projects in the UK.

2.3. OPDC's Management Plan 2022/23 provides an overarching vision for the regeneration of Old Oak and Park Royal:

2.4. "Drawing on its rich heritage at the heart of west London's manufacturing industry, Old Oak and Park Royal will become a renewed canalside community, where a thriving local economy supports a great place to work, visit and live. Working with our boroughs, residents, businesses, and partners to shape and accelerate the full regeneration potential created by High Speed 2's Old Oak Common super hub, OPDC exists to ensure this promise is delivered. With unrivalled connectivity across London and the UK, Old Oak and Park Royal can become a thriving, inclusive and healthy place, displaying the best practice in social and environmental design with huge benefits for current and new residents and businesses alike and making a major contribution to London's success as a global city."

Local context

Demographics and communities

- **Age** – the majority of people fall within the 25-64 age range and reflects a relatively young population with a higher proportion of residents aged 0-24 compared to London figures. Residents 65 and over comprise the smallest age category at 9%.
- **Country of birth** – 50.3% of people are born outside the UK which is considerably higher than London's average (38%). The majority of residents born outside the UK are from EU countries or the Middle East and Asia.
- **Disability** – 12.6% of people reported having a disability. This is slightly below the London average of 13.2%.
- **Ethnicity** – the Black, Black British, Black Welsh, Caribbean or African data group is the largest minority group accounting for approximately 23.3% compared to the 13.5% London average. Asian, Asian British or Asian Welsh is the second largest group at 15.6% compared to the 20.7% London average with Other ethnic groups and Mixed or Multiple ethnic groups comprising 18% compared to the 12% London average.
- **Gender identity** – an average of 1.31% of people identified as having a gender identity different from sex registered at birth. This is above the London average of 1%.
- **Language** – the majority of households have all adults which share English as a main language (63.3%), whilst the amount of households with no adults or children holding English as a main language (21.4%) is significantly higher than the national average (12.4%) and London average (5%).
- **Marriage and civil partnership** – 59.5% of residents have never been married or registered a civil partnership compared to the 46.2% London average.
- **Pregnancy and maternity** – the live birth rate for Brent was the highest at 14.1 per 1000, followed by Ealing at 13.1 and Hammersmith and Fulham at 11.1. London's rate is 12.4 births per 1000.
- **Religion or belief** – Christianity is the most widely observed religion at 44%, followed by those responding with No Religion at 36.7% with the Muslim population at 17.7% and Hindu population at 2.9%. Other religions and beliefs were recorded at each below 1%.
- **Sex** – females make up 52.3% with males at 47.7%. The female majority is above the London average of 51.5%.
- **Sexual orientation** – 5% of people identified as not being straight or heterosexual comprising 2.2% Gay or Lesbian, 2.1% as Bi and 0.7% as all other

2 Context overview

sexual orientations. 84.2% identified as straight or heterosexual.

2.5. The above information is derived from Census 2021 data, ONS 2018, 2020, 2021 and 2022 data, English Indices of Multiple Deprivation 2019, Public Health England Local Authority Health Profiles.

Socio-economic

- **Income and employment** – The proportion of economically active residents is 62% which is lower than the London average at 66.2%. There are higher levels of unemployment at 7.1% compared to the London average of 4.8%. The average 2018 income before housing cost was £33,100 which is lower than the London average of £38,293. Professional occupations make up the highest proportion of all occupation types in OOW at 21.3%. Other key occupation types in OOW and surrounding comparator areas include elementary occupations, associate professional and technical occupations, managers, directors, and senior officials as well as caring, leisure and other service occupations.
- **Education levels** – Qualifications obtained at Level 4 and above make up the highest proportion of all the qualifications, accounting for 39.4% of the total levels of qualification. This is lower than the London average at 46.7%.
- **Local business size and type** – 85% of the enterprises are micro-enterprises with 0.4% being large enterprises. There is a total of 2,685 private enterprises. The highest concentration of enterprises is in professional, scientific & technical industry (13.2%) followed by retail (11%), information & communication (9.5%), construction (9.5%), wholesale (9.1%), business administration (8.9%), accommodation and food (6.9%) and arts, entertainment, recreation and other services (5.6%).
- **Deprivation** – 2021 Census data aggregates deprivation based on four dimensions of deprivation: Employment, education, health and disability, and household overcrowding. In Old Oak West 36.4% of households are deprived in one dimension. This is higher than the 32.9% average. The 2019 Indices of Multiple Deprivation shows the presence of high deprivation associated with the following dimensions:
  - Low income
  - Employment
  - barriers to housing and local services.
- **Health** – The 2019 Indices of Multiple Deprivation shows lower levels of health-related deprivation. Across the three boroughs, the average life expectancy for females is 83.4 years similar to the London average (83.5) while the average expectancy for males is 78, lower than the London average of 79. In terms of mental health, data showed that the mental health status was largely positive based on NHS information.
- **Housing** – there is a higher proportion of 1-person households compared to the London average which has a higher proportion of 2-people households. The most common housing tenure was private rented followed by social rented and owned homes, compared to London which have a higher share of owned houses. Household composition data for vulnerable groups shows there is a relatively lower share of households with elderly residents (7.8%) and dependent children (10.8%) and the highest share of households with no people disabled under the Equality Act (76.3%).

2.6. The above information is derived from Census 2021 data, ONS 2018, 2020, 2021 and 2022 data, English Indices of Multiple Deprivation 2019, Public Health England Local Authority Health Profiles.

Built environment

- **Movement** - Old Oak Lane, Old Oak Common Lane and Victoria Road are north to south streets running through Old Oak West connecting the area to Harlesden in the north, East Acton in the southeast and Acton in the southwest. Bus routes run along these streets connecting the area to Brent Cross, Acton, Hammersmith, Maida Hill and Park Royal. Cycle routes are limited and disjointed along the streets with the Grand Union Canal towpath providing

2 Context overview

an east west walking and cycling route. Movement east to west is inhibited by railways and HS2 construction sites.

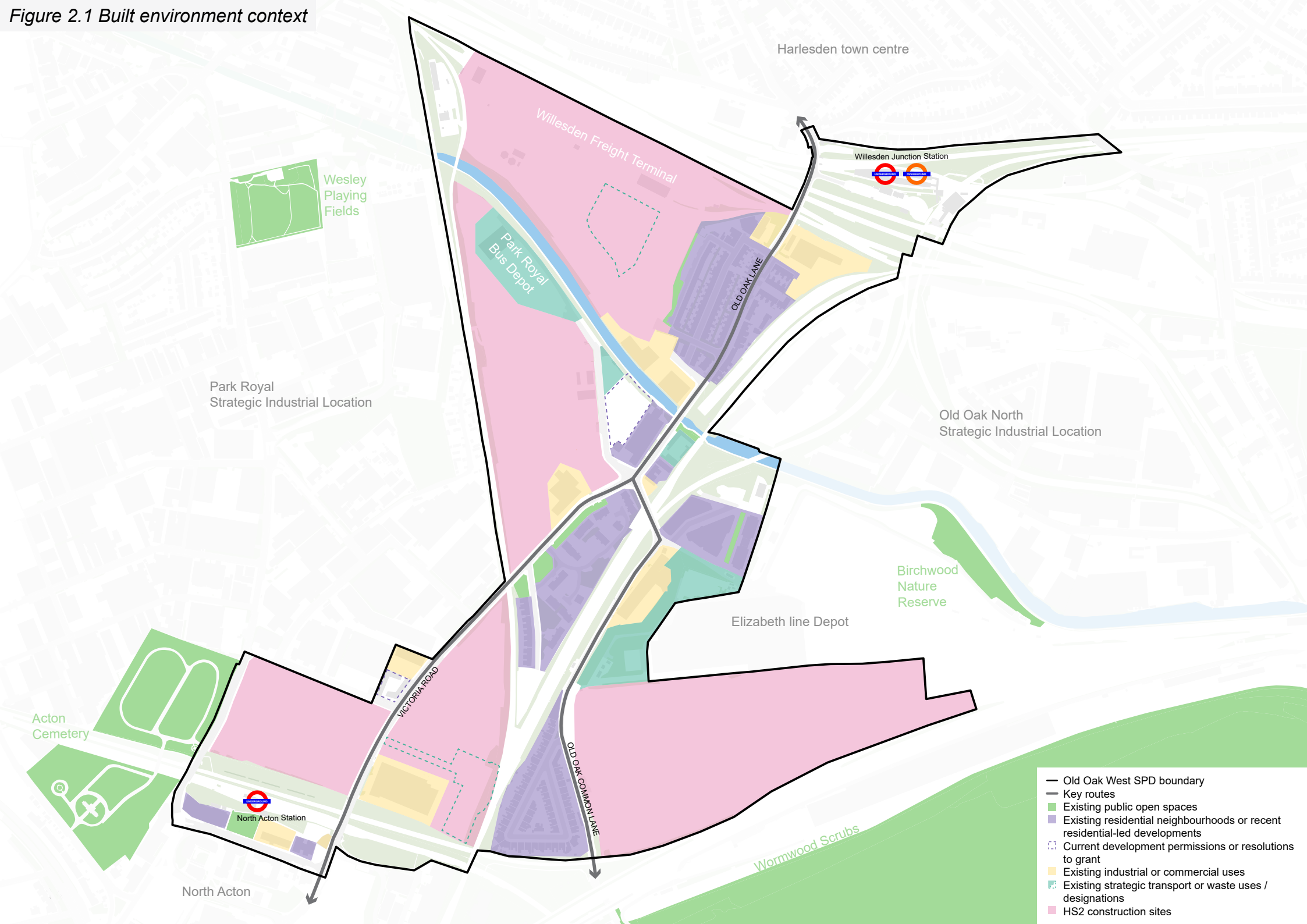
- **Green infrastructure** - There are a limited number of publicly accessible open spaces in Old Oak West, comprising Midland Terrace play space, Victoria Gardens, Cerebos Gardens, canalside spaces and the Old Oak Community Gardens. There are also some inaccessible green spaces adjacent to railways, which provide value as wildlife habitats and visual amenity. The Grand Union Canal and railway embankments are Sites of Importance for Nature Conservation of Metropolitan Importance. Wormwood Scrubs is the largest nearby open space and is designated as Metropolitan Open Land and a Metropolitan Park. The Scrubs is a 10 to 20 minute walk from the majority of Old Oak West.
- **Land uses and existing neighbourhoods** - Old Oak West is home to a series of well-established residential neighbourhoods that have historically abutted adjacent industrial and railway uses. These neighbourhoods comprise the Island Triangle, Victoria Terrace, Shaftesbury Gardens, Midland Terrace and Wells House Road. More recently new residential developments including The Collective, Power House, Oaklands Rise and 80 Goodhall Street, have been delivered. There are some small-scale shops and cafés north and south of the Grand Union Canal on Old Oak Lane, as well as the Fisherman's Arms Pub. Commercial space is currently being marketed in Oaklands Rise. The majority of the area is comprised of industrial, strategic transport uses and construction sites.
- **Social infrastructure** - There is a community centre called Nadi Park Royal on Old Oak Common Lane which provides facilities for wedding and charity functions as well as gym services. In Oaklands Rise there is a community room and café available for hire. The Collective also offers space for community hire.
- **Existing character areas** - There is a diversity of typologies and spaces forming character areas. These comprise:
  - HS2 construction sites containing a variety of construction structures and temporary buildings;
  - Railway lines, embankments, Willesden Freight Terminal and London Underground/Overground stations.
  - Varied residential typologies of low density and low rise two storey Victorian, Edwardian and interwar housing with three to four storey apartment buildings along Shaftsbury Gardens and at Kildun Court. The Collective, Oaklands Rise and 80 Goodhall Street are all newer higher density housing.
  - Varied industrial and warehousing typologies, yard space and carparking. Medium plot coverage with heights of 1-3 storeys.
  - Varied town centre uses including the Fisherman's Arms Public House, Old Oak Café, commercial uses along the ground floor of The Collective and a small shop north of the Grand Union Canal.
  - The Grand Union Canal and adjacent spaces providing green linear spaces of varying quality.
- **Heritage assets** - The Old Oak Lane area and the Grand Union Canal are designated as conservation areas. Willesden Junction Station, the Old Oak Lane area, Willesden Junction Maintenance Depot, Victoria Terrace, Midland Terrace and Wells House Road are designated as Local Heritage Listings.

Constraints to development

2.7. Current key constraints to development are:

- Operational and non-operational railway lines, street design and HS2 construction traffic that restrict movement.
- Lack of infrastructure supporting walking, cycling and people using mobility aids.
- Strategic and waste sites and uses that are safeguarded and/or require relocation.
- Physical infrastructure that cannot be relocated such as substations.
- Sensitive locations comprising existing residential neighbourhoods, heritage assets and nature conservation designations.

Figure 2.1 Built environment context



2 Context overview

Local Plan policies summary for the Old Oak West area

2.8. Summaries of the key Local Plan policies for Old Oak West comprise:

Movement
- New Old Oak Common Station and safeguarding of land for Chiltern Line services(3/7)
- Safeguarding land for the potential Old Oak Common Lane Station and the associated West London Orbital services ~~and Chiltern Line services~~(3/7)
- Improvements to North Acton and Willesden Junction Stations
- New and enhanced bus, cycling and walking routes
- New and improve street network and associated infrastructure such as bridges

Green infrastructure and open spaces
- Minimum 30% public open space
- Biodiversity net gain
- Two new Local Parks
- Network of new and improved smaller open spaces and canalside spaces
- New and improved streets to be green Healthy Streets

Environmental Sustainability
- Zero carbon development and offsetting payments if this cannot be achieved on-site
- Air quality positive developments
- Designing buildings and public realm to be resilient and adaptive to a changing climate
- Achieving greenfield surface water run-off rates to reduce flooding and including measures to minimise water consumption

Homes
- A minimum of 6,905 new homes including the Mayor's fast track approach to affordable housing viability to deliver at least 35% affordable housing to contribute towards a strategic target of 50% affordable housing
- 25% family housing

Town centre and community uses
- Old Oak major town centre
- North Acton neighbourhood town centre (partial)
- Cultural Quarter
- Meanwhile uses and catalyst uses
- Social infrastructure comprising:
  - one potential 3-form entry Primary School
  - one potential primary care health facility
  - two super nurseries and one potential additional super nursery
  - one community hub and one potential additional community hub
  - potential neighbourhood police facilities

Employment uses and jobs
- A minimum of 268,540 sqm (Net Internal Area) non-residential floorspace delivering an indicative 22,365 new jobs across a range of sectors in a range of sizes, forms and affordabilities
- A commercial centre around Old Oak Common Station
- Complement the Strategic Industrial Location in Park Royal and Old Oak North

Heights and massing
- A range of building heights comprising:
  - Generally lower heights responding to existing residential neighbourhoods
  - Generally 6 to 8 storeys fronting directly on to the Grand Union Canal outside of Strategic Industrial locations
  - Generally between 8 to 12 storeys along Victoria Road, Union Way, Old Oak Common Lane and Old Oak Lane
  - Increased heights and massing adjacent to railways and freight activity
  - Tall buildings in identified locations within the Places of Old Oak South, Acton Wells, Old Oak Lane and Old Oak Common Lane, Willesden Junction and Channel Gate

Strategic waste and transport uses
- Safeguarding for the following waste sites(unless compensatory capacity is provided) in accordance with the West London Waste Plan:
  - Quattro waste site (Acton Wells East)
  - Willesden Freight Terminal (Channel Gate)
  - Atlas Wharf (Space Rubbish) (Channel Gate)
- Supporting the retention or potential relocation/ reincorporation of the Willesden Freight Terminal and Park Royal Bus Depot.

2 Context overview

2.9. The Old Oak Neighbourhood Area is located within Old Oak West. The boundary for the area is shown in figure 2.1. Currently there isn't an adopted Neighbourhood Plan.

2.10. The Harlesden Neighbourhood Plan (2019) provides policies for the Willesden Junction area supporting the delivery of residential, employment and town centre uses alongside station and active travel route improvements.

Host boroughs' Local Plan policies summaries

2.11. Our host boroughs' Local Plans set out proposals that will shape areas adjacent or near to Old Oak West:

Brent Local Plan 2022

- Directly to the north of Old Oak West is Harlesden town centre. It is connected to Old Oak West by Old Oak Lane / Station Road and through Willesden Junction Station.
- Brent's proposals seek to connect into Old Oak through these routes and through the potential West London orbital line. They also seek to strengthen Harlesden town centre to ensure its own identity is retained and informed by its musical heritage. The Council is seeking the designation of a Creative Enterprise Zone for Harlesden.

Ealing Draft Local Plan 2022

- North Acton is in the OPDC area and lies to the southwest of Old Oak West. South of North Acton are West Acton and part of East Acton which are located in Ealing.
- These areas form part of Ealing's Acton Town proposals which seek to capitalise on the proximity to Old Oak Common Station by focusing growth at transport interchanges including Acton Mainline Station, enhancing the roles of Acton and East Acton town centres, supporting the Acton and Park Royal Creative Enterprise Zone and improving connectivity along north-south routes including Horn Lane and Old Oak Common Lane.

Hammersmith and Fulham Local Plan 2018~~22~~ (1/22)

- Wormwood Scrubs and the Westway Industrial Estate are in the OPDC area and lie to the southeast of Old Oak West. Wormwood Scrubs is Metropolitan Open Land, a Metropolitan Park, a Site of Borough Importance Grade I and II for nature conservation. South of these is part of East Acton which is located in Hammersmith and Fulham.
- The Central line corridor is also a Site of Borough Importance Grade I and II and provides a habitat link between Old Oak West and the wider borough.
- Hammersmith and Fulham's Local Plan identifies White City as an Opportunity Area with significant opportunities for growth which needs to be better connected into its surroundings, including into Old Oak.
- East Acton is identified as a key local centre by Hammersmith and Fulham which seeks to enhance the vitality and viability of the centre. This town centre is located within the Old Oak & Wormholt conservation area.
- The whole of the borough is classified as a Heat Network Priority Area requiring major developments to connect to heat networks, use zero emission or local secondary sources of heat.
- Their Local Plan seeks to improve and increase the opportunities for cycling and walking between the Old Oak West and the rest of the borough.

Figure 2.2 The Island Triangle railway cottages



3 Spatial Vision

Figure 3.1 Visualisation looking east along the Grand Union Canal within part of the Old Oak major town centre



3 Spatial Vision

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)

In 2038, Old Oak West will be a diverse and sustainable new mixed-use part of London anchored by the historic Grand Union Canal, a new exceptionally designed Old Oak Common Station and a vibrant Old Oak major town centre.

The heritage of the railways, industry and economic innovation alongside the thriving rich-mix of local identities and cultures will shape distinct yet complementary, high-quality and lifetime neighbourhoods that support diverse and inclusive communities enabled by a coordinated and comprehensive approach to development.

Neighbourhoods will provide a variety of new homes for all incomes and life stages, industrious places of work, green parks, town centre and community uses all within easy reach of new and improved public transport and active travel networks that support sustainable travel and well-being. A network of green, accessible and healthy streets and parks will provide spaces for people to meet, enjoy, move through comfortably whilst incorporating natural habitats that will help mitigate the impacts of climate change.

The established Old Oak commercial centre will be a new employment hub for London, home to flourishing local businesses and new economic sectors attracted by the area's excellent connectivity. Catalyst and meanwhile uses will have shaped the identity and character of Old Oak West, fostering a strong sense of place and complementing west London's economic and cultural vibrancy.

Figure 3.2 Spatial Vision diagram



4 Good Growth

4 Good growth

Introduction

4.1. Good Growth is a fundamental component of the London Plan and OPDC's Local Plan, with a focus on delivering socially, economically inclusive and environmentally sustainable growth. Social value is generated when environmental, economic and social benefits are all delivered from this growth. When experienced by individuals and local communities, this creates enhanced levels of well-being, a better quality of life and environment compared to business as usual.

4.2. The aim of this chapter is to work with GLA and OPDC Development Plan policies to deliver social value and secure equitable outcomes from development for everyone living and working in Old Oak West. This will contribute to the SPD delivering the following Local Plan Strategic Policies Proposed Outcomes:

- **SP2** Delivering a new part of London, that supports best practice and innovative approaches to achieving high density, high quality development across the environmental, social and economic strands of sustainability.
- **SP3** Creating a place that enables active and healthy lifestyles, improves mental and physical health and wellbeing and reduces health inequalities.
- **SP5** A strong, resilient and diverse economy, that allows existing businesses to thrive and grow and supports the introduction of new businesses to the area. A fair economy across the OPDC area will provide opportunities for locals and Londoners to access a range of employment opportunities across a range of sectors and skill levels.

Case studies

4.3. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **3Space International House, Brixton.** A meanwhile employment space in a former council office building providing very low cost and free space for local enterprises.
- **Hackney Wick Circular Economy Investment District.** A partnership focused on a business led circular economy that will evolve into a Business Improvement District structure.
- **Nourish Hub, Shepherds Bush.** A mixed-use community food hub. It offers opportunities including employment in catering to volunteering, skill-sharing and cooking classes.

Figure 4.1 3Space International House



Figure 4.2 Hackney Wick



Figure 4.3 Nourish Hub



Figure 4.4 Visualisation showing Atlas Junction within the Old Oak major town centre looking north along Old Oak Lane.



4 Good growth

Principle GGP1 Good Growth and Social Value

Proposals should:

a) support the delivery of inclusive lifetime neighbourhoods comprising accessible and inclusive buildings, infrastructure, publicly accessible open spaces, streets and public realm that minimise barriers, challenges and inequality;

b) contribute to delivering Social Value by improving life chances, health and well-being, fairness and the day-to-day quality of life; and

c) for major development proposals, where appropriate, provide planning obligations to support projects which contribute towards to the early activation of the OPDC area, including community based projects, events or other initiatives which build upon the art, culture and heritage of the local area.

Ambition GGA1 Post occupancy monitoring

Proposals should undertake post-occupancy monitoring surveys on major developments.

Signposts

London Plan 2021

- GG1 Building strong and inclusive communities
- GG3 Creating a healthy city

Local Plan 2022

- SP2 Good Growth
- D2 Accessible and inclusive design

Planning Obligations SPD 2023

- OB8D Supporting early activation and community art initiatives

Supporting studies

- OPDC Community Engagement Summary Report 2023
- OPDC Post Occupancy Evaluation Study 2018
- OPDC Equity, Diversity and Inclusion Strategy 2022
- OPDC Old Oak West Equity, Diversity and Inclusion Statement 2023(2/25)

Supporting text

4.4. Creating a new part of London within Old Oak West is a long-term project. An integral part of this will be supporting and delivering early activation projects that bring benefits to existing and new communities. These could comprise physical projects or support for community networks and/or champions to help run projects and connect communities.

4.5. Early community engagement has demonstrated strong support for the delivery of these projects with a specific focus on celebrating the area's diverse cultures, heritage and for public art. Principle GGP1(c) reflects this support by requiring major development proposals to contribute to early activation projects in coordination with OPDC's Planning Obligations SPD.

4.6. Post occupancy evaluation is a way of providing feedback from residents and users about the design and functioning of a development. Continual learning and dissemination of knowledge holds the key to delivering high quality developments. To support this, OPDC will encourage developers and management companies of major developments to undertake a post-occupancy survey. Further information can be found in OPDC's Post Occupancy Evaluation Study. The survey should look at the performance of buildings and the public realm as experienced by residents and users to help to:

a. highlight any immediate teething problems that can be addressed;
b. identify any gaps in communication and understanding that impact on building operations;
c. help ensure efficient and cost effective building and public realm management and maintenance;
d. support the delivery of lifetime neighbourhoods and the creation of

4 Good growth

a resilient urban environment that is responsive and adaptable to change;

e. provide lessons that can be used to improve design and procurement on future projects; and

f. act as a benchmarking aid to compare across projects and over time.

4.7. See supporting text to Local Plan policies SP2 and D2 for other relevant information.

Figure 4.5 Harlesden Canalside canoe club



5 Transport

5 Transport

Introduction

5.1. The future Old Oak Common station will transform connectivity in Old Oak West, but alongside this it will be important to deliver other improvements to rail infrastructure, new and enhanced walking and cycling routes and bus infrastructure.

5.2. The aim of this chapter is to deliver a safe, inclusive, accessible and efficient movement network comprising a diverse range of streets and walking/cycling routes to support sustainable public transport, active travel and sustainable freight transport.

5.3. This will involve improving the existing key routes of Old Oak Lane, Victoria Road and Old Oak Common Lane alongside delivering a network of new streets and routes, including Channel Gate Street/Road and Old Oak Street. Old Oak Street will be a critical route connecting Old Oak Common Station to North Acton and Acton Wells and will enable the continuation of Old Oak major town centre supporting a coordinated and comprehensive approach to development. Guidance reflects the proposed bus network as set out in in the Local Plan, policies for new and enhanced stations and canal transport in addition to elements relating to wayfinding, cycle parking and bridge/ underpass design as suggested in early community engagement.

5.4. The Old Oak West SPD should be read alongside OPDC's draft ~~forthcoming~~ Public Realm and Green Infrastructure (PRGI) SPD which will set out a proposed street hierarchy. The PRGI SPD will provide detailed guidance for each street type and walking/cycling routes. This will include the approach to inclusive design, greening, street-widths, public transport and active travel routes.

5.5. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy Proposed Outcome:

- **SP7** Delivering a highly connected, high quality and efficient transport network, that enhances local and strategic transport accessibility and supports the Mayor's ambition for 80% of journeys in London to be made by walking, cycling or public transport.

Case studies

5.6. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **Aberfeldy Village, Tower Hamlets**. New public realm shaped by young people's involvement to deliver green multigenerational spaces, a new neighbourhood square and play streets.
- **Esperance Bridge, Kings Cross.** A canal bridge and adjacent canalside stepped space reflecting industrial heritage while supporting activation of the canal.
- **Markhouse Road, Walthamstow.** A renewal of a high trafficked local road to provide space for new planting, segregated cycle lanes and walking infrastructure infrastructure.

Figure 5.1 Aberfeldy Village proposed street



Figure 5.2 Esperance Bridge, Kings Cross



Figure 5.3 Visualisation looking west from outside the Old Oak Common Station towards the commercial centre, Old Oak South Local Park and Acton Wells



5 Transport

Principle TP1 Movement network, wayfinding, walking and cycling

Proposals should deliver, enable and/or contribute to the delivery of:

a) a high quality, safe to use both in the day and night, permeable, legible, inclusive and accessible new and enhanced street network that demonstrates how the Mayor's Healthy Streets Approach has been applied;

b) new and enhanced connections to Old Oak Common Station, Park Royal, Old Oak North, Scrubs Lane, Wormwood Scrubs via Old Oak Common Lane, White City, North Acton, Harlesden town centre, East Acton town centre and Acton town centre;

c) a high quality walking network and associated infrastructure, including crossings to support people reaching their destinations in and around Old Oak West;

d) wayfinding infrastructure utilising the Legible London scheme and artwork-based wayfinding at appropriate locations such as bridges, underpasses and facades along key routes;

e) a high quality cycle network shown in figure 5.5 that includes high quality, secure, well located, convenient and accessible cycle parking and hire facilities. For public facilities, these should be focused in Old Oak major town centre, located to support meanwhile uses and/or in close proximity to destinations and publicly accessible uses;

f) improvements to existing junctions and underpasses;

g) key routes comprising:

   i) Old Oak Street providing a crucial new east-west walking and cycling connection ~~route~~(3/27) linking Old Oak Common Station to wider Old Oak West, North Acton and Park Royal, to be delivered as early as feasible and practicable, as:

      1. a through-route for walking and cycling including a new bridge over the railway corridor, and where feasible, buses, providing access only for private vehicles;
      2. a walking and cycling focused street in Acton Wells;
      3. an active street, providing town centre, employment and community uses at the intersections with other key routes and around Old Oak Common Station, North Acton Station via Victoria Road and the potential Old Oak Common Lane Station;

   ii) Victoria Road to be improved as a key movement route:

      1. for walking, cycling, buses and vehicular traffic during construction and operation phases;
      2. by delivering segregated cycle lanes;

   iii) the widening of Old Oak Common Lane including generous footpaths and segregated cycle lanes;

   iv) Old Oak Lane that includes segregated cycle lanes where possible, and connects to a high quality walking and cycling route to the canal that mediates level changes;

   v) Union Way as an all modes access route providing walking and cycling access to the Grand Union Canal towpath;

   vi) Channel Gate Street as an all modes route, including for double-decker buses and safeguarding for potential future connections to Park Royal and Old Oak Lane;

   vii) within the Atlas Junction Cluster, Victoria Road, Old Oak Lane, Old Oak Common Lane and Atlas Road, an improved public realm and high quality footpaths, segregated cycle lanes and street level crossings, including improvements to the junction;

h) new and improved access to the canal

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alongside improved canalside walking and cycling routes comprising:

i) improvements to the southern towpath in its role as part of the national Towing Path Network and as a continuous high quality east-west walking and cycling route as part of the National Cycle Network by:
   1. delivering a high quality shared walking and cycling route;
   2. delivering appropriate levels and types of lighting;
   3. ensuring development is integrated with the route in relation to its design, operation and location of uses; and
   4. coordinating delivery of improvements with relevant stakeholders.

ii) a continuous local walking and cycling route along the northern side of the canal within Channel Gate.

Signposts

London Plan 2021 / GLA guidance
- D5 Inclusive design
- SI16 Waterways - use and enjoyment
- T1 Strategic approach to transport
- T2 Healthy Streets
- T5 Cycling
- GLA Safety in Public Space – Women Girls and Gender Diverse People

Local Plan 2022
- SP7 Connecting People and Places
- P1 Old Oak South
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P8 Old Oak Lane & Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- D2 Accessible and inclusive design
- T1 Roads and Streets
- T2 Walking
- T3 Cycling

~~Forthcoming~~ **Draft Public Realm and Green Infrastructure SPD**

Supporting studies
- OPDC Community Engagement Summary Report 2023
- OPDC Canal Placemaking Study 2019

Supporting text

5.7. Delivering high quality, safe, direct, accessible and inclusive walking and cycling routes is critical in connecting Old Oak West with its surrounding areas and enabling people to easily reach their destinations within and around Old Oak West. These include local town centres, Park Royal, Wormwood Scrubs, North Acton, Harlesden and White City.[6/12] Establishing this high quality, legible and well-connected environment is necessary to transform the quality of the urban environment in Old Oak West from the hostile and fragmented place it is found today into the integrated, sustainable place envisaged in future. A coordinated, comprehensive approach to the delivery of this improved local movement network will be key to ensuring its success as many routes traverse numerous ownerships.

5.8. Supporting people to undertake active travel has a range of personal health and environmental benefits and enables existing and new communities to make easy use of community facilities, access local town centres, connect with other transport modes, navigate to meanwhile uses and reach their workplaces in Old Oak and Park Royal and elsewhere.

5.9. Specific to Old Oak West, ensuring walking and cycling routes provide easy access to the new and enhanced stations and surrounding neighbourhoods will be especially important to connect and embed the area within west London. The physical and mental health benefits supported by active travel are well documented and the delivery of Healthy Streets, as supported by Local Plan policies SP7(b) and T1(a), will ensure these benefits are achieved. OPDC's ~~forthcoming~~ draft Public Realm and Green Infrastructure (PRGI) SPD will provide more details on street sections to help shape proposals for different street types. Proposals should refer to this to enable the delivery of the movement network and

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deliver a range of different streets to support movement, adjacent uses and inform local character.

5.10. Ensuring walking and cycling routes are safe to use for all users, both during the day and night will meet the needs of groups with protected characteristic including girls, women and gender diverse people. The PRGI SPD will provide further detail to deliver this, building on the GLA's 'Safety in Public Space – Women Girls and Gender Diverse People' programme.

5.11. Proposals which are adjacent to or which include proposed routes should refer to the PRGI SPD to identify whether buildings need to be set back to facilitate the delivery of public realm improvements and walking/cycling routes.

5.12. Early community engagement has demonstrated extensive support for delivering well designed safe walking and cycling routes. Delivering associated infrastructure as part of the network was seen as a critical priority. These elements included safe and frequent street crossings, good street lighting, permanent / temporary wayfinding material (including maps, artwork and hoardings) and easy to reach cycle parking and hire facilities near to publicly accessible uses such as community hubs and schools. Improvements to the canal as a key local walking and cycling route were also supported. These included improved surfaces, a range of lighting to support safety and wildlife, and the need to deliver new and improved inclusive access points, particularly in busier locations such as the Old Oak major town centre. Therefore, Principle TP1(c,d,e,h) reflects these suggestions building on existing Local Plan and London Plan policies.

5.13. See supporting text to Local Plan policies SP7, P1, P3, P7, P8, P8C1, P9, D2 and T1 for other relevant information.

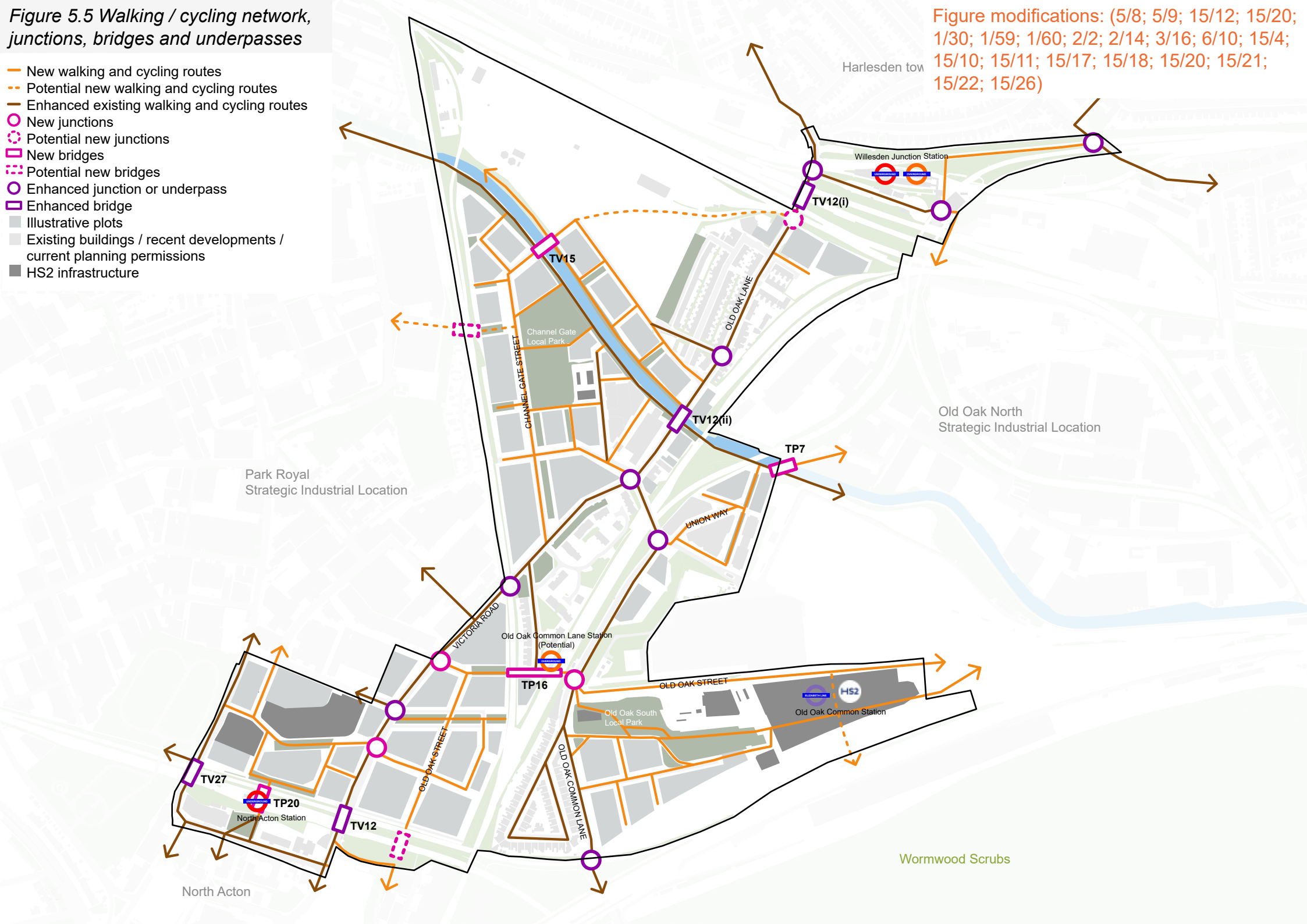
Figure 5.4 Grand Union Canal looking east viewed from Old Oak Lane bridge



Figure 5.5 Walking / cycling network, junctions, bridges and underpasses

Figure modifications: (5/8; 5/9; 15/12; 15/20; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)

- New walking and cycling routes
- Potential new walking and cycling routes
- Enhanced existing walking and cycling routes
- New junctions
- Potential new junctions
- New bridges
- Potential new bridges
- Enhanced junction or underpass
- Enhanced bridge
- Illustrative plots
- Existing buildings / recent developments / current planning permissions
- HS2 infrastructure



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Principle TP2 Bridges and underpasses

Proposals should:

a) where possible, ensure canal bridge infrastructure and associated spaces are designed to be integrated into the built environment, connect canalside routes, are accessible, safe and include active and positive frontages;

b) ensure street bridges and underpasses contribute to a high quality, safe and accessible movement network and are embedded into the built environment including through the use of lighting, high quality durable materials and where appropriate public art and wayfinding artwork; and

c) deliver, enable and/or contribute to the delivery of the new and/or improved bridges set out in table 5.1.

Ambition TA2 Bridges

Proposals should safeguard for, and if relevant and appropriate, contribute to and/or deliver the future potential Dudding Hill Line Bridge (TV20) connecting Channel Gate to Park Royal West.

Table 5.1 Bridge specific guidance

Bridge and Infrastructure Delivery Plan reference	Bridge specific guidance
i. Old Oak Lane Railway Bridge (TV12)	by including segregated cycle lanes where possible;
ii. Old Oak Lane Canal Bridge (TV12)	by contributing to and/or delivering: 1. public realm improvements; 2. high quality footpaths; and 3. where possible, segregated cycle lanes.
iii. Channel Gate Bridge (TV15)	by ensuring permeability through the site along Channel Gate Street, including Channel Gate Bridge, for all transport modes, including for double decker buses;
iv. Bulls Bridge (TP7)	by delivering a new, high quality inclusive access pedestrian and cycle bridge over the canal to replace and relocate Bulls Bridge and to connect into Oaklands or, if this is not feasible or agreeable with landowners, upgrading the existing bridge to ensure inclusive access for all users;
v. Acton Wells East to Old Oak South Bridge (TP16)	by working positively and proactively with TfL, Network Rail and landowners to establish a coordinated approach to ensure the delivery of a high quality public bridge between Old Oak South and Acton Wells East as an integral and key portion of Old Oak Street providing a critical local connection that: 1. supports a continuous public realm and walking and cycling route that successfully manages level changes within its design; 2. Provides a legible connection between Old Oak Common Lane and Acton Wells East; 3. does not preclude a potential new Old Oak Common Lane overground Station and West London Orbital potential new station and services; 4. provides sensitive walking and cycling access to Midland Terrace; 5. supports active frontages which are integrated with surrounding development opportunities; and 6. conserves the residential amenity of Midland Terrace and Wells House Road in accordance with Policy D5.

Table 5.1 Bridge specific guidance (continued)

Bridge and Infrastructure Delivery Plan reference	Bridge specific guidance
vi. Victoria Road Bridge (TV12)	by contributing to and/or enabling improvements to Victoria Road Bridge as key movement routes for walking, cycling, buses and vehicular traffic during construction and operation phases.
vii. Acton Wells West to North Acton Bridge (TP20)	1. by contributing to enhancing access to North Acton Station; and 2. by supporting enhancements to North Acton Station to deliver the station as an integral part of the town centre including 24 hour ungated high quality walking and cycling north - south routes. 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26
viii. Chase Road Bridge (TV27)	by contributing to and/or enabling delivery of a permeable, inclusive and accessible street to surrounding areas including enhancements to Chase Road Bridge.(15/12; 15/20)

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Signposts

London Plan 2021
- D5 Inclusive design
- T2 Healthy Streets

Local Plan 2022
- P2 Old Oak North
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C2 Old Oak Common Lane Station Cluster
- P8 Old Oak Lane & Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate

Supporting text

5.14. Old Oak West is shaped by the existing road and rail network with Old Oak Lane, Old Oak Common Lane and Victoria Road forming busy key north to south routes. These streets enable good access across Old Oak West to destinations in the north and south. However, these, together with local railway infrastructure, do not support easy east to west movement which means a number of new and enhanced bridges need to be delivered. These bridges are set out in OPDC's Infrastructure Delivery Plan (2021) and shown in figures 5.5 and 12.3. The Local Plan sets out a range of policies for bridges and associated spaces that are coordinated under Principle TP2.

5.15. Acton Wells East to Old Oak South Bridge (TP16) will provide a critical link between Old Oak South and Acton Wells, enabling the continuation of the Old Oak major town centre and playing a crucial role in supporting local placemaking. It will enable people to reach Old Oak Common Station, North Acton Station, Old Park Royal and other destinations via Old Oak Street. Without this bridge, pedestrians and cyclists would need to travel via Atlas Junction or the A40 resulting in substantially longer travel times. As well as assisting local connectivity, this bridge will need to be designed to provide access to the potential new Old Oak Common Lane Station and proposed new West London Orbital services or be designed to not preclude the delivery of these services. The bridge will need to be carefully coordinated with adjacent developments to provide an integrated public realm within the urban environment, including active frontages onto the bridge where feasible, to ensure that the bridge is safe, inviting, accessible and legible for all users.

5.16. Acton Wells West to North Acton Bridge (TP20) is identified in the Local Plan to enhance access to ~~be delivered to the west of~~ North Acton Station and provide a new 24 hour link between the existing southern and new northern station squares and onward connections to the north ~~in the Local Plan~~. During 2023, the North Acton Station Feasibility Study Update was commissioned and this identified an alternative approach to delivering improved connections to the north, utilising existing routes. Work on improvements to the station and onward connections is ongoing and may be used to inform a future review of the Local Plan. ~~However, since the adoption of the Local Plan, further feasibility work has determined that a bridge in this location does not optimise the connection from North Acton Station to Old Oak West due to the location of the HS2 crossover box which blocks a wide catchment for this bridge link. Therefore, alternative approaches to delivering enhanced access between North Acton and Acton Wells by improving the public realm on Victoria Road will need to be developed in more detail. The further feasibility work to support this is set out in the North Acton Station Feasibility Study Update 2023 as a supporting study to this SPD.~~ 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26

5.17. The bridges and underpasses should be designed to seamlessly integrate both sides of the bridge through a high quality public realm which is safe and accessible. A recent example of this are the improvements to the Old Oak Lane Bridge towpath ramp which has provided better access to the Grand Union Canal with low-maintenance native planting to support wildlife and access to nature. Early community engagement has identified the need to ensure both bridges and underpasses incorporate public art and wayfinding artwork into their

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design that reflects local character and communities. This will help to embed these structures and spaces within the surrounding areas, mitigate the impacts of infrastructure on the built environment and support local legibility. Therefore, Principle TP2(b) reflects these suggestions building on Local Plan policy SP7. Any artwork would need to be agreed with the relevant stakeholders including Network Rail and Transport for London.

5.18. The alignments of bridges and underpasses in the Local Plan are indicative but show the preferred alignments and broad locations at the time of writing. Their exact alignment will require further technical testing to arrive at a final preferred alignment. Applicants will need to demonstrate the preferred alignments that best satisfy the requirements outlined in Principle TP2c) above, as well as all other relevant policy. These bridges and underpasses often cross multiple land ownerships and coordination between landowners will be necessary to enable sites to be developed comprehensively and unlock significant benefits including optimised development, better placemaking and a more legible movement network. As costly infrastructure items, developer contributions will be necessary towards the delivery of bridges and underpasses through CIL and/or Section 106. Funding from other sources may also be necessary for large scale and/or complex connections such as the Acton Wells East to Old Oak South Bridge (TP16).

5.19. See supporting text to Local Plan policies P2, P3, P7, P7C2, P8, P8C1 and P9 for other relevant information.

Figure 5.6 Railway bridge crossing the Grand Union Canal



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Principle TP3 Buses

Proposals should facilitate, deliver and contribute to the existing and future potential (3/13) bus network and infrastructure along Old Oak Lane, Old Oak Common Lane, Victoria Road and Old Oak Street as illustrated by the potential (3/13) routes set out in figure 5.7.

Signposts

London Plan 2021
- T2 Healthy Streets

Local Plan 2022
- T6 Buses

~~Forthcoming~~ **Draft Public Realm and Green Infrastructure SPD**

TfL's Street Toolkit

Supporting text

5.20. New and enhanced bus routes will contribute to the local sustainable movement network, connecting people with local and London wide destinations. TfL's Street Toolkit and OPDC's draft ~~forthcoming~~ Public Realm and Green Infrastructure SPD provide further guidance for the design of bus routes, associated infrastructure and relationship to the wider street design.

Principle TP4 Canal transport

Proposals should:

a) promote the use of the Grand Union Canal as a movement route.

b) contribute to the use of the Grand Union Canal for waterborne passenger, leisure and freight transport by:

   i) delivering new transport related moorings, waterway access, wharfs and ancillary facilities in appropriate locations; and

   ii) utilising water-borne freight transport during the construction and operation of development.

Signposts

London Plan 2021
- SI14 Water transport

Local Plan 2022
- SP7 Connecting People and Places
- P3 Grand Union Canal
- P9 Channel Gate
- EU2 Urban Greening and biodiversity
- EU3 Water

Supporting studies
- Canal Placemaking Study 2019

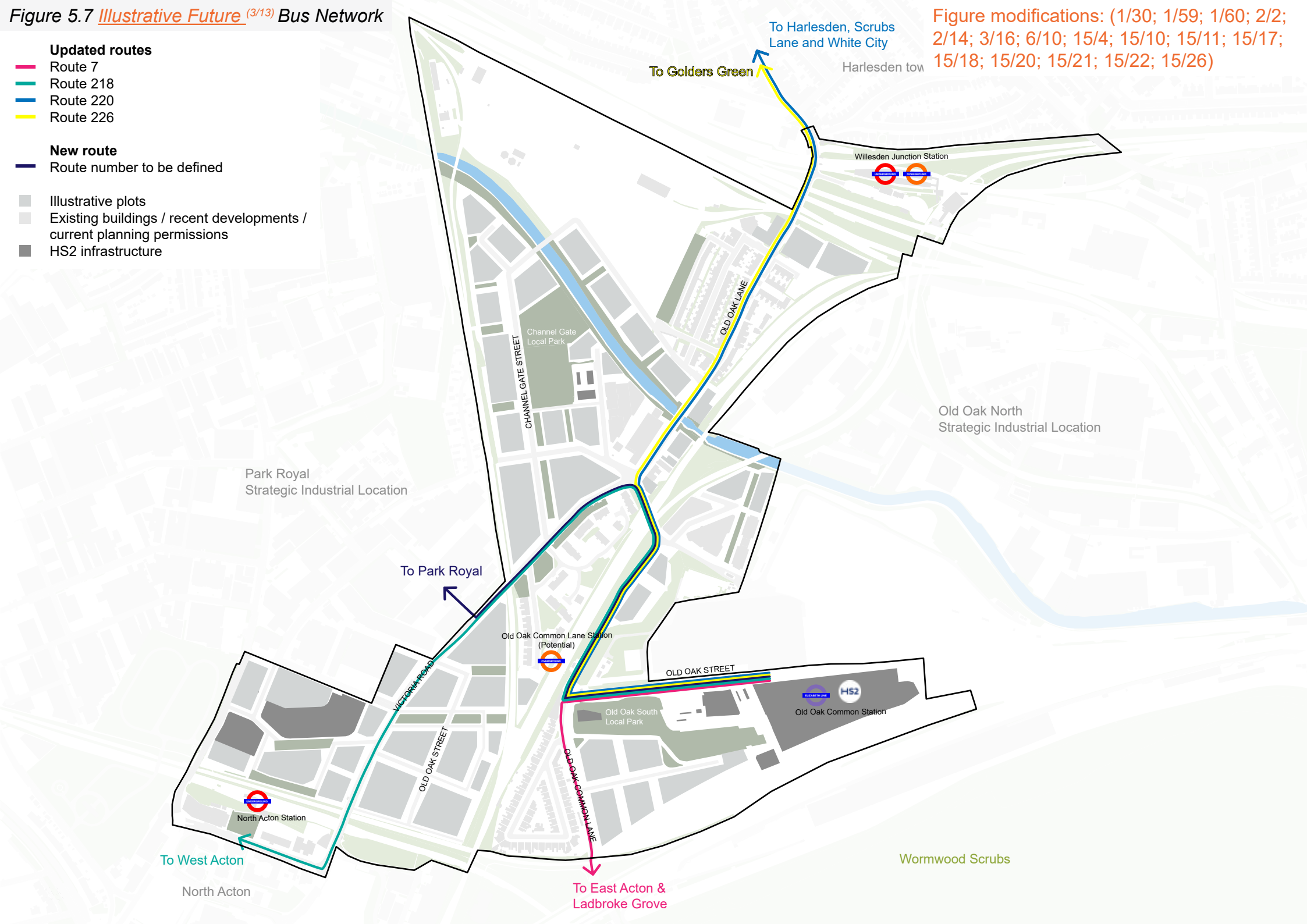
Supporting text

5.21. Using the Grand Union Canal as a transport route for passenger, leisure and freight will help to celebrate the heritage of the canal and provide low-carbon, off-road transit for freight. Old Oak Sidings is close to Old Oak West and presents an opportunity to support sustainable freight and waste distribution for the area. Passenger and leisure transport will contribute to the activation of the canalside environment to support the Old Oak major town centre. Increased canal transport will need to carefully consider impacts on biodiversity and water quality in accordance with Local Plan policies EU2 and EU3.

5.22. See supporting text to Local Plan policies SP7, P9, EU2 and EU3 for other relevant information.

Figure 5.7 Illustrative Future (3/13) Bus Network

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



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Principle TP5 Stations and station public realm

Proposals should deliver the following stations and station public realm (3/16) with outstanding design quality that are accessible to all:

a) Old Oak Common Station as an exceptionally designed, 21st century station and transport interchange by:
   i) integrating the station within the wider movement network, across all phases, by delivering legible, accessible, comfortable and 24-hour public routes through and to the station;
   ii) ensuring it is designed to be resilient and adaptable to respond to a changing surrounding context including as a temporary terminus;
   iii) supporting the design and operation of the station by ensuring it pioneers and responds to technological innovation and behavioural change;
   iv) ensuring the station delivers, contributes to and/or enables the delivery of public realm that connects seamlessly with the wider street and open space network, including ensuring that the vertical and horizontal alignments of routes and entrances optimise this wider integration;
   v) delivering an efficient and seamless journey from street to platform;
   vi) ensuring the station and associated public realm, movement routes and open spaces are designed for high amounts of walking and cycling movement and deliver clear routes for its role as a temporary terminus and its longer term role;
   vii) locating and distributing station transport interchange facilities in appropriate locations to adequately serve the station and to support the effective integration of the station within surrounding public realm and movement network, whilst ensuring that the surrounding public realm is not vehicle dominated;
   viii) focusing the delivery of public art within Old Oak Common Station and surrounding public realm and publicly accessible open spaces;
   ix) providing a series of high quality publicly accessible open spaces around the station;
   x) demonstrating how the station public realm and publicly accessible open spaces contribute to the delivery of the Old Oak South Local Park;
   xi) ensuring new station public realm and publicly accessible open spaces provide good levels of large canopy tree planting, green infrastructure and facilities for outside relaxation and socialising in areas with the highest amount of daylight and direct sunlight;
   xii) providing access to nature and delivering green infrastructure within the design of the station and associated public realm and publicly accessible open spaces in accordance with Local Plan Policies SP8, EU1 and EU2 and HS2 Ltd's Commitments to Sustainability;
   xiii) ensuring the station design and its surroundings support the delivery of a Cultural Quarter; and
   xiv) clustering meanwhile town centre uses within and around the station.

b) North Acton Station as an improved high quality station by:
   i) contributing to and/or enabling the delivery of a network of new and enhanced streets with a walking and cycling focus from the station to the Old Oak West area, including towards Old Oak Street and the HS2 station, School Road and Victoria Road;
   ii) enhancing the existing North Acton Station Square;
   iii) ensuring it is an integral part of the town centre;
   iv) increasing capacity;

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v) providing step-free access;
vi) delivering ~~a~~ high quality station entrances onto ~~the~~ station squares; ~~and~~
vii) 24 hour ungated high quality walking and cycling north - south routes; and
1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26
viii) enabling the delivery of development over and around the station and railway.

c) Potential Old Oak Common Lane Station as a high quality station by:
i) ensuring it is integrated with Acton Wells East to Old Oak South Bridge (TP16); and
ii) contributing to and / or delivering a publicly accessible station square on Old Oak Street to the west of the station.

d) Willesden Junction Station as an improved high quality station by:
i) ensuring station upgrades are delivered in a phased and co-ordinated manner. Upgrades should also not result in reduced access to public transport services provided by the station for areas to the north of Willesden Junction; and
ii) working with stakeholders to(5/2; 5/23) optimise~~ing~~(5/2; 5/23) development on and/or adjacent to the station and tracks.

Signposts

Local Plan 2022
- P1C1 Old Oak Common Station Cluster
- P7 North Acton and Acton Wells
- P7C1 North Acton Station Cluster
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction

Supporting studies
- North Acton Station Feasibility Update Report 2023

Supporting text

5.23. New and enhanced rail services will enable Old Oak West to become one of the best connected places in the UK. Four new and enhanced rail stations are within Old Oak West, these will expand the local public transport network and provide access to local, Greater London, wider regional and national destinations. These comprise the future new Old Oak Common Station served by HS2, the Elizabeth Line, Great West Main Line and potentially Chiltern Line services, the potential new Old Oak Common Lane Station served by London Overground and the potential West London Orbital route and enhancements to the existing North Acton Central Line London Underground Station and Willesden Junction Station, served by the London Overground and Bakerloo Line ~~stations~~(3/18).

5.24. Integrating these stations within surrounding areas with new and improved infrastructure and movement routes, specifically active travel walking/cycling routes, will be critical in helping to ensure Old Oak West is developed in a coordinated and comprehensive manner and provide a variety of choices for people to reach their destinations.

5.25. For each station, entrances and exits will be expected to seamlessly connect into neighbouring areas providing clear, legible, comfortable and accessible routes from platform to street. As an example, enhancements to Willesden Junction should deliver an unpaid route from Station Approach to the west and Harrow Road to the east providing access to both sides of Harlesden town centre. OPDC will work with all stakeholders and partners, including host boroughs,(5/2; 5/23) to bring these improvements to fruition while supporting development opportunities above and/or around stations.

5.26. Early community engagement strongly supported the need for stations to be well designed and accessible to everyone. This is reflected in Principle TP5.

5.27. See supporting text to Local Plan policies P1C1, P7, P7C1, P8C1, P9 and P11 for other relevant information.

Figure 5.8 Visualisation of the Old Oak Common Station interior



5 Transport

Principle TP6 Strategic transport uses

Proposals should:

a) support the retention or potential relocation/ reincorporation of the Willesden Freight Terminal and Park Royal Bus Depot; and

b) retain existing and /or providing sufficient alternative access capacity to the Willesden Freight Terminal and Park Royal Bus Depot.

Signposts

London Plan 2021

- T3 Transport capacity, connectivity and safeguarding
- T7 Deliveries, servicing and construction

Local Plan 2022

- P9 Channel Gate
- T6 Buses
- T7 Freight, servicing and deliveries

Supporting text

5.28. The Willesden Freight Terminal and Park Royal Bus Depot are both located within Channel Gate (see figure 2.1). The Willesden Freight Terminal provides access to the London and national rail network providing sustainable freight transport, helping to remove traffic from local streets. The Park Royal Bus Depot is an integral part of the local bus network and facilitates access to bus services. OPDC will work with stakeholders to support its continued operation, either on site or, ideally, elsewhere to enable continued service provision.

5.29. See supporting text to Local Plan policies P9, T6 and T7 for other relevant information.

Figure 5.9 Great Western Railway train outside the former Old Oak Common Depot on the site of the new Old Oak Common Station



6 Environment and utilities

6 Environment and utilities

Introduction

6.1. OPDC is committed to delivering a zero carbon urban quarter in Old Oak West that underpins sustainable development and delivers benefits to communities. As well as applying relevant London and Local Plan policies and supporting innovative delivery approaches to carbon reduction, climate change resilience, water efficiency and waste minimisation, amongst others, developments in Old Oak West will need to deliver place-specific environmental infrastructure in Old Oak West which will play an important role in supporting our aim of zero carbon development.

6.2. This chapter sets out how developments should deliver a network of resilient, high quality and inclusive green streets and varied multi-functional green spaces that support nature recovery, access to nature, high levels of urban greening can adapt to climate change to benefit wildlife and residents and act as community focal points. This also supports the delivery of heat and energy networks to enable sustainable development in Old Oak West.

6.3. This will involve improving existing open spaces, including both public and inaccessible spaces, and the delivery of a minimum of 30% of the developable area of all sites as publicly accessible open space. These public open spaces will be in the form of two Local Parks, both a minimum of two-hectares, alongside a range of smaller pocket parks.OPDC is developing a Public Realm and Green Infrastructure SPD that will provide further guidance on urban greening and biodiversity for the whole OPDC area.

6.4. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policies Proposed Outcomes:

- **SP2** Delivering a new part of London, that supports best practice and innovative approaches to achieving high density, high quality development across the environmental, social and economic strands of sustainability.
- **SP8** Contributing to the All London Green Grid by delivering new and enhanced green infrastructure and open spaces that provide for a range of functions, serving people and nature across the OPDC area.

Case studies

6.5. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **Mayfield Park, Manchester.** A 2.6 hectare new riverside park in the city centre in the heart of the Mayfield regeneration area comprising a variety of different areas, activities and features including meanwhile uses
- **Kings Crescent Play Street, Hackney.** A series of new streets focused on supporting play for all ages connecting to Clissold Park.
- **Sønder Boulevard, Copenhagen.** A high quality, green street featuring linear open spaces and playspaces.

Figure 6.1 Mayfield Park, Manchester



Figure 6.2 Sønder Boulevard, Copenhagen



Figure 6.3 Visualisation looking south west across Channel Gate Local Park and adjacent uses



6 Environment and utilities

Principle EUP1 Urban greening, green streets and biodiversity

Proposals should:

a) deliver and/or positively contribute towards a varied, well-designed, integrated, climate resilient and high quality green infrastructure network that improves the ecology of the area;

b) deliver an overall increase in green cover, new urban greening and a net gain in biodiversity in accordance with the Environment Act 2023[5/13] across sites, public realm and open spaces across Old Oak West including:
   i) green streets that are fully accessible, designed predominantly for high pedestrian and cycle flows, have embedded green infrastructure, provide areas of shade, have very restricted access for motorised vehicles and form part of a wider grid of connected green routes;
   ii) wherever possible, delivering planting of mature or semi-mature trees along all streets;
   iii) good levels of large canopy tree planting and green infrastructure in the Old Oak Common Station public realm and publicly accessible open spaces;
   iv) providing access to nature and delivering green infrastructure within Old Oak Common Station;
   v) along Victoria Road, Old Oak Street and new streets within Acton Wells;
   vi) along Old Oak Lane, Old Oak Common Lane, Victoria Road, Station Approach and across Channel Gate;
   vii) ensuring that planting is ecologically appropriate and provides benefits for wildlife;
   viii) integrating biodiversity into buildings and the public realm by providing nest sites, roosts and shelters;
   ix) integrating Sustainable Drainage Systems where required;
   x) continued and improved rewilding of inaccessible spaces including railway embankments; and
   xi) appropriate amount, levels and types of lighting that provide for safety but also support biodiversity habitats.

c) measurably conserve and enhance the following Sites of Importance for Nature Conservation (SINC) and other identified priority habitats or species as defined below and shown on OPDC's Policies Map:
   i) Grand Union Canal and towpaths (OPS11/OPS16 Metropolitan Importance)
   ii) Willesden Junction (OPS13 Borough Importance Grade I)
   iii) Old Oak Sidings and Birchwood (OPS15 Borough Importance Grade I)
   iv) North Acton railsides (OPS8 Borough Importance Grade I)
   v) Dudding Hill Loop (OPS12 Borough Importance Grade II)

d) demonstrate that major development proposals have optimised urban greening utilising the Urban Greening Factor; and

e) integrate with the wider green infrastructure and open space network, including the adjacent portions of the Grand Union Canal, Wormwood Scrubs, North Acton Cemetery, Wesley Playing Fields, Birchwood Nature Reserve and the All London Green Grid.

Signposts

London Plan 2021
- GG3 Creating a healthy city
- GG6 Increasing efficiency and resilience
- G1 Green Infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G8 Food growing

Local Plan 2022
- SP8 Green Infrastructure and Open Space
- P1C1 Old Oak Common Station Cluster
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P8 Old Oak Lane and Old Oak Common

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Lane
- P9 Channel Gate
- P11 Willesden Junction
- EU1 Open Space
- EU2 Urban Greening and Biodiversity
- EU7 Circular and Sharing Economy
- EU13 Land Contamination

~~Forthcoming~~ **Draft Public Realm and Green Infrastructure SPD**

Supporting studies
- OPDC Community Engagement Summary Report 2023

Supporting text

6.6. As identified in the Local Plan, Old Oak West will comprise a network of green streets connecting a series of public and inaccessible green spaces including railway embankments. These streets, spaces and surrounding buildings will ensure Old Oak West delivers an exemplary green infrastructure network that supports nature recovery, access to nature, high levels of urban greening and adapts to climate change to benefit wildlife and residents' health and well-being. Green streets will be designed to accommodate semi-mature and/or mature trees, other street greening plants and a mosaic of habitats including aquatic habitats, including canal habitats for streets near to the Grand Union Canal, as part of Sustainable Drainage Systems (SuDS). Where semi-mature trees are planted, sufficient tree pits and soil volumes should be provided to enable the trees to develop into mature trees and tree pits should be interconnected wherever feasible. See the PRGI SPD for further guidance. These street greening components will contribute to optimising green infrastructure, and provide comfortable spaces to enjoy and movement routes that utilise planting to provide good solar access during winter and cool shade during summer. The extent and form of greening will complement the place and transport roles of each street and will be informed by the draft ~~forthcoming~~ PRGI SPD that will provide guidance for different street typologies.

6.7. Early engagement with the community strongly supported these components including rewilding of areas following the completion of construction, where possible, such as railway embankments and inaccessible spaces to reflect their native habitats.

6.8. A healthy soil will be crucial to supporting a thriving biodiverse environment. The majority of Old Oak West has an industrial history which will likely need remediation in accordance with Local Plan Policy EU13. OPDC will work with developers and other stakeholders to consider the feasibility of an on-site strategic approach to land remediation including the establishment of a 'soil hospital' similar to that used for the Queen Elizabeth Olympic Park.

6.9. See supporting text to Local Plan policies SP8, P1C1, P3, P7, P8, P9, P11, EU1, EU2, EU7 and EU13 for other relevant information.

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Principle EUP2 Open spaces locations and design

Proposals should deliver and/or positively contribute towards a varied, well-designed, integrated, climate resilient and high quality open space network that enhances the overall quality of the environment and provides for the needs of people living, working and visiting Old Oak West by:

a) protecting and providing sensitive enhancements and improvements to the following existing open spaces:
   i) Old Oak Community Gardens and other spaces adjacent to the Island Triangle including potential expansions;
   ii) Cerebos Gardens and Victoria Gardens;
   iii) Midland Terrace child play space; and
   iv) publicly accessible canalside spaces.

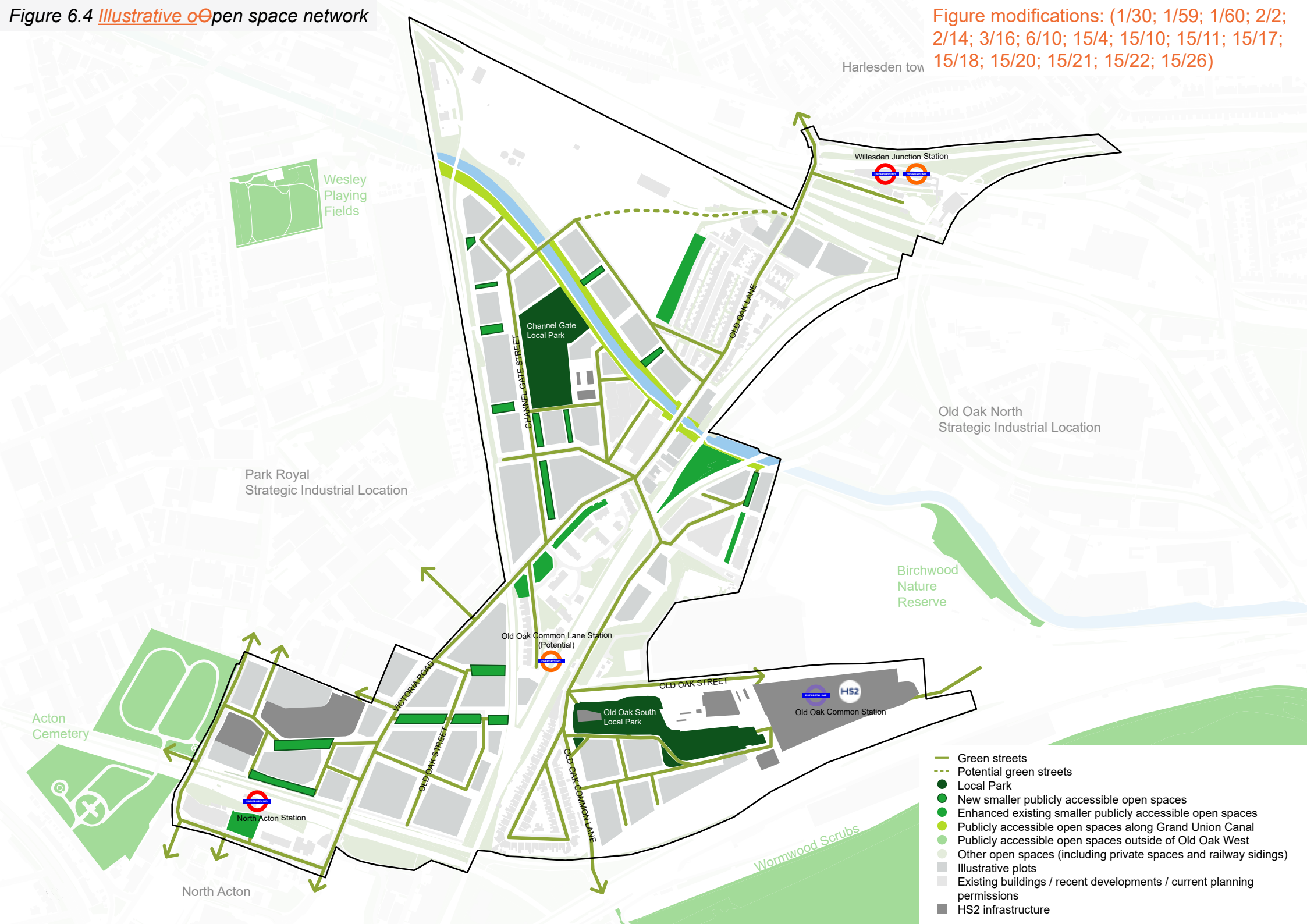
b) appropriately providing and/or positively contributing to new open spaces, that meet the needs of the development in terms of their quantum, quality, access and function, including delivering a minimum 30% of the developable area as publicly accessible open space. The 30% will comprise the delivery of the open spaces set out in table 6.1.

Table 6.1 Open spaces guidance

Open spaces	Open spaces specific guidance
i. Old Oak South Local Park	at a minimum of two-hectares in size, provided as a series of connected spaces including Old Oak Common Station public realm, that provides good levels of large canopy tree planting, green infrastructure and facilities for outside relaxation and socialising in areas with the highest amount of daylight and direct sunlight;
ii. Channel Gate Local Park	at a minimum of two-hectares providing recreational uses to serve the surrounding residential-led areas and neighbourhood focused portion of the Old Oak major town centre;
iii. Small Open Spaces and Pocket Parks	1. within North Acton and Acton Wells, including the North Acton Station Squares 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26, School Road Square, Victoria Gardens, Old Oak Common Lane Overground Station Square, Acton Wells Square; 2. within Old Oak major town centre; 3. along Old Oak Lane, Old Oak Common Lane and Victoria Road as linear spaces; 4. across Channel Gate including spaces to support new community uses; and 5. within Willesden Junction.
vi. Canalside spaces	comprising a network of high quality multi-functional publicly accessible open spaces along the canal including as part of the Willesden Junction Maintenance Depot site, within the triangle site, as part of Oaklands North and on the north of the canal in Channel Gate. These areas should be well-activated within the Old Oak major town centre through their design and layout while conserving and enhancing the biodiversity value of the canal.

Figure 6.4 Illustrative open space network

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



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c) ensuring all public open spaces are high quality and multifunctional in their design and layout by reflecting and supporting their surrounding uses, and by including a number of the following:
   i) play space provision for all ages;
   ii) a range of areas with different planting and maintenance approaches, including wilder spaces to support biodiversity and access to nature alongside more curated and manicured areas and planting approaches;
   iii) areas for quieter and individual activities;
   iv) areas for social interaction including seating, tables, public charging points and wifi access;
   v) opportunities for local food growing;
   vi) recreation areas, outdoor gyms and sports space for use by all ages that are, where feasible, co-located with public sports centres;
   vii) paths for walking and jogging and well-defined routes for cycling for use in all weather conditions;
   viii) climate change mitigation measures, including SuDS and urban heat island mitigation;
   ix) ensuring appropriate standards are met, including in respect of air and noise quality and micro-climate;
   x) ancillary food and beverage uses including cafés, space for market stalls and performance spaces;
   xi) drinking water fountains;
   xii) accessible public toilets for all gender identities and baby changing and feeding facilities; and
   xiii) options for appropriate arrangements for the management and maintenance of open space including providing opportunities for community involvement.
d) supporting the delivery of meanwhile open spaces where they reinforce the longer term uses planned for the area;
e) ensuring all public open spaces are safe and comfortable to use by all at all times of day and night;
f) integrating with the wider green infrastructure and open space network through the delivery of green streets, including the adjacent portions of the Grand Union Canal, Wormwood Scrubs, North Acton Cemetery, Wesley Playing Fields, Birchwood Nature Reserve and the All London Green Grid;
g) ensuring access to a range of open space by requiring:
   i) privately owned and publicly owned publicly accessible open space to be available for unrestricted continuous public use and access on a 24 hour 7 day a week free of charge basis; and
   ii) residential communal open space, that is accessible to the public at specific times, ensuring access points are clearly and securely defined, including appropriately and sensitively designed gates and communicating opening times.

Figure 6.5 Informal open space in the Island Triangle



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Signposts

London Plan 2021
- GG3 Creating a healthy city
- GG6 Increasing efficiency and resilience
- G1 Green Infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G8 Food growing
- S4 Play and informal recreation
- S6 Public toilets

Local Plan 2022
- SP8 Green Infrastructure and Open Space
- P1 Old Oak South
- P1C1 Old Oak Common Station Cluster
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C2 Old Oak Common Lane Station Cluster
- P8 Old Oak Lane and Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction
- EU1 Open Space
- EU2 Urban Greening and Biodiversity

~~Forthcoming~~ **Draft Public Realm and Green Infrastructure SPD**

Supporting studies
- OPDC Community Engagement Summary Report 2023

Supporting text

6.10. Within Old Oak West, a minimum of 30% of the developable area of all sites is required to be delivered as publicly accessible open space. The new open spaces set out in EUP2(b) will join the improved existing open spaces identified in EUP2(a) to create a diverse network of green open spaces acting as community focal points. The location and design of these spaces will need to complement and respond to the surrounding built environment and uses. Important considerations will be proximity to vehicular streets, the levels of traffic and resulting air and noise pollution.

6.11. During construction, meanwhile open spaces have the potential to serve local people where they support the delivery of longer-term plans for the area. Examples of these include the Brent Cross Exploratory which provides exercise and play facilities and Eastern Curve Gardens, Dalston which has been retained as a permanent open space.

6.12. Early community engagement recognised that new open spaces would need to meet the needs of a wide range of people and that this should be reflected in their design, purpose, and management. This will require spaces to be multifunctional both day and night with different areas having specific roles. Some of these areas will be flexible, catering for a range of activities while others, such as wilder areas, will be more fixed in their use. Local Parks will provide the widest range of functions, and all new spaces will need to coordinate and complement adjacent uses. Examples include providing spaces and facilities directly associated with nearby schools, nurseries, community hubs and sports centres such as sports courts and playing facilities. Spaces will also need to provide areas that reflect nearby uses and activities to enable people to socialise, enjoy food and drink from nearby eateries, and enable quieter activities which in turn will support health and well-being. The assumption for all public open spaces is that they are accessible 24 hours a day in accordance with the Public London Charter; however, this will need to be considered in consultation with stakeholders including local communities. The Channel Gate Local Park will be located by the Grand Union Canal which presents an important opportunity to enhance canalside habitats and utilise level changes to deliver wilder areas within the park. Community suggestions for existing London parks that offer inspiration include Lincolns Inn, Ravenscourt Park, Little Wormwood Scrubs, Queens Park, Union Park in Wembley, Roundwood Park, Emslie Horniman's Pleasance Park and Normand Park.

6.13. A range of facilities and open space functions were identified by the community which have been reflected in this principle to

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ensure they are equitably designed to enable everyone, including groups with protected characteristics, to have safe, comfortable and enjoyable use of this spaces. These include play facilities for all ages and a range of seating and spaces to support social interaction. This principle provides elements to enable this, with further detail included in OPDC's draft ~~forthcoming~~ Public Realm and Green Infrastructure SPD, building on the GLA's 'Safety in Public Space – Women Girls and Gender Diverse People' programme, other guidance and best practice examples.

6.14. The effective management and maintenance of these spaces will be critical to ensure their success and ongoing use. Community members highlighted the need to have robust structures in place that facilitates community input without a reliance on community resources. This principle acknowledges the need to secure appropriate resources for the management and maintenance of public open spaces and will work with OPDC's Planning Obligations SPD to contribute to this.

6.15. See supporting text to Local Plan policies SP8, P1, P1C1, P3, P7, P7C2, P8, P8C1, P9, P11, EU1 and EU2 for other relevant information.

Figure 6.6 Victoria Gardens and Cerebos Gardens, Victoria Road



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Principle EUP3 Energy systems

Major development proposals should:

a) support the delivery of local smart energy grids, such as the Old Oak and Park Royal Energy Network (OPEN), including generation and storage of power from multiple sources;

b) support and contribute to/and or deliver low carbon heat networks. Development should prioritise connecting to strategic area wide low temperature district heating networks when and where available and where not available, provide on-site heating solutions and future proof the development so that it can connect into a low carbon low temperature district heat network if and when it becomes available. Within Old Oak West, development should support or enable opportunities for heat recovery from neighbouring heat sources; and

c) support and contribute to/and deliver low carbon cooling networks where feasible and appropriate. Development should prioritise connecting to strategic area wide district cooling networks when and where cooling is required and where these networks are available and contribute to reducing energy and CO2 emissions. Where a network is not available, provide on-site cooling solutions and future proof the development so that it can connect into a low carbon district cooling network if it becomes available.

Signposts

London Plan 2021

- SI3 Energy infrastructure

Local Plan 2022

- P7 North Acton and Acton Wells
- P9 Channel Gate
- EU10 Energy systems

Supporting text

6.16. Local energy networks will help to deliver zero carbon development in Old Oak West. There will be opportunities to connect to networks in neighbouring areas to optimise efficiencies and help to achieve the aims set out in the Mayor's Accelerated Green pathway. At the time of writing, OPDC is developing a strategy with partners for the Old Oak and Park Royal Energy Network (OPEN), a district heating network which will serve Old Oak West and potentially other neighbouring areas. Applicants will be expected to liaise with OPDC regarding the latest plans and requirements to deliver this network

6.17. See supporting text to Local Plan policies P7, P9 and EU10 for other relevant information.

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Principle EUP4 Air quality

Development proposals should:

a) appropriately minimise air pollution during the demolition, construction and operational phases of development on the site and on neighbouring sites and make a positive contribution to overall improvement in air quality;

b) design and position buildings and open spaces to minimise exposure to elevated levels of pollution by avoiding creating street canyons, building or street planting configurations that inhibit effective pollution dispersion; and

c) deliver and/or contribute to the provision of new automatic monitors and diffusion tubes across Old Oak West at appropriate locations and locations identified in figure 6.7.

Signposts

London Plan 2021
- SI1 Improving air quality

Local Plan 2022
- EU4 Air quality

Planning Obligations SPD 2023
- OB6C Air quality monitoring contribution

~~Forthcoming~~ **Draft Public Realm and Green Infrastructure SPD**

Supporting study
- OPDC Air Quality Study 2018

Supporting text

6.18. Air quality has a major influence on people's health and well-being during the demolition, construction and operational phases of development. OPDC is committed to ensure air pollution is minimised and there is an overall improvement to air quality.

6.19. This will require the consideration of a number guidance themes set out in the London Plan, Local Plan, this SPD and the draft ~~forthcoming~~ Public Realm and Green Infrastructure SPD. Themes include design, waste, transport, energy, construction, logistics, green infrastructure and urban greening.

6.20. OPDC's Local Plan policy EU4 provides comprehensive guidance to improve air quality informed by the Air Quality Study. The Study is summarised in table 6.1 of the Local Plan.

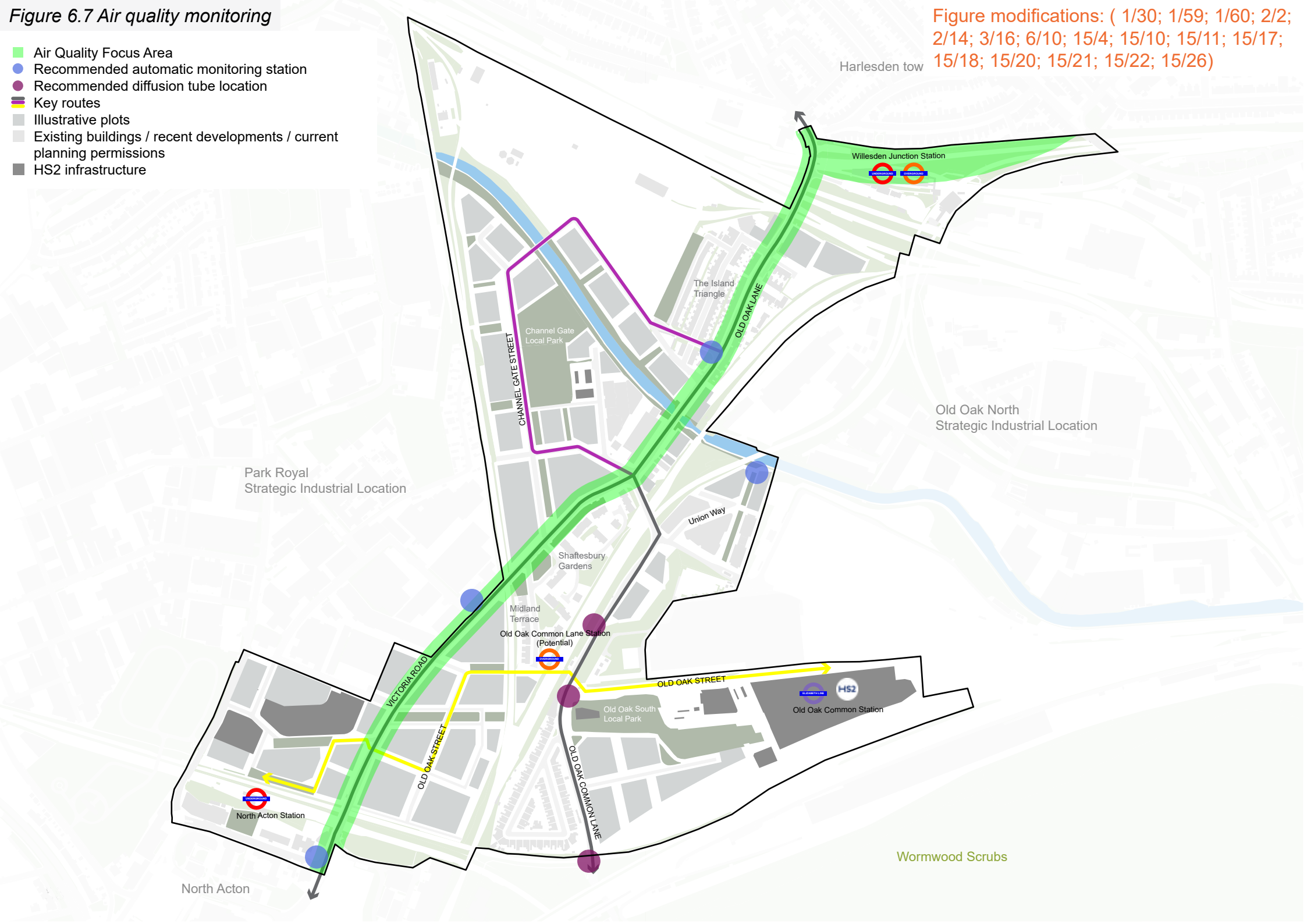
6.21. To understand and demonstrate how air quality is being managed, a sufficient network of automated live monitoring equipment will be required. There are existing monitoring stations within and around Old Oak West. The Air Quality Study recommends additional equipment is required in existing neighbourhoods, including locations shown in figure 6.7 and development sites across Old Oak West. To support this, OPDC's Planning Obligations SPD sets out the required contributions from development.

6.22. Data from monitoring equipment will be connected to DEFRA's Automatic Urban and Rural Network (AURN), other relevant networks and will be made publicly available.

6.23. See supporting text to Local Plan policy EU4 for other relevant information.

Figure 6.7 Air quality monitoring

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



7 Housing

7 Housing

Introduction

7.1. With the capacity for over 6,900 homes, Old Oak West provides an important opportunity to deliver a variety of high-quality housing tenures, typologies, sizes and specialisms to meet the diverse range of housing needs and create sustainable lifetime inclusive neighbourhoods. Critical to this will be delivering affordable housing, maximising the level of social rent or London Affordable Rent housing. This may also include other forms of housing which are less typically delivered at scale in London, including older persons housing, Community Led Housing and Work/Live units.

7.2. New homes will also require high quality design to support health and well-being, resilience to climate change and extreme weather events in accordance with all relevant OPDC and GLA policies and guidance.

7.3. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy Proposed Outcome:

- **SP4** Creating sustainable communities by providing a range of housing types and affordabilities, that meet local needs and that contributes to strategic needs.

Case studies

7.4. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **Trafalgar Place, Elephant Park.** A range of high density typologies including well designed family units in a maisonette housing form with frontage at street level has helped in providing a high quality public realm.
- **Blackfriars Circus, Southwark.** A 28-storey mixed-use building providing a mix of tenures, high quality facades reflecting local heritage materials and well designed internal communal spaces.
- **St. Andrews, Bow.** Family dwellings at high densities in characterful blocks.
- **New Garden Quarter, Stratford.** High density mansion block typologies sensitively responding to adjacent lower-rise housing.
- **Unity Place, South Kilburn.** A mixed-tenure mansion block fronting proposed open spaces that was shaped by local engagement and re-established historic movement routes.

Figure 7.1 Trafalgar Place, Elephant Park



Figure 7.2 Blackfriars Circus, Southwark



Figure 7.3 Unity Place, South Kilburn



7 Housing

Principle HP1 Housing

Proposals should:

a) contribute to the delivery of a minimum of 6,905 new homes across Old Oak West over the Local Plan period to 2038;

b) deliver a range of housing tenures, types and sizes to meet diverse housing needs including:

i) supporting the attainment of an overarching 50% affordable housing target in accordance with Local Plan policy H2 and London Plan policy H5 by:

1. applying the threshold and viability approach as set out in the most up-to-date Mayoral policy and/or guidance;
2. providing a minimum of 30% of affordable housing as either social rent or London Affordable Rent and the remainder as a range of social rent or London Affordable Rent, Intermediate housing, including London Living Rent and London Shared Ownership (except for Build to Rent, see Local Plan Policy H6) and ensuring intermediate homes are affordable to households on median incomes in the host local authorities;
3. including early, mid and advanced stage review mechanisms in line with Mayoral guidance, to maximise the delivery of affordable housing and in particular, social rent or London Affordable Rent where development viability improves;
4. providing affordable housing in perpetuity;
5. appropriately distributing the affordable homes throughout a new development and ensuring that they are designed to a high quality, with the same quality of external appearance as for market housing;
6. providing affordable housing on-site. In exceptional circumstances and in all proposals under Policy H7, a financial contribution towards the off-site provision of affordable housing may be accepted where it can be demonstrated that this would maximise the total amount of affordable housing to be delivered;

ii) demonstrably considering at an early stage of the preapplication process how the design of proposals supports the delivery of a range of housing tenures;

iii) delivering family housing across Old Oak West:

1. as a priority:
   A. at the ground or first floor of developments with direct access to a garden or other secure private and/or communal open space for doorstep play;
   B. close to Channel Gate Local Park and other publicly accessible open spaces and appropriate social infrastructure;
2. on levels above ground or first floors, providing convenient access to secure private and/or communal open space that is suitable for children.

iv) delivering a balanced mix of housing types and sizes taking into the considerations in Local Plan policy H3 including optimising the proportion of family housing beyond 25% where this is feasible and appropriate and delivering accessible, adaptable and wheelchair user homes;

v) supporting appropriate opportunities for Community Led Housing;

vi) supporting the delivery of Build to Rent housing in accordance with Local Plan policy H6;

vii) supporting the delivery of Specialist Housing in accordance with Local Plan policy H9;

viii) supporting the delivery of Co-living, Shared Housing and Student Accommodation, in accordance with

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Local Plan policies H7 and H10, specifically:

1. where they are within or directly adjacent to Old Oak major town centre and North Acton neighbourhood town centre with a PTAL of 4 or higher that can absorb intensive usage; and
2. when they do not undermine the delivery of conventional self-contained housing supply and housing targets.

Signposts

London Plan 2021

- SD1 Opportunity Areas
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H10 Housing size mix
- H11 Build to Rent
- H12 Supported and specialised accommodation
- H13 Specialist older persons housing
- H16 Large-scale purpose-built shared living

Local Plan 2022

- SP10 Integrated Delivery
- D5 Amenity
- H1 Housing Supply
- H2 Affordable Housing
- H4 Design of Family Housing
- H6 Build to Rent
- H7 Co-living and Shared Housing
- H9 Specialist Housing
- H10 Student Accommodation

Supporting text

7.5. Old Oak West is identified in the Local Plan and Development Capacity Study Update (2021) to have the capacity to deliver a minimum of 6,905 homes. This minimum figure is derived from site allocations and sites within the Development Capacity Study Update supporting study to the Local Plan. In accordance with Local Plan Policy SP10, additional and accelerated delivery of new homes will be supported. Where a developer is bringing forward multiple sites there may be the potential for a portfolio approach to be taken to achieving homes targets, so long as other policy objectives and requirements are being achieved. See paragraph 12.12, supporting text to Principle DIP2 for further information. Additional housing on windfall sites may also increase the overall supply of homes. These may include sites not identified in the Local Plan and Development Capacity study, changes of use of non-residential buildings and conversions of existing residential buildings. Such development proposals will be considered on their own merits and will be supported where they are in accordance with OPDC's Development Plan, supplementary planning document guidance and other relevant material considerations. Considerations will include whether proposals enable a comprehensive and integrated approach in accordance with Local Plan Policy SP10 and whether they contribute to high quality placemaking in accordance with Local Plan Policy SP9.

7.6. To help to deliver sustainable and active lifetime neighbourhoods, a wide range of housing tenures, typologies and sizes will be required to meet diverse housing needs. Critical to this will be delivering affordable housing, specifically maximising the level of social rent or London Affordable Rent in accordance with the process set out in the Local Plan paragraph 8.24. For Build to Rent proposals, providing 30% at London Living Rent levels is a minimum requirement and any additional delivery would be supported.

7.7. Family housing should be prioritised in locations that provide direct access to private and communal playspaces and be located near to public open spaces and social infrastructure such as schools, community hubs, nurseries and other community orientated uses such as cafés. A key focus area will be around the Channel Gate Local Park adjacent to Old Oak major town centre.

7.8. Old Oak West will be a new neighbourhood providing a rich mix of different

7 Housing

types of homes to meet peoples' needs, create characterful neighbourhoods and support diverse community networks. For the most part these will include flats, houses and maisonettes alongside other forms of housing which may include specialist housing, Co-Living and Student Housing schemes. It is important that the delivery of co-living and student housing does not undermine the delivery of conventional self-contained housing and prevent OPDC in meeting housing targets, in particular the strategic affordable housing target or result in an overconcentration of these uses. OPDC will continue to work with stakeholders to monitor these elements and will update planning policy and guidance to manage these uses if needed.

7.9. Community Led Housing can play a part in contributing to meeting affordable housing needs and shaping the character of Old Oak West. OPDC will work with community groups reflecting the Mayor's approach in the London Housing Strategy. Some recent examples of Community Led Housing schemes are:

- **St. Clements, Tower Hamlets** – 23 affordable homes delivered by London Community Land Trust
- **Citizen's House, Lewisham** – 11 shared ownership homes delivered by London Community Land Trust
- **Tonic@Bankhouse, Lambeth** – 19 shared ownership homes, delivered as part of a wider development, forming the UK's first LGBTQ+ affirming retirement community.
- **New Ground, Barnet** - 25 homes with 8 socially rented homes delivered as part of the first senior co-housing community for women in the UK.

7.10. Across Old Oak West, there will be locations where housing and commercial uses will be located in close proximity. It is important that the amenity and effective function of these uses is appropriately safeguarded. To ensure this, OPDC will employ the Agent of Change principle via Local Plan Policy D5. The onus will be on the applicant to demonstrate that existing uses can continue to function and/or that their amenity is not unacceptably harmed.

7.11. See supporting text to Local Plan policies SP10, D5, H1, H2 and H4, H6, H7, H9 and H10 for other relevant information.

Figure 7.4 St. Clements, Tower Hamlets



Figure 7.5 Citizen's House, Lewisham



Figure 7.6 Tonic@Bankhouse, Lambeth



Figure 7.7 New Ground, Barnet



Figure 7.8 Oaklands Rise under construction



8 Employment

8 Employment

Introduction

8.1. Old Oak West will be centred around a new major town centre which will provide for a range of employment opportunities across a variety of skills and sectors. This chapter provides guidance for the delivery of these new employment spaces in terms of size, typologies and affordabilities across Old Oak West to establish it as a new commercial destination. The delivery of a diverse mix of spaces suitable for a range of employment sectors from within and outside of Old Oak West(6/19) will enable existing businesses to grow and new economic sectors to locate to the area making use of the excellent transport links and mix of uses in the Old Oak major town centre. Critical to this will be working with partners including host boroughs to (5/16) secur~~e~~ing(5/16) access to training, employment and economic opportunities for local people to contribute to fostering an inclusive economy and delivering social value as set out in Principle GGP1.

8.2. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policies Proposed Outcomes:

- **SP1** A world-class transport super-hub at Old Oak Common, supporting the creation of a new part of London that acts as a catalyst for growth at national, regional and local levels.
- **SP5** A strong, resilient and diverse economy, that allows existing businesses to thrive and grow and supports the introduction of new businesses to the area. A fair economy across the OPDC area will provide opportunities for locals and Londoners to access a range of employment opportunities across a range of sectors and skill levels.

Case studies

8.3. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **5 Pancras Square.** The headquarters for the London Borough of Camden, located within Kings Cross.
- **MIND, Milano Innovation District.** An emerging mixed use large scale hub for innovation, research and development across various sectors including technology, design and sustainability.
- **123 Bankside, Southwark.** Three commercial buildings shaped by surrounding street patterns providing flexible workspace to frame high quality new public routes and spaces.
- **Scale Space White City.** A collaborative workspace that helps innovative companies accelerate growth. (6/6; 6/19; 6/22)

Figure 8.1 5 Pancras Square, Kings Cross



Figure 8.2 MIND, Milan



Figure 8.3 Scale Space White City (6/6; 6/19; 6/22)



8 Employment

Principle EP1 Jobs and local access to training, employment and economic opportunities

Proposals should

a) contribute to the delivery of at least 268,540 sqm of non-residential floorspace over the plan period in a range of town centre and employment uses; and

b) maximise access to training, employment and economic opportunities for local people and supply chains.

Signposts

London Plan 2021

- GG5 Growing a good economy
- E11 Skills and opportunities for all

Local Plan 2022

- SP10 Integrated delivery
- E5 Local access to training, employment and economic opportunities

Planning Obligations SPD 2023

- OB7B Employment, training and skills and local supply chain contributions
- OB7C Local Labour, Skills and Employment Strategy and Management Plan

Supporting text

8.4. Old Oak West is identified in the Local Plan and Development Capacity Study Update (2021) to have the capacity to deliver a minimum of 268,540 square metres (Net Internal Area) of commercial or industrial floorspace equating to approximately 22,365 jobs. This figure is derived from non-residential floorspace identified for site allocations and sites within the Development Capacity Study Update and employment densities also set out in the Development Capacity Study Update.

8.5. Old Oak West will be an important area for employment providing a range of employment space typologies. OPDC is committed to ensuring local people have access to these jobs, training and other economic opportunities generated by the development of Old Oak West and its proximity to Park Royal. This will be a key component of fostering an inclusive economy and delivering social value as set out in Principle GGP1. Local Plan Policy E5 and the Planning Obligations SPD support the delivery of this.

8.6. Early community engagement also recognised the importance of providing economic opportunities for local people. OPDC, the host boroughs, HS2 Ltd and the Department for Work and Pensions, Shaw Trust and West London College have also established The Forge@Park Royal. The Forge provides business support, recruitment, up-skilling services and one-to-one support for job seekers, matching people to roles from local employers.

6.24. See supporting text to Local Plan policies SP10 and E5 for other relevant information.

Figure 8.4 The Forge at a jobs fair



8 Employment

Principle EP2 Employment uses

Proposals should:

a) contribute to creating a new major commercial centre which is optimised through comprehensive development that:
   i) is focused around Old Oak Common station, its surrounds and Old Oak Common Lane;
   ii) supports London's growth by delivering a significant amount of Use Class E floorspace that is appropriately designed and serviced to support the commercial centre;
   iii) ensures the station's design and its surrounds support Old Oak becoming a new commercial centre.

b) deliver employment uses elsewhere including:
   i) within the proposed Old Oak major town centre and North Acton neighbourhood town centre;
   ii) small, affordable and/or shared workspaces across Old Oak West including those to provide opportunities for local business communities across Old Oak, Park Royal and surrounding areas ;
   iii) fronting the Grand Union Canal with active frontages in areas of higher activity such as Channel Gate Local Park, other canalside spaces, Atlas Junction Cluster, Channel Gate Street bridge, Old Oak Lane bridge and positive frontages elsewhere;
   iv) as part of a range of permanent and temporary commercial moorings along the Grand Union Canal;
   v) along Victoria Road reflecting its role as a key route connecting North Acton to Atlas Junction;
   vi) within the Atlas Junction cluster, delivering Use Class E uses along ground and lower floors of Old Oak Lane, Channel Gate Street, Victoria Road, Old Oak Common Lane and Union Way;
   vii) across Channel Gate, a range of workspaces including in areas of transition between primarily residential character areas and primarily industrial character areas such as the Willesden Freight Terminal, Park Royal Bus Depot (if retained) and potential future industrial uses;
   viii) across Willesden Junction where residential uses are less appropriate;

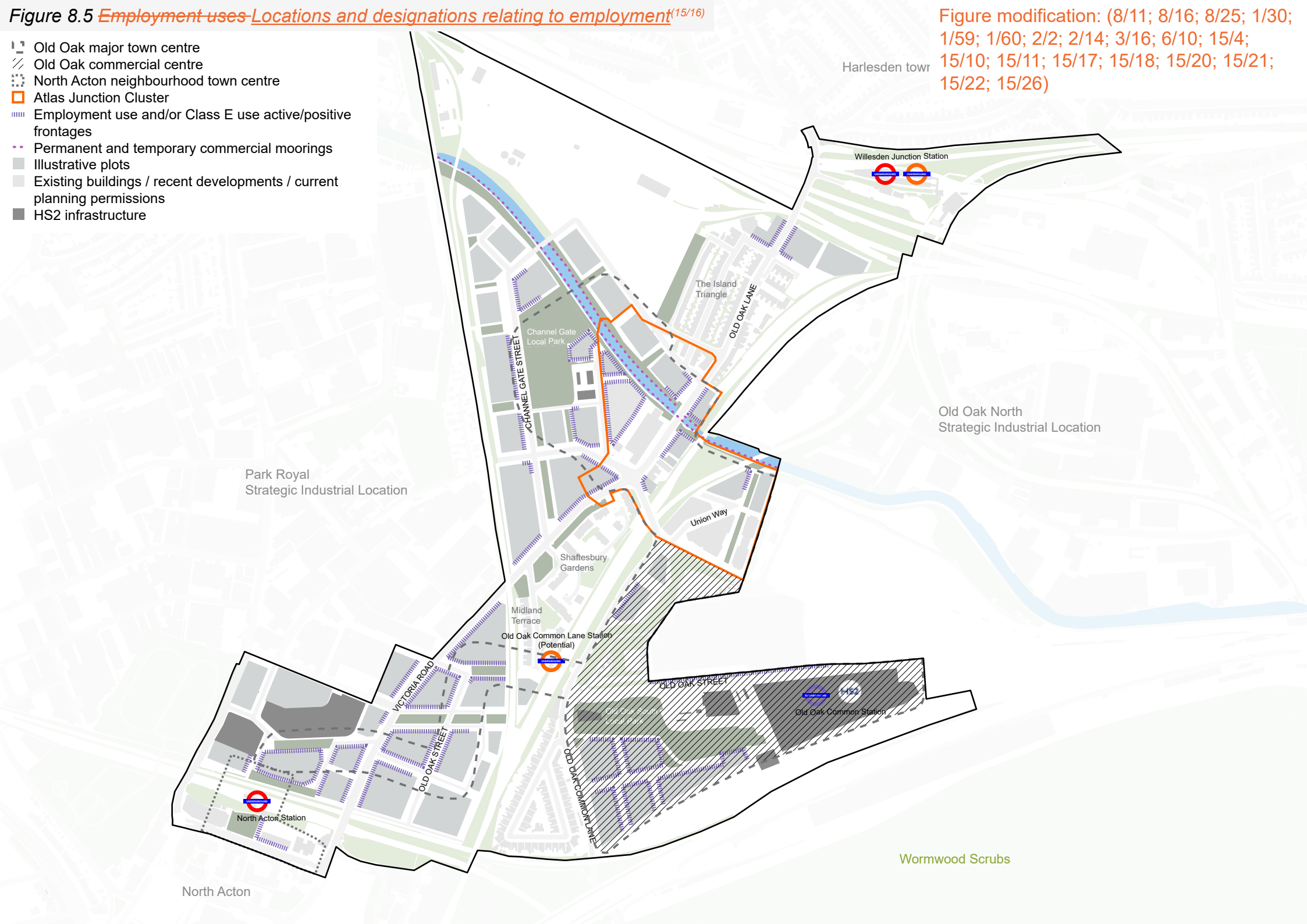
c) provide employment space across a range of sizes, types, tenures, forms and affordabilities;

d) where Work-Live units are proposed, ensure these are in accordance with Local Plan Policy E4

e) design employment space to ensure it is:
   i) flexible and adaptable to changing needs for a range of appropriate identified future employment growth sectors;
   ii) within Channel Gate, providing an appropriate level of amenity for residential neighbourhoods and activates the public realm by delivering appropriate uses, positive, and where possible, active frontages at ground and lower floors and high quality façade design:
      1. adjacent to residential led development, the Island Triangle, Shaftesbury Gardens and Midland Terrace;
      2. facing the Grand Union Canal; and
      3. along Victoria Road, Channel Gate Street, Channel Gate Road and pedestrian and cycle routes.

Figure 8.5 ~~Employment uses~~ Locations and designations relating to employment (15/16)

Figure modification: (8/11; 8/16; 8/25; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



8 Employment

Signposts

London Plan 2021
- GG5 Growing a good economy
- E1 Offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E7 Industrial intensification, co-location and substitution
- E8 Sector growth opportunities and clusters

Local Plan 2022
- SP5 Economic Resilience
- P1 Old Oak South
- P1C1 Old Oak Common Station Cluster
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C2 Old Oak Common Lane Station Cluster
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction
- E2 Employment Sites Outside SIL
- E3 Supporting Small Businesses and Start Ups
- E4 Work-Live Units

Planning Obligations SPD 2023
- OB7D Provision of affordable workspace
- OB7E Securing affordable workspace value

Supporting studies
- OPDC Community Engagement Summary Report 2023
- Future Employment Growth Sectors Study 2018[6/7]

Supporting text

8.7. The Local Plan supports a range of employment uses and types within the Old Oak West area that will capitalise on the enhanced national and regional connectivity provided by Old Oak Common Station and[6/8; 6/19] that will complement the employment sectors in Park Royal and Old Oak North. This includes the designation of the Old Oak commercial centre and support for a diverse range of workspaces including small, affordable and/or shared workspaces in Policy E3. OPDC's Planning Obligations SPD provides further guidance to secure these including setting targets for the amount of affordable workspace for office, industrial and commercial mixed-use developments.

8.8. Where a developer is bringing forward multiple sites there may be the potential for a portfolio approach to be taken to achieving non-residential floorspace targets, so long as other policy objectives and requirements are being achieved. See paragraph 12.12, supporting text to Principle DIP2 for further information.

8.9. Work-Live units may be appropriate in Old Oak West as permanent or meanwhile uses if they meet the requirements of Local Plan Policy E4. Work-Live units can be delivered in varying formats and if designed and managed well can positively contribute to the local economy and character of Old Oak West, particularly in areas where uses change between housing and employment. A successful example of Work/Live units is A House for Artists in Barking with flexible affordable living and work space for fourteen artists and their familes.

8.10. Early community engagement strongly supported the delivery of affordable workspaces. Community members encouraged specific support for local business sectors for employment, town centre uses and creative industries including the Park Royal Creative Enterprise Zone. Identified local sectors in Park Royal, Harlesden, White City and Acton included the food and drink sector, TV and film industry, music industry, a wide range of creative industries and Life Sciences. These suggestions complement the potential growth sectors identified in OPDC's Future Employment Growth Sectors Study which also identified advanced manufacturing, low carbon, and science opportunity sectors as potential areas of growth.[6/7; 6/17; 6/19] This principle reflects these aspirations, building on the Local Plan and Planning Obligations SPD. OPDC will work with developers and the business community to secure affordable workspace to support the local economy and showcase local sectors. This will include Imperial College as a significant local stakeholder.

8.11. See supporting text to Local Plan policies SP5, P1, P1C1, P3, P7, P7C2, P8C1, P9, P11, E2, E3 and E4 for other relevant information.

Figure 8.6 Creative industries within the Park Royal Creative Enterprise Zone
Clockwise from left:
Chino Ridge; Amir Giclee Studio; Absolute Beginners; Carmen Christine; Blast Studio; Gloria So













9 Town centre and community uses

9 Town centre and community uses

Introduction

9.1. Old Oak West will deliver a new major town centre for Old Oak and Park Royal serving existing and new residents, workers and visitors. A portion of the North Acton neighbourhood town centre is also in Old Oak West. The Old Oak major town centre will be delivered in a number of adjacent locations, over different phases as part of overall comprehensive development and will have distinctive character areas reflecting their roles and surrounding uses. It will be important that as individual elements of the town centre are brought forward, they complement what has already been built and is planned elsewhere in the town centre, complement provision in existing surrounding centres and that full consideration is given to ensuring that town centre uses are meeting the needs of new and existing communities. Therefore, this guidance focusses on ensuring that the town centre uses are brought forward in a coordinated and comprehensive manner to ensure that the town centre is well-designed, enables a range of complementary uses to be delivered and supports people accessing services and social infrastructure. This will include the delivery of meanwhile, cultural and catalyst uses to shape a sense of place and establish a Cultural Quarter.

9.2. This will involve delivering the required social infrastructure set out in Principle TCCP2, securing small town centre units to support local and SME businesses and supporting the delivery of meanwhile and early activation uses as soon as possible during construction periods.

9.3. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policies Proposed Outcomes:

- **SP4** Creating sustainable communities by providing a range of housing types and affordabilities, that meet local needs and that contributes to strategic needs. This will be supported by a range of high quality social infrastructure facilities that serve the current and future community.
- **SP6** Creating a range of locally distinctive places that celebrate local context and provide a range of active destinations for locals and Londoners, including catalyst uses, meanwhile uses and a new town centre hierarchy that meets needs and complements surrounding centres.

Case studies

9.4. We have looked at case studies to identify elements of what this could look like for Old Oak West. These are:

- **Elephant Park, Elephant and Castle.** A mixed use development providing over 50 retail units in different sizes and affordabilities with a focus on local businesses.
- **POP Brixton.** A meanwhile development providing a hub for SME businesses, providing affordable workspace, retail units, event spaces and a focus for the community. 70% of businesses are from the local area.

Figure 9.1 Elephant Park, Elephant and Castle



Figure 9.2 POP Brixton



Figure 9.3 Visualisation looking east across Acton Wells East within part of the Old Oak major town centre



9 Town centre and community uses

Principle TCCP1 Town centre uses and areas

Proposals should support the delivery of the Old Oak major town centre by:

a) delivering a wide range of town centre and community uses that meet the needs of local people;
b) delivering town centre uses that provide opportunities for local business communities across Old Oak, Park Royal and surrounding areas;
c) facilitating the delivery of coordinated and comprehensive development to optimise the design and function of the town centre;
d) for schemes delivering more than 1,000 sqm of Use Class E uses at ground level, include at least 10% of floorspace at ground level for units of 80 sqm or less;
e) delivering and/or facilitating the delivery of day and night time uses including eating and drinking uses with outdoor seating, event space or street markets in the Old Oak major town centre and North Acton neighbourhood town centre;
f) ensuring it is focused along and around Channel Gate Street, Old Oak Lane, Old Oak Common Lane and Old Oak Street;
g) ensuring it comprises different town centre character areas responding to existing and future context as set out in table 9.1 and shown in figure 9.4.

Table 9.1 Old Oak major town centre character area guidance

Character areas	Old Oak major town centre character area specific guidance
i. Channel Gate, Atlas Junction and the Grand Union Canal	Contributing to the delivery of a residential neighbourhood focused character area that: 1. around Channel Gate Local Park and in the Atlas Junction Cluster including along Old Oak Lane, focuses social infrastructure and vibrant town centre uses that facilitate social interaction; 2. on the streets connecting to Atlas Junction, delivers ground floor and lower floor active vibrant town centre and Use Class E uses, that are appropriately designed and serviced to support the town centre; 3. adjacent to the Grand Union Canal and canalside spaces, celebrates the canal as a cherished local asset by delivering: A. town centre, leisure, employment, community, Use Class E uses and canal-related uses with active frontages facing the canal, near to Channel Gate Local Park, near to Channel Gate Street bridge and Old Oak Lane bridge; B. uses and activities that facilitate the enjoyment and safety of the canal throughout the day and night; and C. a range of permanent and temporary new residential, leisure, educational, cultural, commercial and visitor moorings and their supporting infrastructure.
ii. Old Oak Common Lane and Union Way	Contributing to the delivery of a well connected town centre character area that connects Old Oak South to Old Oak North and Channel Gate by: 1. delivering town centre uses that support residential developments delivered in earlier phases; 2. delivering active town centre and social infrastructure uses fronting on to Old Oak Common Lane and Union Way; 3. supporting the activation of the Grand Union Canal and canalside spaces by: A. delivering and/or enabling canalside Use Class E uses, that deliver high levels of activation on Oaklands North; and B. residential, leisure and visitor moorings adjacent to Oaklands North.

9 Town centre and community uses

h) support the delivery of North Acton neighbourhood town centre that delivers a range of permanent and meanwhile town centre and Use Class E uses around the North Acton Station Ssquares 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26;

i) deliver a range of town centre uses across Willesden Junction where residential uses are less appropriate;

j) deliver a range of cultural uses:
   i) in a Cultural Quarter that is focused within Old Oak South and Channel Gate;
   ii) along Old Oak Street, as moorings along the Grand Union Canal and within North Acton neighbourhood town centre;

k) support a range of catalyst uses that:
   i) are focused within Old Oak South, North Acton neighbourhood town centre, along Old Oak Street, Channel Gate and Acton Wells; and
   ii) act as an anchor and destination to help establish a sense of place and identity.

Signposts

London Plan 2021
- GG5 Growing a good economy
- SD6 Town centres and high streets
- SD7 Town centres: development principles and Development Plan Documents
- SD8 Town centre network
- HC5 Supporting London's culture and creative industries
- HC6 Supporting the night-time economy

Local Plan 2022
- SP5 Economic Resilience
- SP6 Places and Destinations
- SP10 Integrated Delivery
- P1 Old Oak South
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P9 Channel Gate
- P11 Willesden Junction
- TCC1 Locations for and Impacts of Town Centre Uses

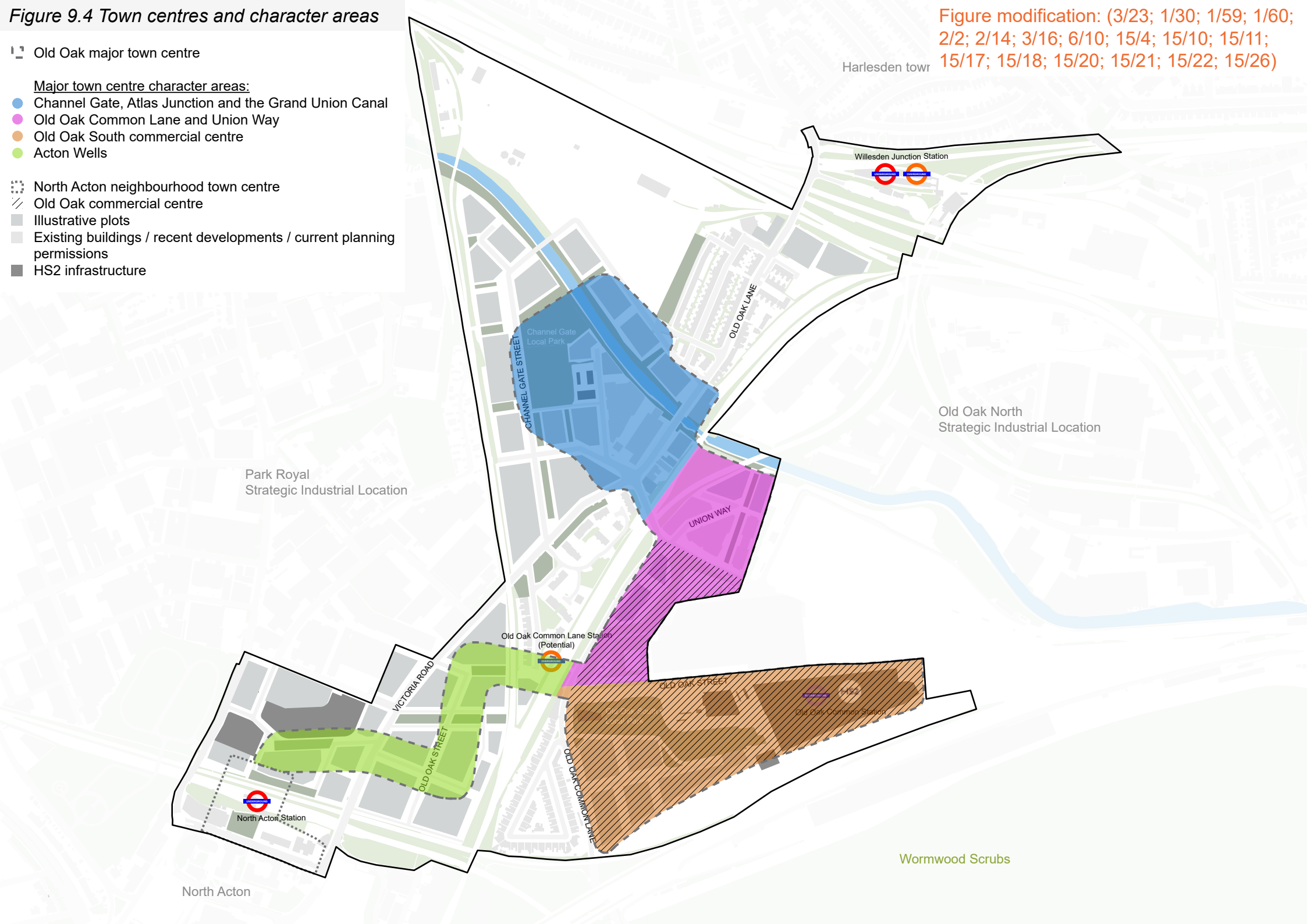
Supporting studies
- OPDC Community Engagement Summary Report 2023

Table 9.1 Old Oak major town centre character area guidance (continued)

Character areas	Old Oak major town centre character area specific guidance
iii. Old Oak South commercial centre	Contributing to the delivery of the Old Oak commercial centre and core of the Old Oak major town centre by: 1. delivering a range of unit sizes with a focus on larger scale town centre uses, including top-up convenience stores, cafés, bars, restaurants, social infrastructure, business hotels and comparison retailers; 2. ensuring the station's design and its surrounds support Old Oak becoming a new commercial centre, part of Old Oak major town centre;
iv. Acton Wells	Contributing to a diverse town centre character area centred on Old Oak Street that crosses Victoria Road by: 1. focusing town centre, social infrastructure and Use Class E, B2 and B8 uses that are appropriately designed and serviced to support the town centre, residents, employees and visitors; and 2. supporting and complementing nearby Strategic Industrial Location uses.

Figure 9.4 Town centres and character areas

Figure modification: (3/23; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



9 Town centre and community uses

Supporting text

9.5. There will be two town centres in Old Oak West. These are the Old Oak major town centre and the northern portion of the North Acton neighbourhood town centre. Old Oak major town centre will be delivered in a number of phases comprising connected individual character areas (see figure 9.4) reflecting the different form and function of the diverse neighbourhoods in Old Oak West. Individually and combined, these areas, as set out in Principle TPP1(e), will deliver town centre uses and facilities to meet the needs of new and existing residential and employee communities across both day and night that become focus points for local communities. OPDC will work with stakeholders to support the vitality and vibrancy of these town centres.(15/6) Development in these areas should be brought forward in a comprehensive manner to ensure that the town centre is well-designed, enables a range of uses to be delivered and optimises its functionality. For larger town centre use proposals, a Town Centre Uses Statement is required to be included in submitted Planning Statements. See Local Plan paragraph 10.11 for further information.

9.6. In accordance with Local Plan policy, TCC1(h) proposals for town centre uses should contribute, where appropriate, to measures that will support the continuing vitality and viability of Harlesden District Town Centre, when providing town centre uses that exceed the thresholds set out in Local Plan paragraph 10.11.(5/18)

9.7. In Willesden Junction, town centre uses are supported in locations where residential uses are not appropriate due to the impact of railway activities on residential amenity.

9.8. The creation of a new Cultural Quarter provides the potential to establish Old Oak West as a cultural destination that will help to define and shape the character of Old Oak West and complement nearby cultural clusters including the Acton and Park Royal Creative Enterprise Zone (CEZ) and creative industries along Scrubs Lane. In addition to cultural uses, catalyst uses, which could include a wide range of uses or activities, will also help to define Old Oak West's sense of place. Relevant examples include:

- **Central St Martins, Kings Cross.** The college has supported place activation, resulting in culture being a key theme for Kings Cross from an early stage in the regeneration.
- **Bankside, Southwark.** The Tate Modern has been a successful catalyst for the regeneration of the wider area, with the improved connectivity provided by the Millennium Bridge a key factor.

9.9. Early community engagement supported the delivery of the vibrant town centre character areas within the major town centre and provided suggestions for the following areas that have been reflected in this principle as set out in table 9.2.

Figure 9.5 Central St Martins, Kings Cross



Figure 9.6 Bankside, Southwark



9.10. The character of Old Oak major town centre will help to shape and inform the character of surrounding areas outside of the town centre.

9.11. Community engagement also highlighted the critical need to support local businesses through affordable and smaller town centre uses. Local Plan Policy TCC2(a)(iii) provides guidance for this which is reflected in Principle

9 Town centre and community uses

TCCP1(b) to deliver smaller, and thereby more affordable units. Another approach to supporting affordable retail space is through providing space for markets in town centres which is set out in this Principle alongside support for meanwhile uses (see Principle TCCP3).

9.12. Strong support was also shown for supporting specific local employment sectors in town centres to strengthen the local economy and local identity. Elephant Park, Southwark was identified as a good example of this approach. Local sectors identified included front of house activities for industrial and creative uses in Park Royal and Old Oak North and working with stakeholders to complement and support uses in existing town centres outside of the OPDC area including Harlesden and East Acton.

9.13. See supporting text to Local Plan policies SP5, SP6, SP10, P1, P3, P7, P9, P11 and TCC1 for other relevant information.

Table 9.2 Community suggestions for Old Oak major town centre character areas shown in figure 9.4

Character areas	Community suggestions
Channel Gate, Atlas Junction and the Grand Union Canal	• Uses should reflect and support the residential focused areas in Channel Gate by providing a range of community orientated town centre uses such as dentists, pharmacies, hairdressers/barbers, post offices, banks(8/9; 8/23) and social infrastructure. • Uses should support social interaction, working with open space and meanwhile uses guidance to connect with Channel Gate Local Park. Examples of uses included: community cafés, community rooms; internal and external spaces for community use; spaces for markets particularly to celebrate and showcase local food and drink producers building on the success of Park Royal's Standard Road food market. • Uses along the canal should celebrate and respect its heritage while protecting and supporting local wildlife to help attract people to the area; create a cultural destination that supports community uses and an appropriate night time economy along parts of the canal to improve safety. Moorings were identified as a potential component of this, complementing other canalside uses such as community canoeing, dining uses and cultural uses. • Canalside spaces should support appropriate activation of the canal, including canalside community events. Hackney Wick and Riverside Studios were provided as precedents.
Old Oak Common Lane and Union Way	• Uses should meet the needs of early development sites along Union Way, working with meanwhile uses guidance to deliver a range of town centre uses, social infrastructure and providing opportunities to support local business sectors. • The Nadi community space was identified as an important community use and should be reprovided in accordance with Local Plan Policy TCC3(a).
Old Oak South commercial centre	• Uses should capitalise on the scale of development proposed and the regional and national connectivity by providing a range of unit sizes that cater for local people, visitors and commuters.
Acton Wells	• Uses should reflect the role of Old Oak Street as an important connection between North Acton Station, the potential Old Oak Common Lane Station and Old Oak Common Station by focusing a range of town centre and social infrastructure uses that support local residents, employers and people connecting between stations. • Uses should reflect proximity to the Park Royal Strategic Industrial Location by providing opportunities to complement industrial uses through 'front-of-house' shops selling and showcasing products.

9 Town centre and community uses

Principle TCCP2 Social infrastructure and sport facilities

a) Proposals should deliver and/or contribute to the following social infrastructure that is high quality, accessible, inclusive and, where appropriate and feasible, collocated with other uses and publicly accessible open spaces to support social interaction, in highly accessible locations:
   i) one 3-form entry Primary School in Channel Gate with good access by active travel, public transport and close to Channel Gate Local Park;
   ii) one primary care health facility within North Acton and Acton Wells and potentially a second facility;
   iii) three super nurseries with one in each of Channel Gate, Old Oak South and North Acton and Acton Wells and potentially another super nursery;
   iv) one community hub within Channel Gate and potentially another community hub within or in close proximity to Old Oak major town centre that provide a range of spaces and facilities to meet local needs;
   v) potentially three neighbourhood police facilities with direct access onto unrestricted highways;

b) Proposals should contribute towards and/or deliver public access and affordable indoor and outdoor sports and leisure facilities including swimming pools.

Signposts

London Plan 2021
- GG1 Building strong and inclusive communities
- S1 Developing London's social infrastructure
- S2 Health and social care facilities
- S3 Education and childcare facilities
- S5 Sports and recreation facilities

Local Plan 2022
- SP4 Thriving communities
- TCC3 Social Infrastructure
- TCC5 Sports and Leisure

Supporting studies
- OPDC Community Engagement Summary Report 2023

Supporting text

9.14. OPDC's Local Plan identifies the social infrastructure and sports facilities needed to support local communities in and around Old Oak West in Policies TCC3 and TCC5.

9.15. Early community engagement demonstrated strong support for the delivery of these facilities and identified suggestions for complementing them. This included supporting the colocation of these uses and consideration of how they function with other uses, public open spaces, community networks and other town centres to support social interaction, community networks, support local employees and enable the activation of spaces.

9.16. This Principle, Principle TCCP1 and Principle EUP2 will work together to encourage this with comprehensive development being critical to successfully coordinating the location of these components. To enable the shared use of community facilities, Community Use Agreements should be considered to promote their use by different service providers and community groups.(5/18)

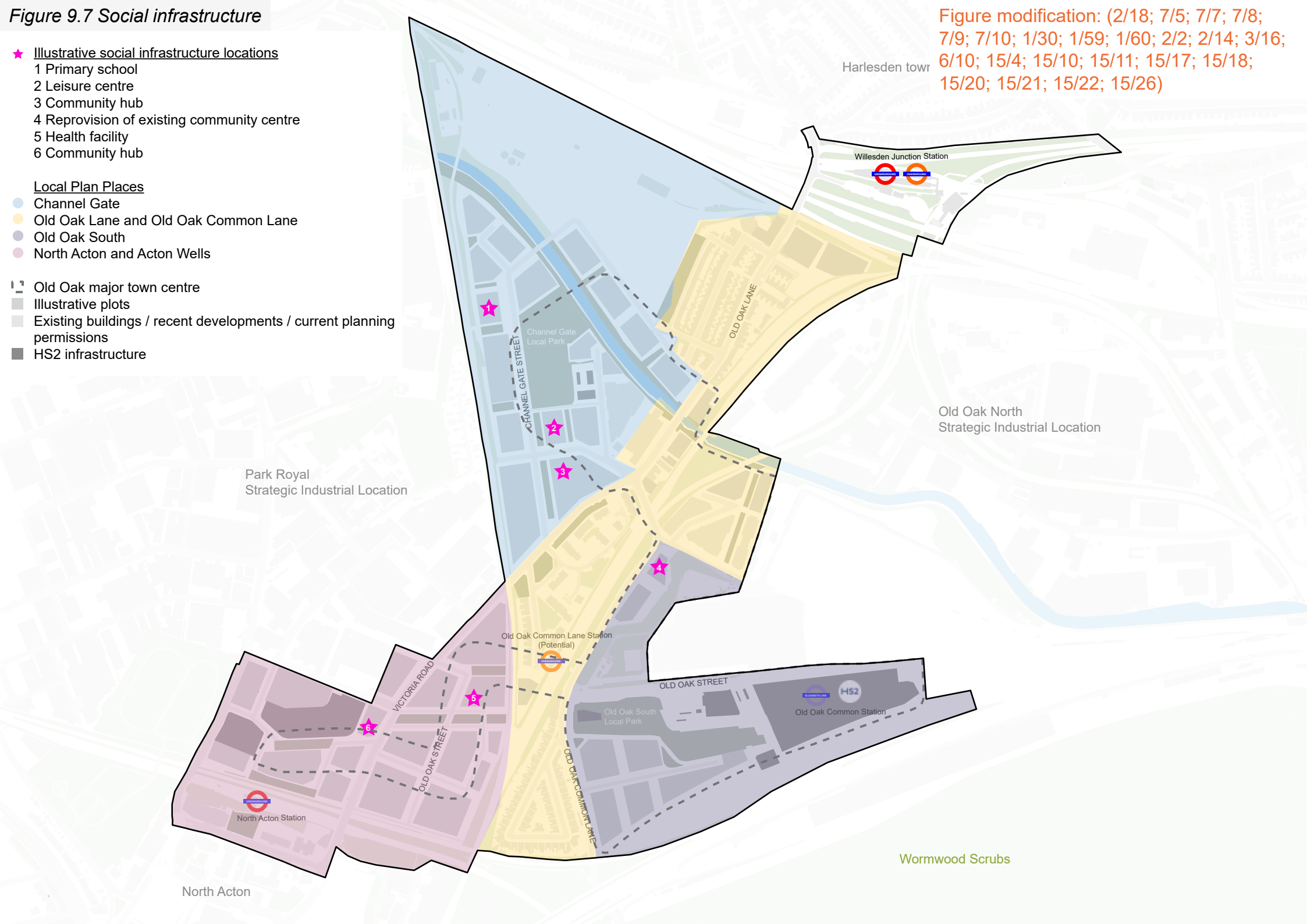
9.17. Community feedback also suggested that community hubs should support a wide range of people and local needs including the business community, younger and older people and faith groups, and that the library components of community hubs should provide internet access and free to use social and studying spaces.

9.18. Examples of social infrastructure that will be helpful to consider are provided below.

- **Fulham Pools.** Demonstrates how the delivery of public leisure facilities can be supported by co-locating with private uses in a single scheme;
- **Britannia Leisure Centre, Hackney.** A

Figure 9.7 Social infrastructure

Figure modification: (2/18; 7/5; 7/7; 7/8; 7/9; 7/10; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



9 Town centre and community uses

multipurpose inclusive health and well being hub shaped by engagement with local communities. It comprises a 25m swimming pool, a training/SEN pool, toddler pool and splash deck in a community hub. It also provides a gym, sports courts and pitches, a soft play area, creche and café.

- **Plimsoll Building, Kings Cross and Holy Trinity School, Dalston.** These examples demonstrate how new school facilities can be delivered alongside new housing at very high densities, with innovative solutions for play space and other facilities.
- **Battersea Exchange.** The design of the new school demonstrates how a seperate school facility adjacent to, but integrated with, new residential development may be delivered.
- **Engine Room, Tottenham Hale.** The delivery of this community facility has been driven by community organisations, as opposed to being provided directly by developers as part of the development. This has resulted in a strong sense of ownership and buy in from the local community.

Figure 9.8 Fulham Pools



Figure 9.9 Britannia Leisure Centre



Figure 9.10 Plimsoll Buildings



Figure 9.11 Holy Trinity School



Figure 9.12 Battersea Exchange School



Figure 9.13 Engine Room



Figure 9.14 Visualisation looking north along Channel Gate Street providing links between a leisure centre, primary school and Channel Gate Local Park



9 Town centre and community uses

Principle TCCP3 Meanwhile uses and early activation

a) Proposals should deliver a range of shorter-term and longer-term meanwhile uses and early activation projects and spaces including:
   i) publicly accessible open spaces providing opportunities for community involvement in their management and maintenance;
   ii) town centre uses including markets;
   iii) employment uses, with a particular focus on local employment sectors;
   iv) creative uses, including those within the Park Royal Creative Enterprise Zone;
   v) cultural and/or catalyst uses,
   vi) community-led uses and activities;
   vii) social infrastructure and other uses required to meet the needs of vulnerable groups; and
   viii) planting and greening projects including both community-led initiatives and early opportunities to deliver planting in permanent locations.

b) Proposals should ensure that meanwhile uses reinforce the longer term uses planned for the area. Where appropriate, mechanisms should be put in place to support meanwhile occupiers securing permanent spaces within developments;

c) Meanwhile uses and Early Activation projects should be located across Old Oak West including:
   i) along the Grand Union Canal within the Old Oak major town centre and adjacent to Channel Gate Local Park;
   ii) clustering within and around Old Oak Common Station, to ensure the station is a destination where people want to spend time;
   iii) within North Acton town centre and around North Action Station Square;
   iv) across Acton Wells including along School Road;
   v) along Old Oak Street within the Old Oak Common Lane Station cluster as part of Old Oak major town centre;
   vi) along Station Approach and around Willesden Junction Station; and
   vii) in spaces adjacent and around the edges of construction sites.

d) Proposals should secure the early occupancy of new non-residential units within town centres and clusters by working with and prioritising local businesses, social infrastructure providers and community stakeholders demonstrating this in submitted Meanwhile Strategies.

Signposts

London Plan 2021
- GG1 Building strong and inclusive communities
- SD7 Town centres: development principles and Development Plan Documents
- HC5 Supporting London's culture and creative industries
- G8 Food growing

Local Plan 2022
- SP6 Places and Destinations
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C1 North Acton Town Centre Cluster
- P11 Willesden Junction
- TCC8 Meanwhile uses
- T8 Construction

Supporting studies
- OPDC Community Engagement Summary Report 2023

Supporting text

9.19. As the overall development timeframe will be long-term, the role of meanwhile uses and early activation projects will be critical in supporting local communities and in helping to mitigate the impacts of development. They can improve the future biodiversity of the area, help to strengthen local supply chains and contribute to building community capacity. Meanwhile uses can also help to shape the identity of a place and can range

9 Town centre and community uses

in scale and length of time in place. Shorter-term and smaller scale examples include Crate St James Street, Waltham Forest and Udderbelly Festival, Earls Court, with longer-term and larger examples including Mercato Metropolitano, Redbridge and the ABBA Arena, Newham. Where appropriate, OPDC will support meanwhile uses to secure permanent space in developments to support their longevity. Other examples of meanwhile uses include:

- **PLACE / Ladywell.** Meanwhile uses provide an important social benefit to the existing community through emergency accommodation for those in need, while also helping to activate an area.
- **Frontside Skate Gardens, Hackney Wick.** A temporary skatepark and events space that was located on a site awaiting longer term development.
- **Kings Cross Swimming Pond.** A manufactured temporary natural chemical-free swimming pond featuring planting to filter water.
- **Stockpile Garden, Barking Riverside.** A 5-year project working with local communities to explore locally-sourced, low cost and low maintenance ecological restoration of former industrial site.
- **Exploratory Park, Brent Cross.** A temporary park provided for local people while permanent parks are completed.(6/6; 6/19; 6/22)

Figure 9.15 PLACE/Ladywell



Figure 9.16 Frontside Skate Gardens



Figure 9.17 Kings Cross Swimming Pond



9.20. OPDC's Local Plan Policy TCC8 sets out a range of ways to support meanwhile uses that complement longer term development proposals.

9.21. Early community engagement identified strong support for a range of meanwhile uses, including food markets, tree nurseries, outdoor gyms and play spaces, canoeing facilities, spaces for existing local businesses and working with stakeholders to explore uses to support vulnerable groups, such as providing housing and employment services and spaces to use during extreme weather. Engagement also identified that empty commercial units in town centres should be occupied as soon as practically possible including through meanwhile uses to secure active town centre and cluster areas as Old Oak West is developed. Developers will be required to demonstrate in their Meanwhile Strategies how they will secure uses through engagement with local businesses, community groups and social infrastructure providers. OPDC will secure the delivery of meanwhile uses through conditions.

9.22. See supporting text to Local Plan policies SP6, P3, P7, P7C1, P11, TCC8 and T8 for



Figure 9.18 Old Oak Community Gardens

10 Design

10 Design

Introduction

10.1. Design quality is critical to building attractive, healthier, more inclusive, sustainable homes and neighbourhoods, that are vibrant, safe, comfortable, and resilient to climate change. Old Oak West presents a significant opportunity to create a distinctive, successful and thriving new urban district, with high quality sustainable design at its core.

10.2. High quality design is integral to establishing a strong sense of local pride of place. At Old Oak West there are exciting opportunities to take a comprehensive and coordinated approach to design, which delivers the highest quality of architecture, landscape and urban design drawing on the area's existing heritage, whilst also providing opportunities for architectural brilliance which help to define Old Oak West as a unique place.

10.3. The aim of this chapter is to deliver a high quality, inclusive, characterful, innovative and sustainable built environment of distinct yet complementary character areas and sites that both reflect the local rich heritage and diverse cultural identities, while enabling opportunities for place-defining contemporary architecture, infrastructure and public realm.

10.4. The area has a long history of transport through the Victorian railways and Grand Union Canal, and a concentration of successful historic and more recent manufacturing businesses. These industries provided a place of employment with nearby housing which enabled people from around the world to make their home in areas in and around Old Oak West such as Park Royal, Acton and Harlesden. This has resulted in a unique mosaic of heritage and identities that will influence the pattern and character of development.

10.5. Building on the existing extensive OPDC Local Plan and GLA policies and guidance that shape buildings and spaces, this guidance recognises the importance of:

- the design and functionality of the ground and lower floors of buildings in framing new and enhanced holistically designed streets and spaces, providing activation, a sense of place and natural surveillance;
- a range of appropriate heights and typologies which respond to sensitive locations while seeking to optimise development; and
- acknowledging, responding to and strengthening local identity and character by conserving and enhancing heritage assets while supporting architectural variety including through the delivery of world-class place-defining contemporary

Figure 10.1 Excelsior Studios in nearby Park Royal



10 Design

architecture of exceptional design quality.

10.6. Future Design Codes will also play a role in helping to shape Old Oak West. These have the potential to include more detail in relation to heights, massing, material palettes, design-details, character-based and contemporary architecture styles, facade design and the design of open spaces.

10.7. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policies Proposed Outcomes:

- **SP6** Creating a range of locally distinctive places that celebrate local context and provide a range of active destinations for locals and Londoners, including catalyst uses, meanwhile uses and a new town centre hierarchy that meets needs and complements surrounding centres.
- **SP9** Delivering a well-designed, high quality and resilient built environment, that supports the creation of a new high density part of London, positively shaped by local context, character and heritage.

Case studies

10.8. We have looked at case studies to identify elements of what this could look like for Old Oak West. These are:

- **95 Peckham Road, Southwark.** A re-interpreted residential mansion block providing a a lively and colourful frontage to the street.
- **The Trampery, Fish Island.** Design responds to the industrial heritage of the area and canalside location.
- **White Collar Factory, Shoreditch.** The scheme demonstrates how industrial heritage can inform and be integrated into new high density development.
- **Here East, Queen Elizabeth Olympic Park.** An innvoation and technology campus demonstrating how architectural design can break down the scale of a large building.
- **North Harbour, Copenhagen.** A mixed residential neighbourhood, built in a former industrial area which celebrates its industrial heritage while delivering high environmental performing buildings.

Figure 10.2 95 Peckham Road



Figure 10.3 White Collar Factory, Shoreditch



Figure 10.4 Here East, Queen Elizabeth Park



Figure 10.5 North Harbour, Copenhagen



10 Design

Principle DP1 Active and positive frontages

Proposals should:

a) demonstrate how the design of facades, corners, entrances and openings of ground and first floors have been designed to enhance and reflect local character, support associated land uses and support the activation and function of adjacent public realm;

b) deliver active and positive frontages along the edge of the Elizabeth Line Depot fronting Old Oak Street;

c) ensure that industrial uses deliver an appropriate level of amenity for residential neighbourhoods and activate the public realm by delivering appropriate uses, positive, and where possible, active frontages at ground and lower floors and high quality façade design:
   i) adjacent to residential led development and existing residential neighbourhoods at the Island Triangle, Shaftesbury Gardens and Midland Terrace;
   ii) facing the Grand Union Canal; and
   iii) along existing and enhanced key routes of Victoria Road, Old Oak Lane and Channel Gate Street and pedestrian and cycle routes.

d) deliver and/or enable Use Class E uses, that deliver high levels of activation and positive frontages, fronting on to the Grand Union Canal within the Atlas Junction Cluster and other areas of higher activity;

e) contribute and/or deliver new residential, leisure and visitor moorings adjacent to The Collective, Willesden Junction Maintenance Depot, triangle site and Oaklands North; and

f) within Willesden Junction, deliver a range of meanwhile uses with active and/or positive frontages on ground floors, particularly along Station Approach and around Willesden Junction Station.

Signposts

London Plan 2021

- D3 Optimising site capacity through the design-led approach
- D5 Inclusive design
- SI16 Waterways – use and enjoyment

Local Plan 2022

- P1 Old Oak South
- P3 Grand Union Canal
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction
- D1 Public realm
- D3 Well designed buildings
- E4 Work Live Units

Supporting text

10.9. Active and positive frontages help to frame streets and spaces, providing natural surveillance and a sense of safety. They add to the quality of place, helping to demonstrate and communicate the character of an area while also addressing existing challenges created by blank frontages and areas of low activity. The ground and lower floors of buildings are critical to this and proposals must give careful consideration to these elements including coordination with adjacent public realm design and use and reflecting the local character.

10.10. Local Plan paragraph 5.31 provides further information for specific considerations. The Local Plan identifies locations across Old Oak West where active and positive frontages should be located. These are especially important along key routes, the Grand Union Canal within the Old Oak major town centre and around stations while recognising the Local Plan requires them to be maximised across the OPDC area.

10.11. Early community engagement supported the delivery of active frontages, noting the benefits to the use and safety of streets and routes. Active and positive frontages also help to communicate commercial activities taking place within a building, thereby working with Principles

10 Design

TCCP1 and EP2 in helping to show case local business sectors and adding character that reflects the area's industrial heritage.

10.12. See supporting text to Local Plan policies SP5, P1, P1C1, P3, P7, P7C2, P8C1, P9, P11, E2 and E3 for other relevant

Figure 10.6 Grand Junction Arms providing an existing active frontage to the Grand Union Canal



Figure 10.7 Key active frontages

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)

- Old Oak major town centre
- North Acton neighbourhood town centre
- Atlas Junction Cluster
- Key locations for active frontages (see Cluster diagrams for further detail)
- Permanent and temporary moorings

Key routes

- Existing key route (Old Oak Lane, Old Oak Common Lane and Victoria Road)
- Channel Gate Street
- Old Oak Street
- Illustrative plots
- Existing buildings / recent developments / current planning permissions
- HS2 infrastructure

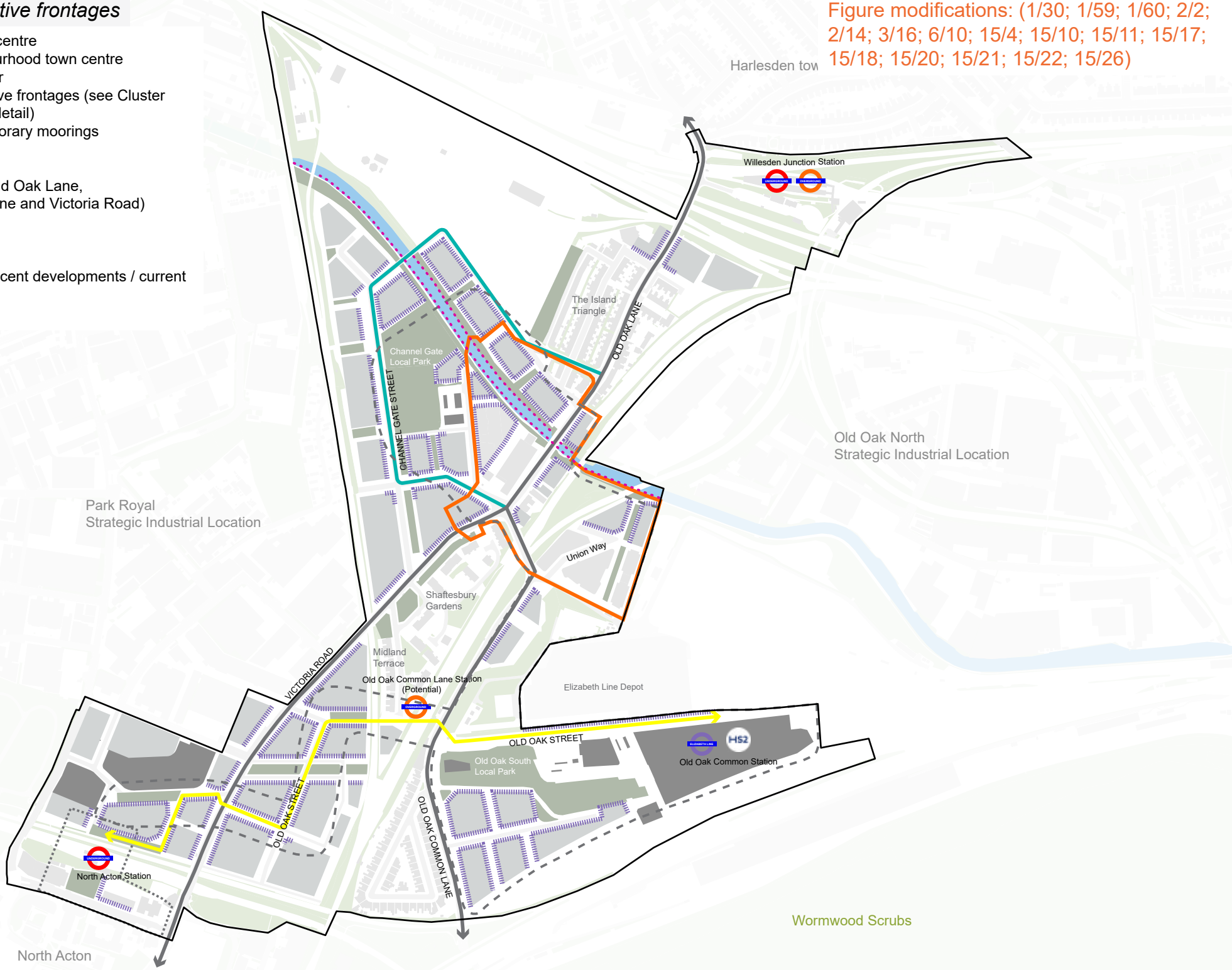




Figure 10.8 Visualisation looking south along Victoria Road from Channel Gate showing active frontages and public realm improvements

10 Design

Principle DP2 Building heights

Proposals should deliver a range of building heights comprising:

a) generally lower heights responding to existing residential neighbourhoods;
b) in Old Oak South, an appropriate response to Wells House Road, Midland Terrace and Shaftesbury Gardens;
c) in Willesden Junction, an appropriate response to the residential areas to the north;(5/20)
d) respond sensitively to Wormwood Scrubs park;
e) generally 6 to 8 storeys fronting directly on to the Grand Union Canal with opportunities for tall buildings at key crossing points;(8/6; 8/12; 8/17)
f) generally 6 to 10 storeys along Victoria Road in Channel Gate;
g) generally 10 storeys along Union Way;
h) generally 10 to 12 storeys facing on to Victoria Road in Acton Wells East north of Old Oak Street;
i) generally 8 to 10 storeys on the western corner of Atlas Junction;
j) on the eastern side of Old Oak Lane south of the Grand Union Canal, heights should be taller close to the canal, comparable to the existing height of The Collective, and should decrease in height to respond appropriately to the existing Victoria Terrace;
k) increased heights and massing adjacent to railways and freight activity; and
l) tall buildings in areas identified in Local Plan figure 3.15. ~~of predominantly in the ranges of:~~
   i) ~~within Old Oak South – 20 to 30 storeys and up to 45 storeys close to the Old Oak Common Station;~~
   ii) ~~within Acton Wells – 20 to 35 storeys;~~
   iii) ~~within North Acton – 20 to 55 storeys;~~
   iv) ~~within Old Oak Lane and Old Oak Common Lane – 20 to 25 storeys; and~~
   v) ~~within Channel Gate – 20 to 30 storeys~~.(1/7; 1/43; 1/63)

Signposts

London Plan 2021
- GG2 Making the best use of land
- D9 Tall buildings

Local Plan 2022
- SP9 Built Environment
- P1 Old Oak South
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P8 Old Oak Lane and Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction

Supporting studies
- Channel Gate Development Framework Principles 2021
- Victoria Road and Old Oak Lane Development Framework Principles 2018
- Grand Union Canal Massing and Enclosure Statement 2021
- Tall Buildings Statement Update 2021

Supporting text

10.13. The Local Plan sets out detailed height ranges, including tall building heights, for areas across Old Oak West. These respond to sensitive locations, such as the Grand Union Canal and existing residential neighbourhoods while also reflecting access to public transport, active travel networks and town centre uses. Given the significant scale of the site allocations in Old Oak West, there is an opportunity to deliver a range of building typologies to help define local character and meet the minimum site allocation targets set out in the Local Plan.

10.14. It will be important to consider carefully the number and locations of tall buildings proposed within an area and the spaces between them. A tall building in the OPDC area is defined as being above 15 storeys or above a minimum of 48 metres above ground level. As set out in the Local Plan, based on the development capacities proposed in the Local Plan, it is expected that tall buildings will

predominantly be in the ranges of:

- within Old Oak South – 20 to 30 storeys and up to 45 storeys close to the Old Oak Common Station;
- within Acton Wells – 20 to 35 storeys;
- within North Acton – 20 to 55 storeys;
- within Old Oak Lane and Old Oak Common Lane – 20 to 25 storeys; and
- within Channel Gate – 20 to 30 storeys. (1/7; 1/43; 1/63)

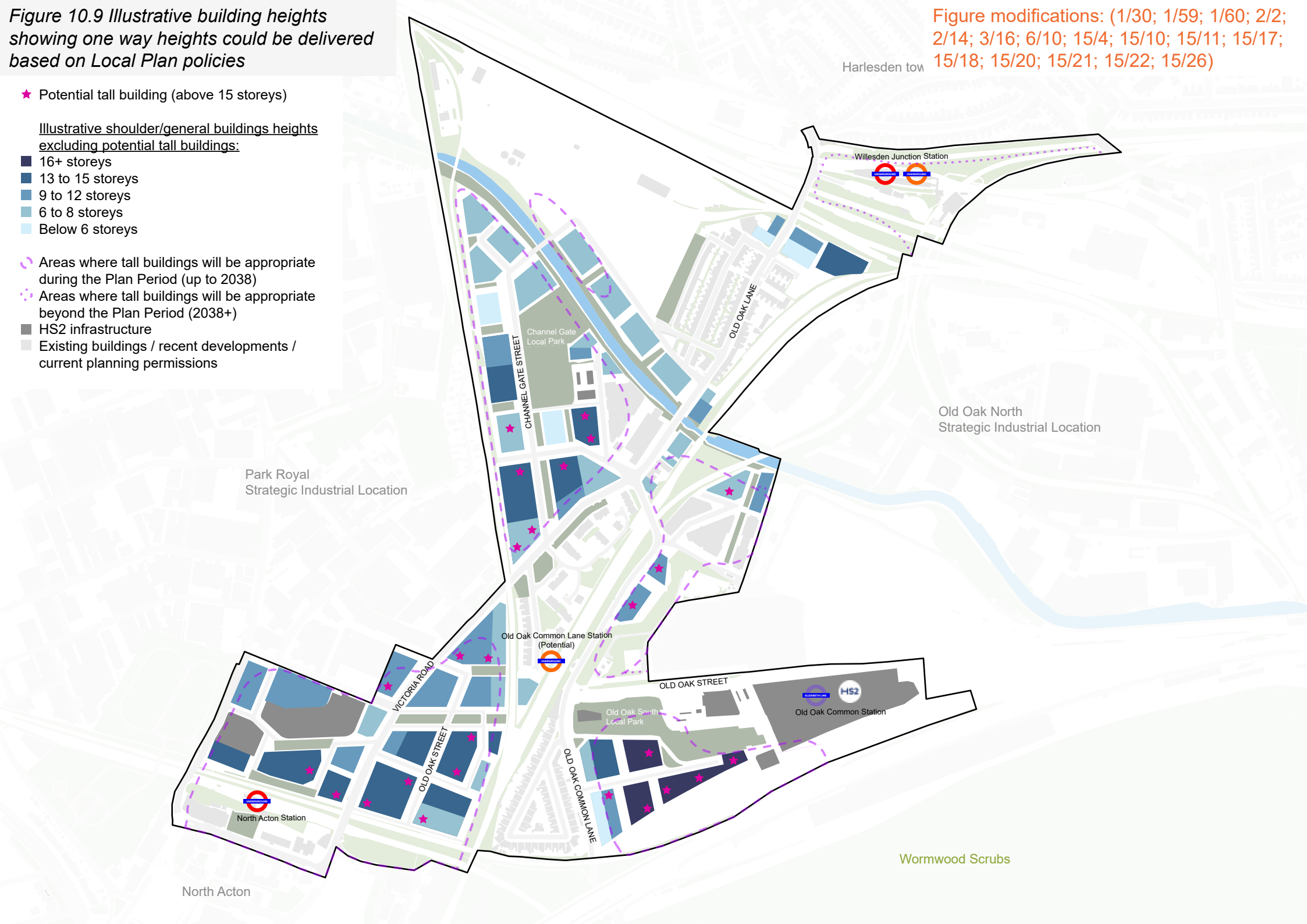
10.15. The height ranges for tall buildings are provided as maximums and not targets and, as such, a range of heights will be expected to be delivered within each Place.

10.16. Early community engagement raised concerns regarding the potential locations and heights of buildings. Any development proposal will be determined in accordance with the London Plan, Local Plan, national guidance and any material considerations including this SPD. The building heights guidance in this principle and its supporting text is consistent with the Local Plan. They do not amend the status of the Local Plan policies and supporting text. (1/7; 1/43; 1/63)

10.17. See supporting text to Local Plan policies SP9, P1, P3, P7, P8, P8C1, P9 and P11 for other relevant information.

Figure 10.9 Illustrative building heights showing one way heights could be delivered based on Local Plan policies

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



10 Design

Principle DP3 Place-defining contemporary architecture

Proposals delivering unique, exceptional and place-defining architectural design should be located within the proposed Old Oak major town centre and commercial centre and will be supported where the:

a) location supports legibility and placemaking; and
b) design approach complements the wider environment.

Signposts

London Plan 2021

- D3 Optimising site capacity through the design-led approach

Local Plan 2022

- SP9 Building Environment
- TCC7 Catalyst Uses

Supporting text

10.18. Unique and imaginative approaches to architecture and building design can create, articulate and support the identity of a place. World-class architecture can be created by repurposing buildings of heritage value such as the gasholders in Kings Cross and Battersea Powerstation and with new contemporary buildings which have a unique architectural expression, for example East Bank in Stratford and the London School of Economics Marshall Building.

10.19. The significant scale and benefits presented by the Old Oak major town centre and commercial centre (see figure 8.65) provide opportunities for the delivery of innovative and exciting approaches to contemporary architecture and urban design that can help to anchor the area as an exemplary and distinctive part of London by creating a memorable and varied architectural expression for buildings in Old Oak. OPDC would welcome proposals which encapsulate these aspirations, while meeting all other policy and material considerations. Proposals may be for a range of building typologies and/or uses including town centre, social infrastructure, catalyst, cultural, residential and commercial uses and should support and complement development and regeneration aspirations for Old Oak West.

10.20. High quality world class design will be expected to be delivered for all schemes regardless of their architectural approach, form, use, function scale and size. OPDC's Local Plan and London Plan policies provide a comprehensive suite of policies to secure this.

10.21. See supporting text to Local Plan policies SP9 and TCC7 for other relevant information.

Figure 10.10 East Bank, Stratford



Figure 10.11 Marshall Building, Holborn



10 Design

Principle DP4 Local character and heritage

Proposals should:

a) strengthen local identity and character by conserving and enhancing the:
   i) Grand Union Canal Conservation Area and its setting;
   ii) Old Oak Lane Conservation Area and its setting;
   iii) Local Heritage Listings and their settings as shown in figure 10.15;

b) reflect in their design a positive response to non-designated heritage assets, including their settings, and avoid an unjustified adverse effect on their significance;

c) ensure future local character of buildings, public realm and infrastructure is informed by positive elements of Old Oak West's, Park Royal and Harlesden's wider heritage including industrial, canal, residential, music, Wormwood Scrubs and railway heritage; and

d) contribute towards and/or provide public art that celebrates local character and heritage.

Figure 10.12 Old Oak Common Depot 1923



Figure 10.13 Railway Hostel (Oaklands) 1949

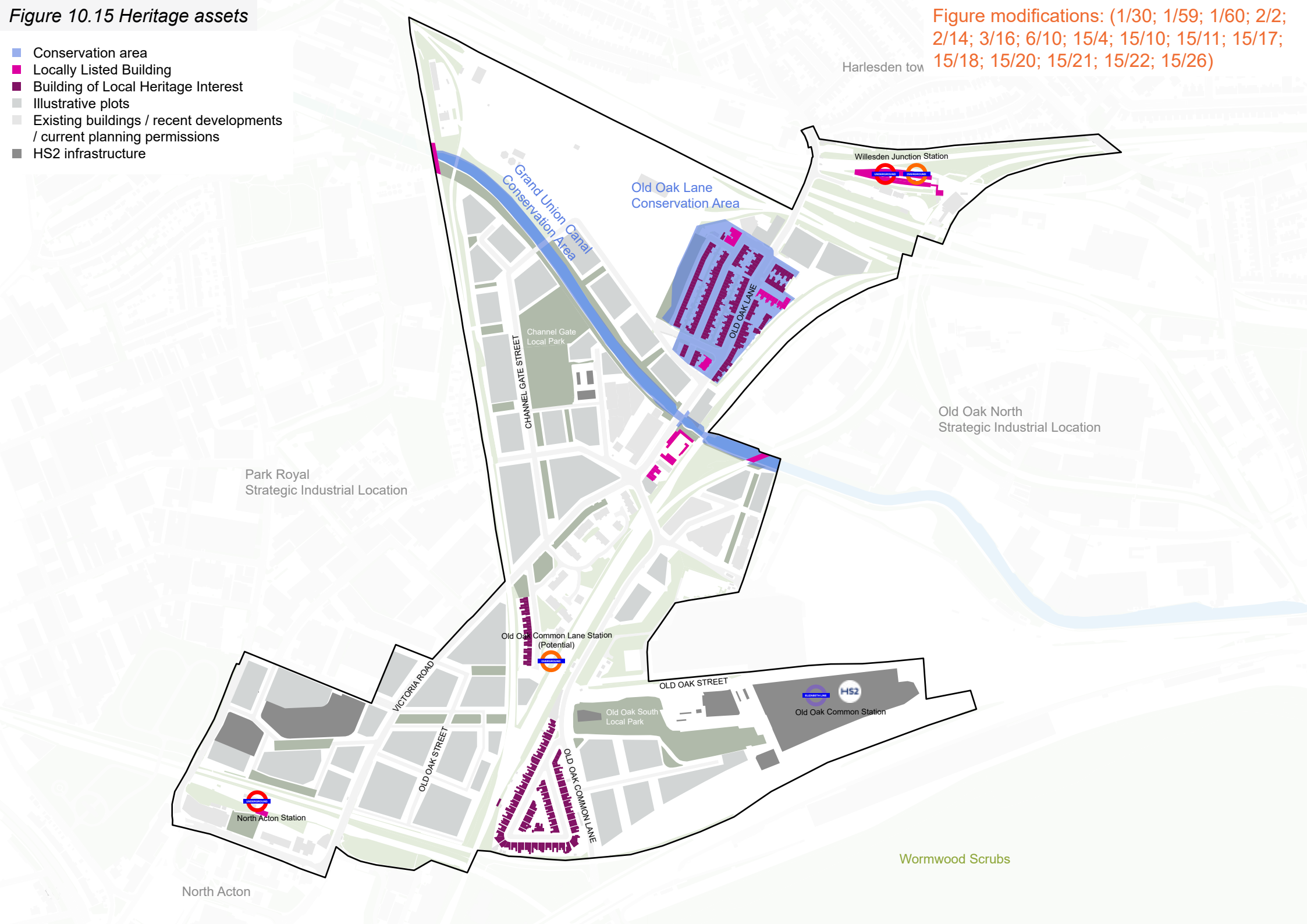


Figure 10.14 Acton Wells, Victoria Road and Wells House Road 1921



Figure 10.15 Heritage assets

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



10 Design

Signposts

London Plan 2021
- HC1 Heritage conservation and growth

Local Plan 2022
- SP9 Built environment
- P1 Old Oak South
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P8 Old Oak Lane & Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction
- D7 Heritage

Local Heritage Listings 2020

Supporting studies
- OPDC Community Engagement Summary Report 2023
- Heritage Strategy 2018

Supporting text

10.22. Old Oak West has a rich and varied social, cultural and built heritage that informs its local character. The area has been shaped by transport infrastructure, innovative manufacturing industries and, in pre-industrial times, leisure with the spring waters at Acton Wells. Local industries have welcomed a wide range of people who have made their homes here from many parts of the world including Ireland, Belgium, the Caribbean, Somalia, Portugal, Brazil and more recently from Afghanistan. These diverse communities

Figure 10.16 Acton Wells Farm



Figure 10.17 Canal transport



Figure 10.18 Cerebos salt advert



Figure 10.19 Steam engine in Old Oak

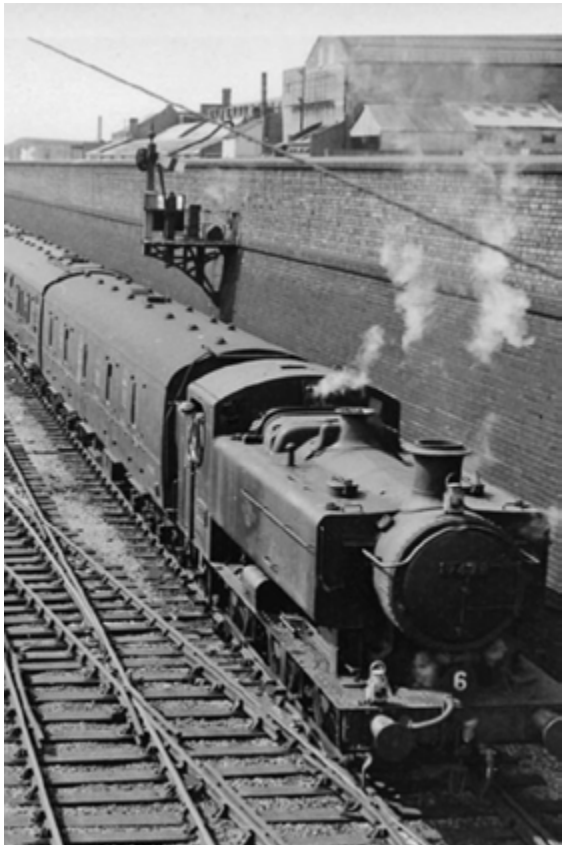
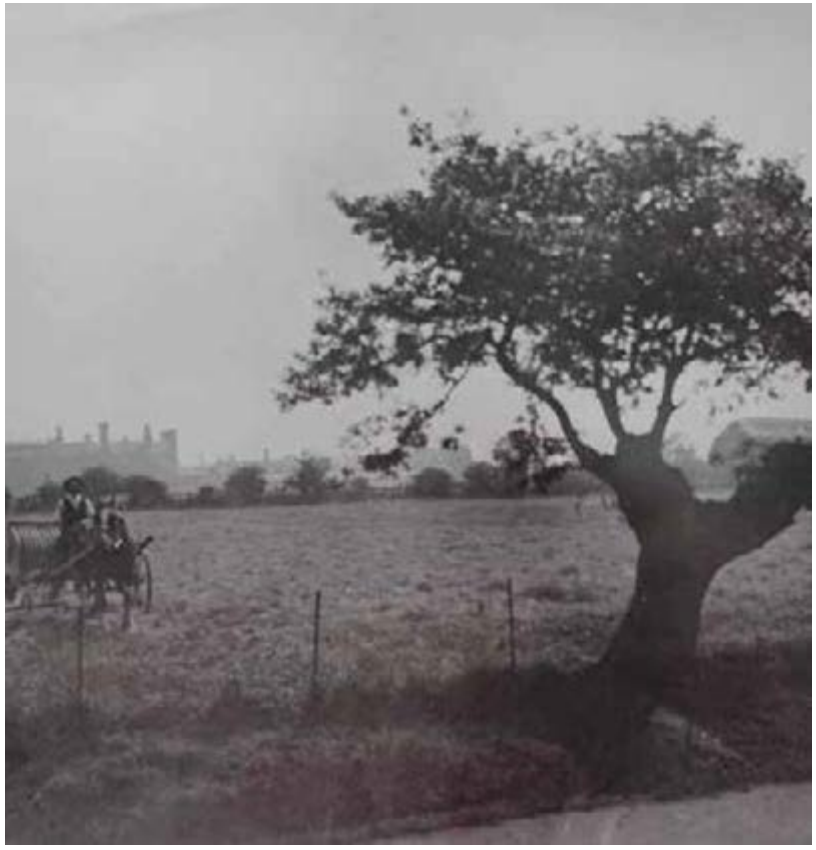


Figure 10.20 Haymaking on Wormwood Scrubs



10 Design

continue to shape the character of the area which has seen clusters of food and beverage industries being established nearby in Park Royal and Harlesden. This continues the legacy of the railway workers' cottages of living near to places of work. This diverse mosaic of heritage provides valuable opportunities for development to draw on, both in terms of types of uses, design of buildings, spaces, features to help make areas navigable(2/21) and the materials utilised. OPDC's Local Plan and heritage designations provide a robust framework for protecting and enhancing local built heritage. This includes the Grand Union Canal and Old Oak Lane conservations areas alongside numerous Local Heritage Listings.

10.23. Early community engagement demonstrated strong support for protecting local heritage and reflecting social and cultural character in the built form, to use this to shape new development, positively contribute to local heritage and to support communities. Suggestions included enabling and utilising the built environment to tell local stories either directly through local heritage plaques, QR codes or building/street names or indirectly through public art, materials and details. Existing local featureus An emphasis on celebrating Harlesden's music heritage and Park Royal's hidden wartime heritage was also supported and has been used to inform this Principle.

10.24. See supporting text to Local Plan policies SP9, P1, P3, P7, P8, P8C1, P9, P11 and D7 for other relevant information.

Figure 10.21 Local people in and around Old Oak West from over the years



11 Place and Cluster visions

11 Place and Cluster visions

Introduction

11.1. This section sets out the visions already outlines in the Local Plan for each Place and Cluster located fully or partially within Old Oak West.

11.2. Twelve Places are defined in the Local Plan with Old Oak West including all or part of six of them. Places provide spatial guidance for their area which reflects the characteristics of each Place. Clusters are smaller geographic areas and are characterised as locations that are likely to attract higher footfall and/or have a particular use that warrants more detailed policy.

11.3. For each Place and Cluster a vision is set out in the Local Plan and repeated below. The Old Oak West SPD spatial vision, set out in section 3, and SPD guidance builds on these visions to support the delivery of a coordinated and comprehensive approach to development and to reflect community suggestions to shape the future of the area.

11.4. Each Place and Cluster vision is accompanied by diagrammatic map that reflects the illustrative masterplan, early community engagement suggestions and updated supporting studies. They are indicative save for those elements that are fixed in the Local Plan such as boundaries for heritage designations and town centres.

11.5. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy Proposed Outcome:

- **SP6** Creating a range of locally distinctive places that celebrate local context and provide a range of active destinations for locals and Londoners, including catalyst uses, meanwhile uses and a new town centre hierarchy that meets needs and complements surrounding centres.

Figure 11.1 Island Triangle cottages



11 Place and Cluster visions

Principle PP1 Delivering Place and Cluster visions

Proposals should plan positively to deliver the Local Plan Place and Cluster visions ensuring that a coordinated and comprehensive approach is undertaken to ensure the development of areas complement one another and surrounding neighbourhoods.

Signposts

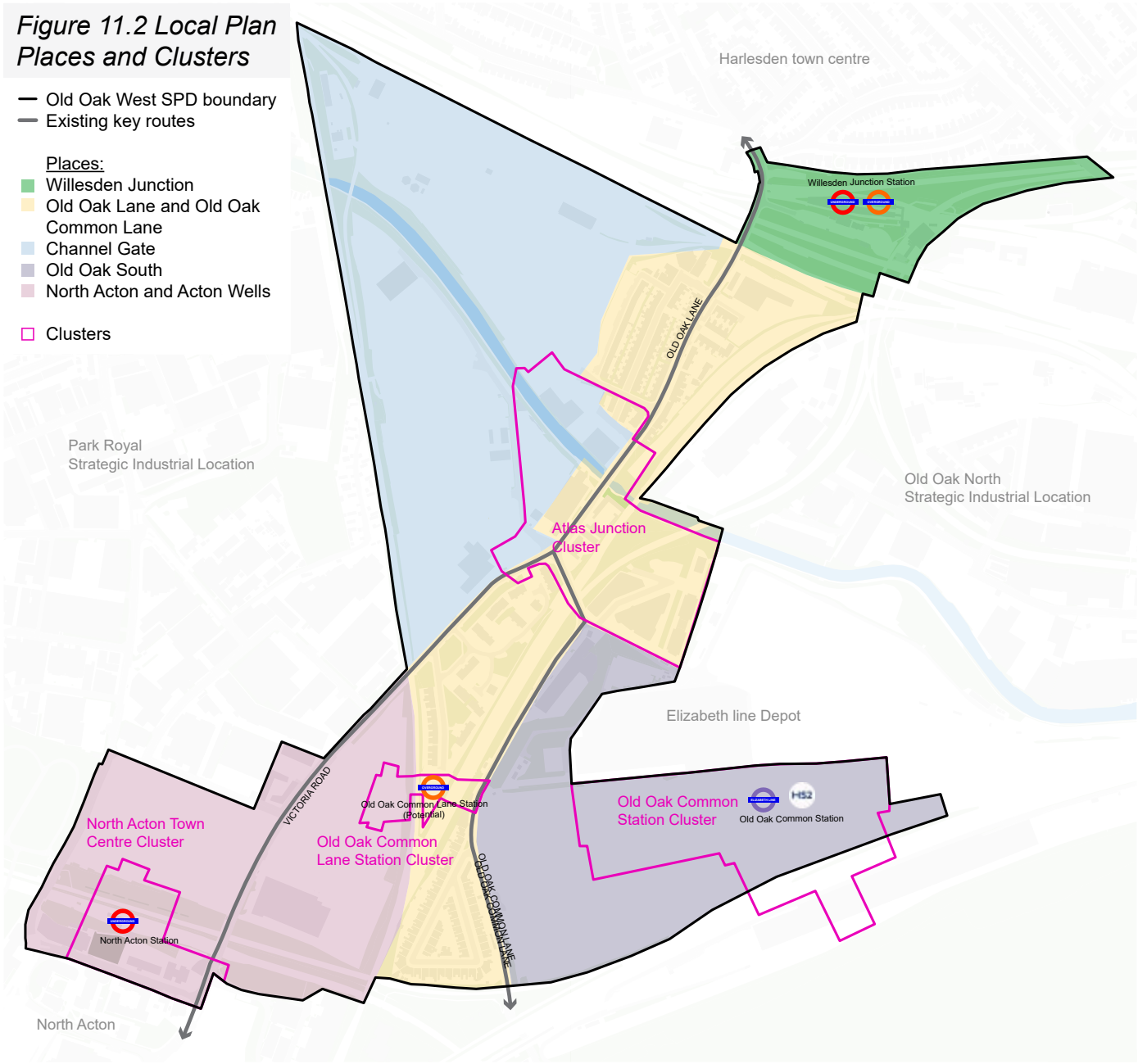
London Plan 2021

- D1 London's form, character and capacity for growth

Local Plan 2022

- SP6 Places and destinations
- P1 Old Oak South
- P1C1 Old Oak Common Station Cluster
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C1 North Acton Town Centre Cluster
- P7C2 Old Oak Common Lane Station Cluster
- P8 Old Oak Lane & Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction

Figure 11.2 Local Plan Places and Clusters



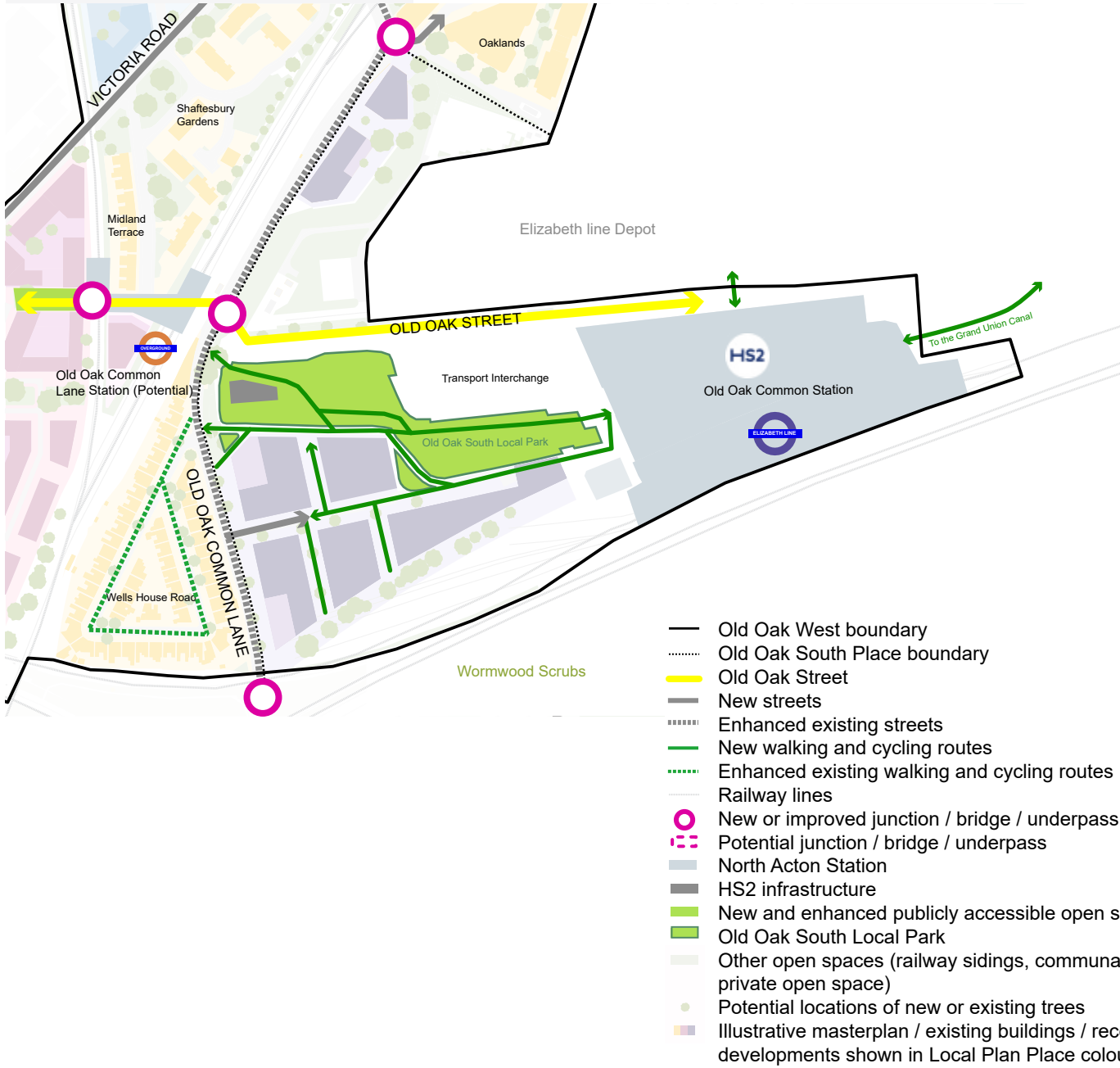
11 Place and Cluster visions

P1 Old Oak South Old Oak South will deliver a new commercial centre for west London, centred on the integrated world-class Old Oak Common Station. Away from the station, mixed-use development will deliver a range of town centre uses and new homes. This place will accommodate high densities and tall buildings with development also responding appropriately to, and celebrating, the area's unique railway heritage, the Grand Union Canal and the locally cherished Wormwood Scrubs.

Figure 11.3 Existing businesses in Old Oak South



Figure 11.4 Old Oak South Place



11 Place and Cluster visions

P1C1 Old Oak Common Station Cluster
Old Oak Common Station will be a state of the art, exceptionally designed, 21st century multi-modal transport interchange. It will become a destination at the heart of a new major town centre and commercial centre for London. Set within high quality public open spaces and highly connected into its surroundings, the station will be a catalyst for growth locally, across London and the UK.

Figure 11.5 Aerial view of the Old Oak Common Station Cluster area



Figure 11.6 Old Oak Common Station Cluster



- Old Oak West boundary
- Old Oak Street
- New walking and cycling routes
- High Speed Rail Act Station Routes
- Railway lines
- Active frontage
- Station entrance
- Old Oak Common Station
- Old Oak South Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan

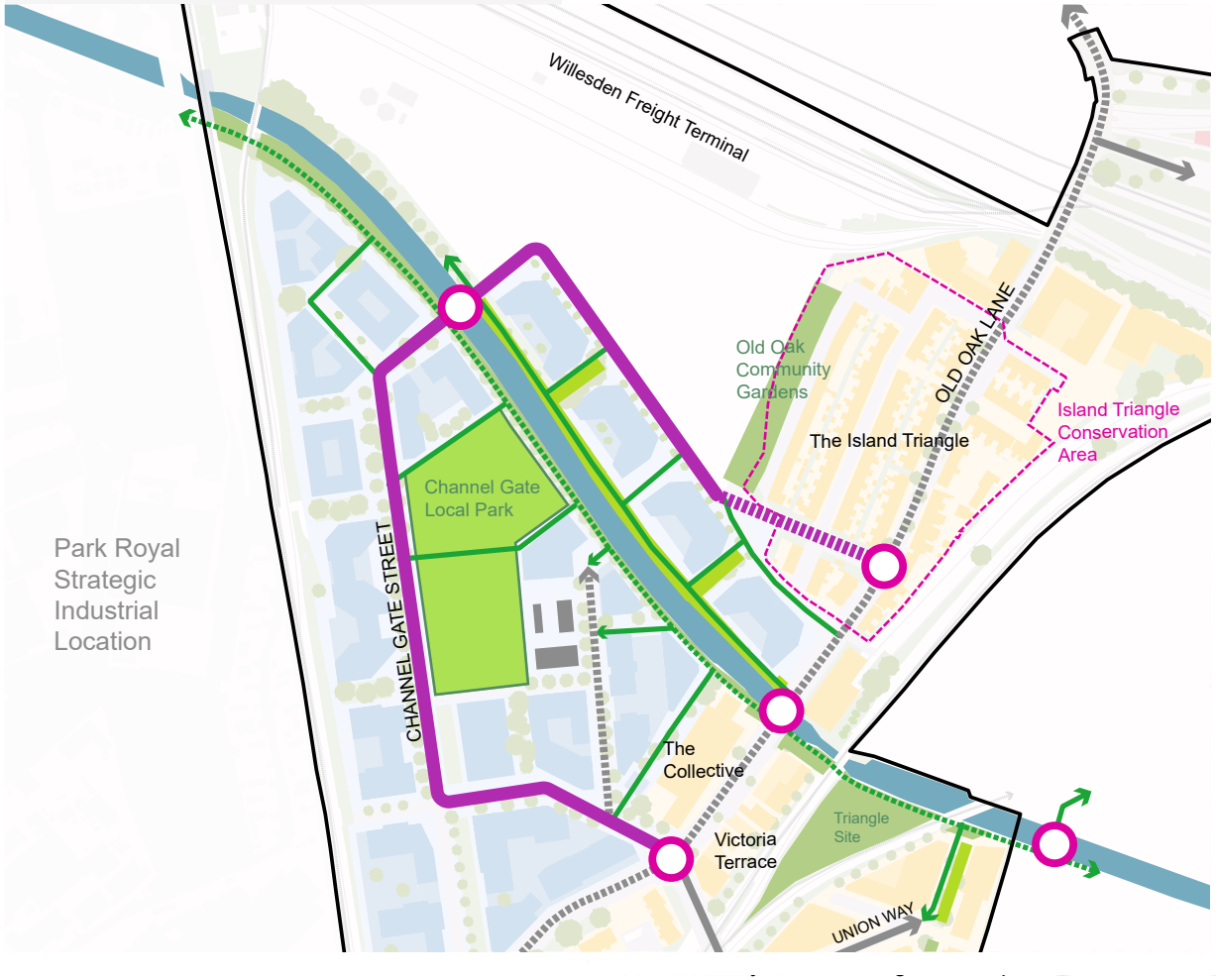
11 Place and Cluster visions

P3 Grand Union Canal The Grand Union Canal will be a defining feature of the OPDC area, shaping the character of both Old Oak and Park Royal. Moorings, open spaces and canalside activities will support its role as a community asset and lively leisure and recreation destination. The canal's role as a transport corridor will also be optimised, while ensuring that its ecology and heritage are conserved and enhanced.

Figure 11.7 Grand Union Canal



Figure 11.8 Grand Union Canal Place



11 Place and Cluster visions

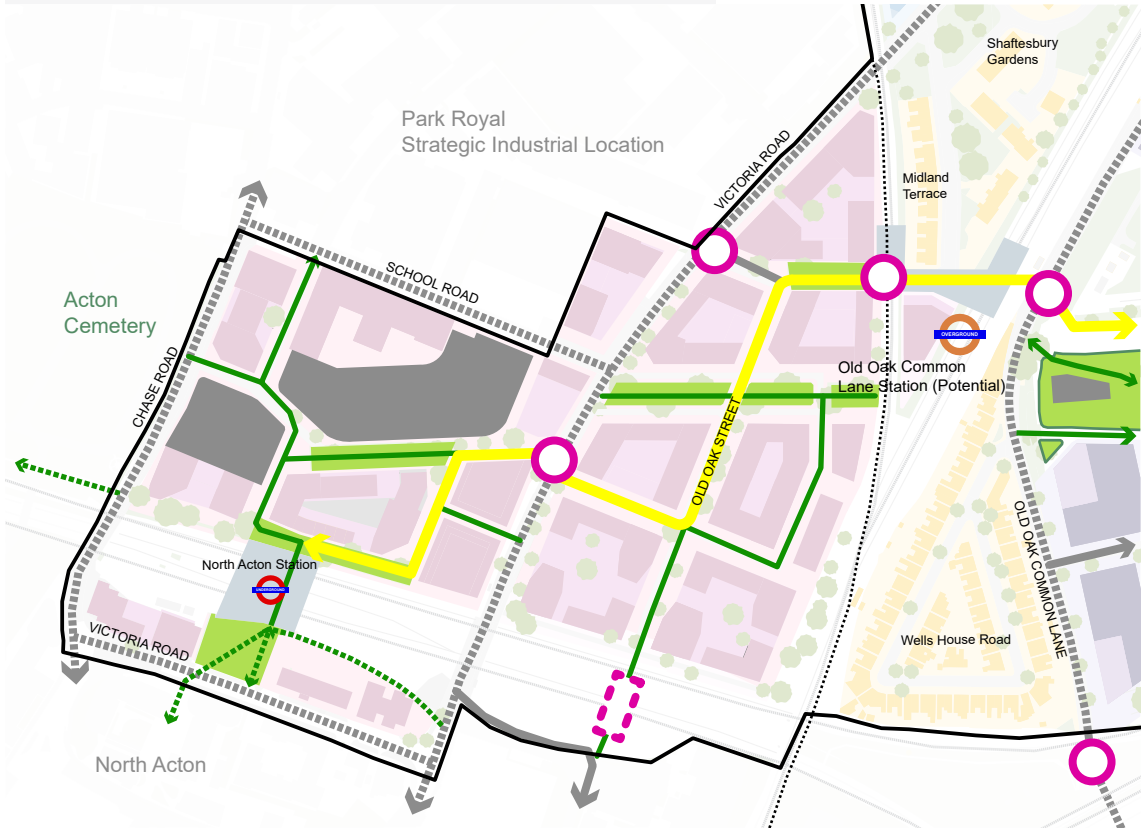
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P7 North Acton and Acton Wells North Acton and Acton Wells will be a high density mixed use area accommodating tall buildings in appropriate locations. An improved street network will provide a choice of greened routes to Old Oak, Park Royal and West Acton. A new neighbourhood town centre will sit within a high quality and coordinated public realm along Victoria Road and Portal Way. Old Oak major town centre will connect to an enhanced North Acton station delivering a range of active uses

Figure 11.9 Aerial view of Acton Wells



Figure 11.10 North Acton and Acton Wells Place



- Old Oak West boundary
- North Acton and Acton Wells Place boundary
- Old Oak Street
- New streets
- Enhanced existing streets
- New walking and cycling routes
- Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Potential junction / bridge / underpass
- North Acton Station
- HS2 infrastructure
- New and enhanced publicly accessible open space
- Old Oak South Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments shown in Local Plan colours

11 Place and Cluster visions

Figure modifications: (1/62; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)

P7C1 North Acton town centre Cluster
A vibrant high density neighbourhood town centre, focused on an enhanced North Acton Station and new station squares. Active throughout the day, a range of town centre uses will strengthen the area's identity. High quality and coordinated public realm, framed by active frontages will guide people to their destinations.

Figure 11.11 North Acton Station



Figure 11.12 North Acton town centre Cluster



- Old Oak West boundary
- Old Oak Street
- Enhanced existing streets
- New walking and cycling route
- Enhanced existing walking and cycling routes
- Railway lines
- Station entrance
- Active frontage
- North Acton Station
- Enhanced publicly accessible open space
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments shown in Local Plan Place colours

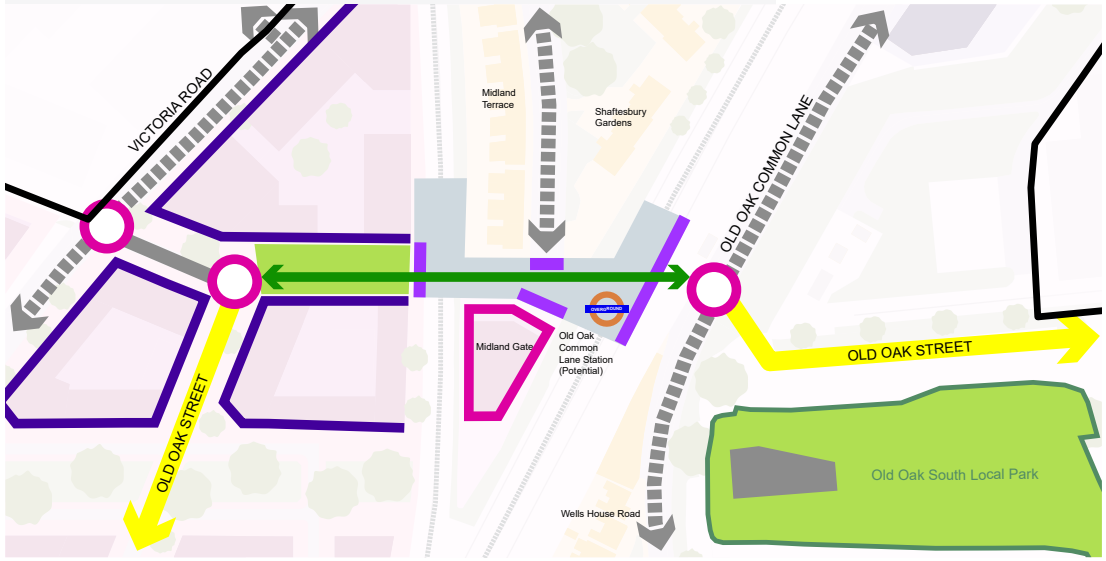
11 Place and Cluster visions

P7C2 Old Oak Common Lane Station Cluster Old Oak Common Lane Station will be a high quality public transport interchange that is fully integrated with Old Oak Street providing continuous walking and cycling routes between Old Oak South and Acton Wells. It will be accompanied by a new station square to the west, framed by active town centre and employment uses.

Figure 11.13 Midland Terrace and Victoria Road



Figure 11.14 Old Oak Common Lane Station Cluster



- Old Oak West boundary
- Old Oak Street
- New streets
- Enhanced existing streets
- New walking and cycling routes
- Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Active frontage
- Postive frontage
- Station entrance
- Old Oak Common Lane Station
- HS2 infrastructure
- New and enhanced publicly accessible open space
- Old Oak South Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments shown in Local Plan Place colours

11 Place and Cluster visions

P8 Old Oak Lane and Old Oak Common Lane Old Oak Lane and Old Oak Common Lane will be a place that sensitively integrates transport routes, existing neighbourhoods and new development. It will be a place that mediates between comprehensive mixed use redevelopment and industrial intensification.

Figure 11.15 Wells House Road



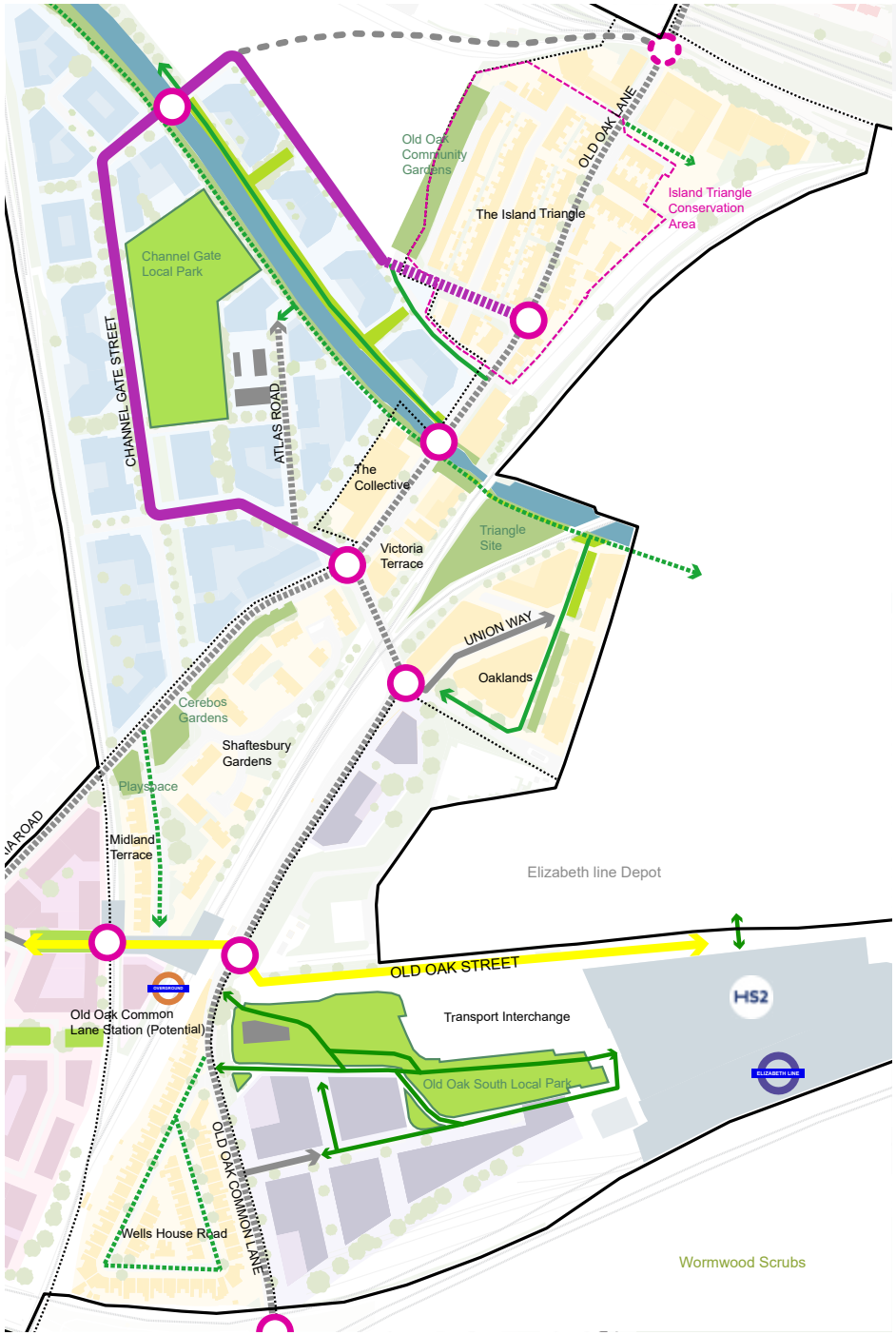


Figure 11.16 Old Oak Lane and Old Oak Common Lane Place

- Old Oak West boundary
- Channel Gate Place boundary
- Channel Gate Street/Road (new)
- Channel Gate Street/Road (enhanced existing)
- Old Oak Street
- New streets
- Enhanced existing streets
- Potential new street
- New walking and cycling routes
- Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Potential junction / bridge / underpass
- HS2 infrastructure
- Grand Union Canal
- New publicly accessible open space
- Enhanced existing publicly accessible open space
- Local Parks
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours
- Island Triangle Conservation Area

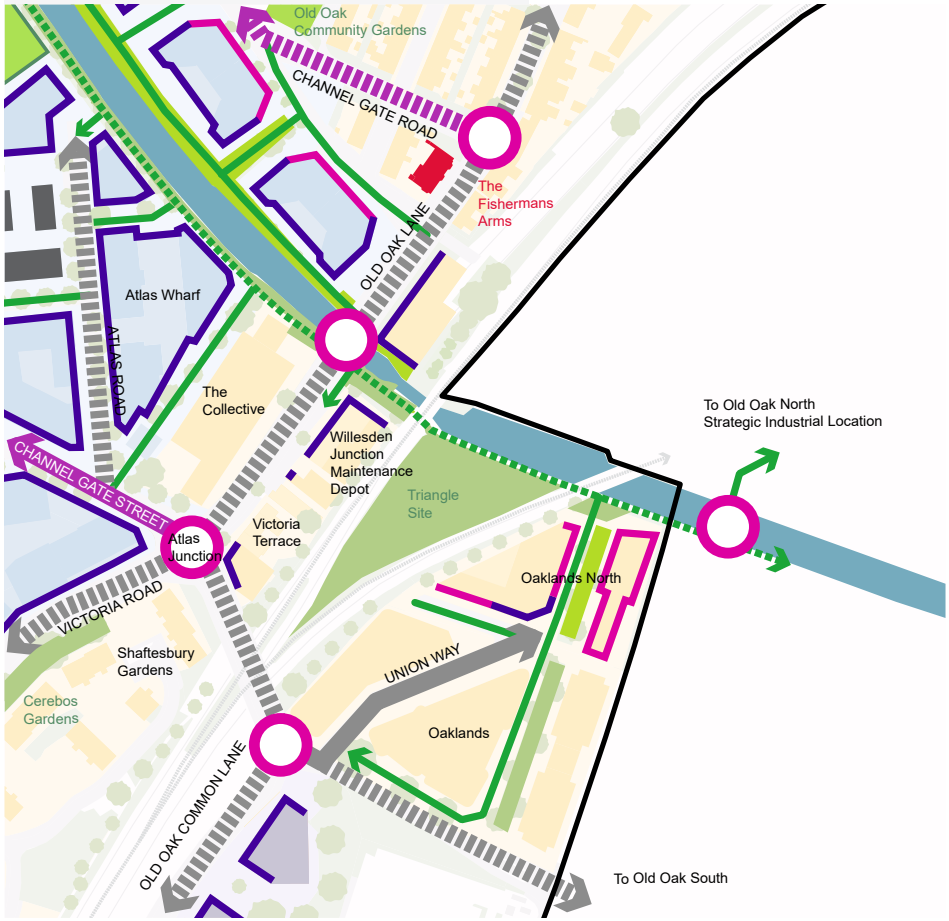
11 Place and Cluster visions

P8C1 Atlas Junction Cluster As part of Old Oak major town centre, Atlas Junction will provide local services for communities centred on an improved Atlas Junction and Union Way. Active uses will sit beside high quality canalside spaces helping to establish this stretch of the canal as a place to visit and enjoy.

Figure 11.17 Fishermans Arms within the Atlas Junction Cluster



Figure 11.18 Atlas Junction Cluster



- Old Oak West boundary
- Channel Gate Street/Road (new)
- Channel Gate Street/Road (enhanced existing)
- New streets
- Enhanced existing streets
- New walking and cycling routes
- Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Active frontage
- Postive frontage
- Key Local Heritage Listing
- HS2 infrastructure
- Grand Union Canal
- New and enhanced publicly accessible open space
- Channel Gate Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours

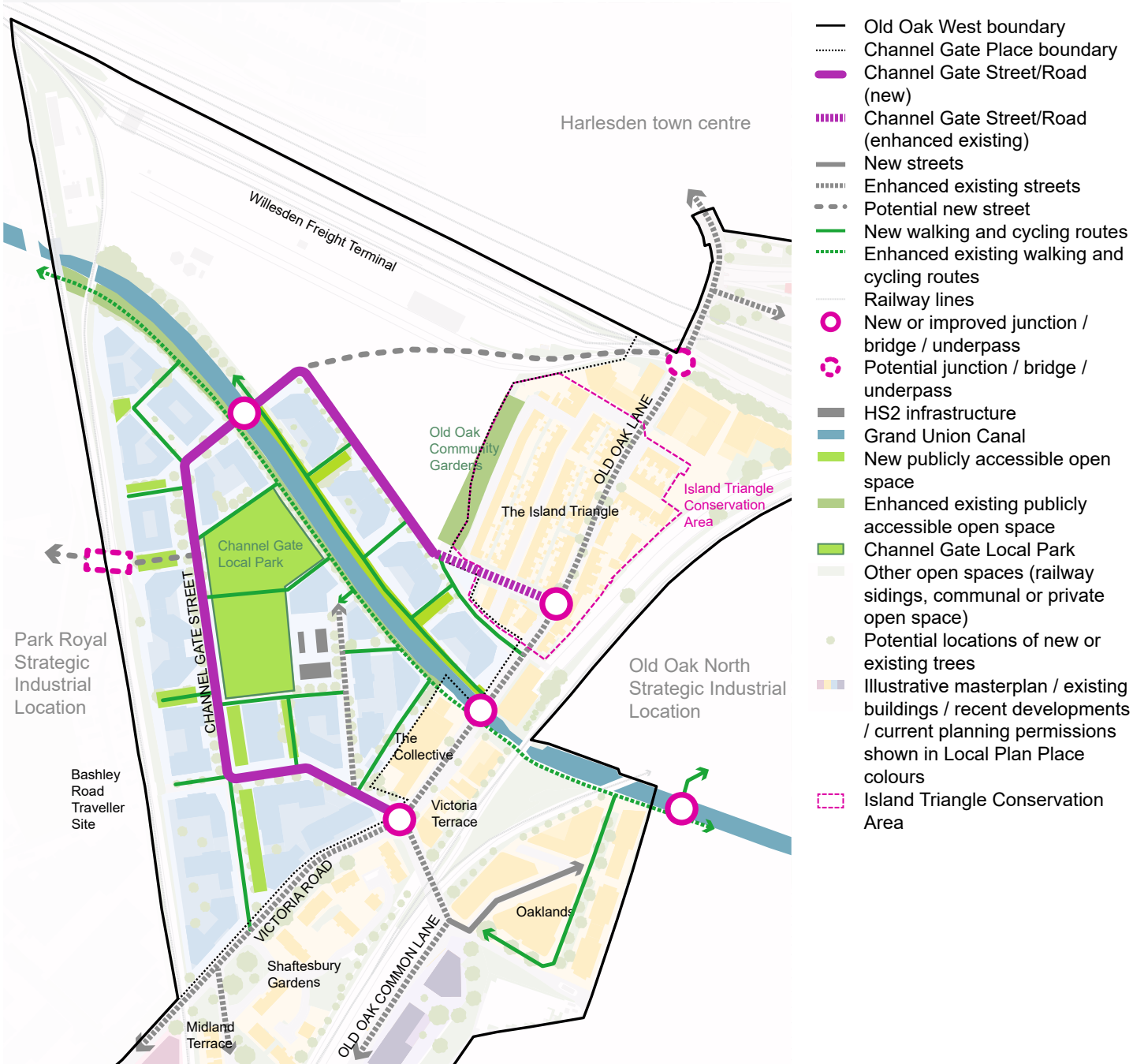
11 Place and Cluster visions

P9 Channel Gate Channel Gate will be a high quality residential led neighbourhood centred on the Grand Union Canal. A new Local Park, town centre and community uses and linkages with the adjacent existing neighbourhoods will ensure that Channel Gate is a vibrant new place.

Figure 11.19 Aerial view of Channel Gate



Figure 11.20 Channel Gate Place



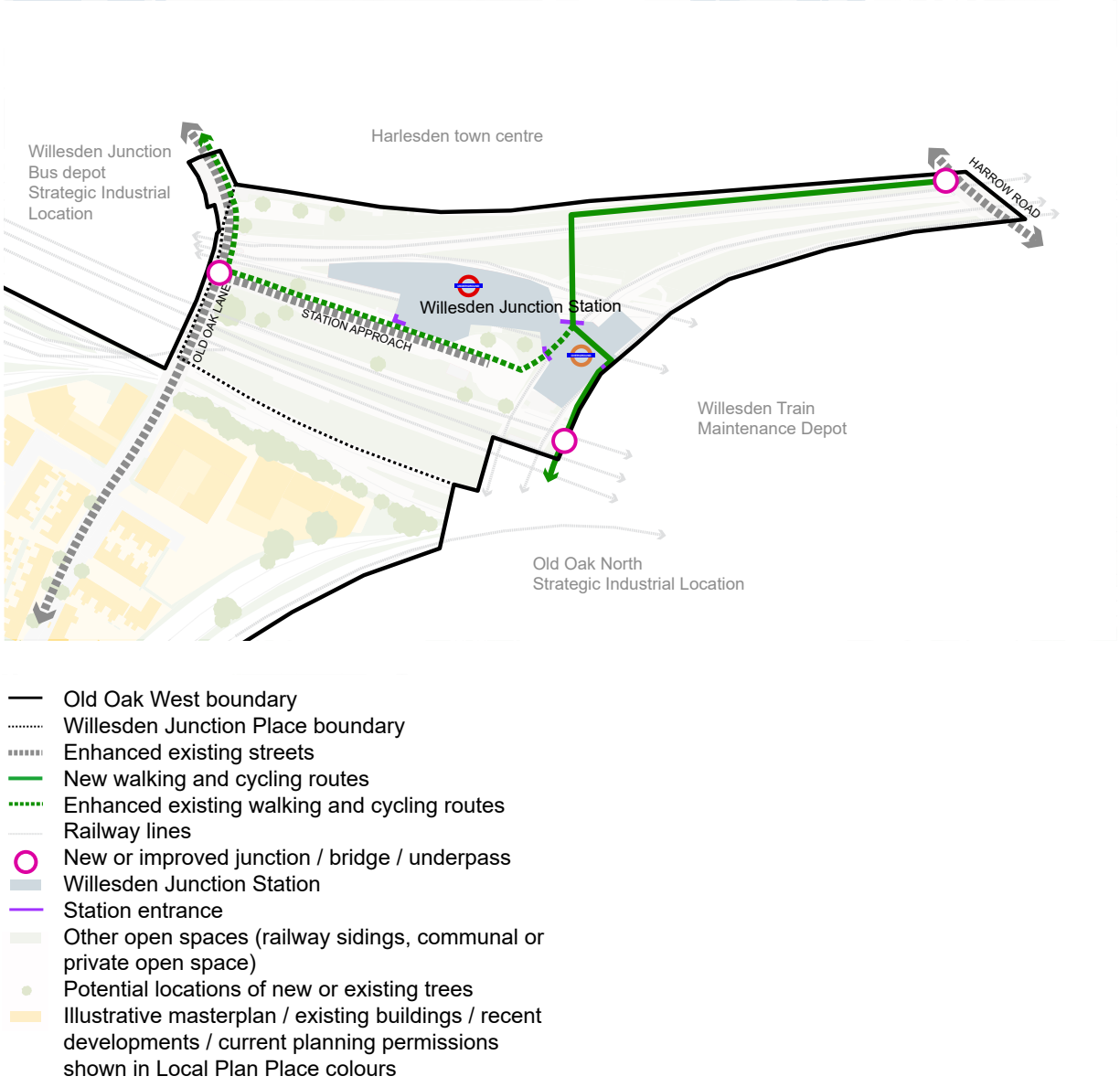
11 Place and Cluster visions

P11 Willesden Junction Willesden Junction will be a busy destination within Old Oak. An enhanced station will provide better public transport connections and new and/ or enhanced routes will improve connectivity to Harlesden and Old Oak. New high density development, where feasible and appropriate, will support the creation of a mixed use neighbourhood.

Figure 11.21 Willesden Junction Station



Figure 11.22 Willesden Junction Place



12 Delivery and implementation

12 Delivery and implementation

Introduction

12.1. The aim of this chapter is to ensure that development proposals are brought forward in a way that secures a coordinated and comprehensive approach to the delivery of development and infrastructure across Old Oak West. Due to the:

- scale of proposed development;
- complexity of landownership;
- importance of maximising the opportunity presented by HS2 and the Elizabeth line; and
- the mix of uses and associated opportunities for place-making;

it is critical that Old Oak West creates a new high quality part of London that showcases the best in inclusive regeneration and secures optimal benefits for local communities.

12.2. This will involve meeting or exceeding the Local Plan targets for each identified development site, considering any windfall sites on their own merits and securing transport, social, green and utilities infrastructure to meet the need for the development and local communities.

12.3. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy Proposed Outcome:

- **SP10** Delivering development in a comprehensive, timely and coordinated manner, supported by a range of infrastructure that enables an optimised approach to development, making the best use of land.

Case studies

12.4. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **Barking Riverside.** The strong public sector lead in this emerging development has ensured new transport links are delivered up front to support the new neighbourhood.
- **Queen Elizabeth Olympic Park.** The forward funding and integrated delivery of new infrastructure has been a crucial aspect of the creation of a well connected and successful new place.
- **Hammarby Sjostad, Stockholm.** Public funding was provided for the initial up front cost for enabling infrastructure, all of which has been fully reimbursed by development contributions.

Figure 12.1 Queen Elizabeth Olympic Park



Figure 12.2 Hammarby, Sjostad



12 Delivery and implementation

Principle DIP1 Optimised, timely, coordinated and comprehensive development and infrastructure

a) Proposals should enable an optimised, complementary, comprehensive, timely and integrated approach to the development of sites and infrastructure within Old Oak West;
b) OPDC will work with stakeholders to:
   i) address and overcome any barriers to the successful and timely regeneration of the Old Oak West area;
   ii) ensure proposals are being brought forward as early as possible in accordance with or in advance of phasing identified in table 12.1, subject to the necessary infrastructure requirements to support development being secured; and
   iii) ensure a coordinated approach to demolition and construction which minimises impacts on communities
c) Where there is a compelling case in the public interest, in accordance with Local Plan Policy DI4(b), OPDC will use compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out the timely, coordinated and comprehensive regeneration of the Old Oak West area and delivery of infrastructure.

Signposts

London Plan 2021
- GG2 Making the best use of land

Local Plan 2022
- SP10 Integrated Delivery
- DI2 Timely Delivery and Optimised Phasing
- DI4 Planning Powers and Monitoring

Supporting text

12.5. Old Oak West comprises a mix of publicly and privately owned sites including High Speed 2 (HS2) construction sites. The area is also home to a wide variety of railway infrastructure and busy roads. While these routes provide access to London and national destinations, they create barriers to local movement. These, together with diverse landownerships, and the phasing of development make it challenging to deliver a comprehensive and coordinated new community in Old Oak West.

12.6. To manage the risk of uncoordinated development in Old Oak West, this principle builds on Local Plan policies to deliver coordinated and optimised development and to secure infrastructure that connects sites across Old Oak West. It also supports the delivery of the planned Old Oak major town centre, clusters and commercial centre that are identified to cover several sites across different phases of development. The Acton Wells East to Old Oak South Bridge (TP16) represents a particularly critical component of infrastructure that will enable the continuation of the major town centre across sites and provide a key link between the Old Oak Common Station and North Acton Station. See Principle TP2 for guidance setting out how this important bridge should be delivered.

12.7. To ensure that development is optimised and coordinated, applicants should engage as early as possible with OPDC in their scheme's design development. They will need to provide in both pre-application and submitted application materials, indicative masterplans showing how their scheme fits within the context of surrounding sites. This should demonstrate how their own scheme is optimised and how it will also support and facilitate an optimised and coordinated approach to development and delivery on adjacent and nearby sites.

12.8. Demolition and construction of new development and infrastructure will need

to be carefully managed to ensure that impacts on the environment are minimised as far as possible. OPDC's Local Plan requires developers to submit Construction Management Plans (CMPs), that includes a Construction Logistics Plan (CLP) and Construction Code of Practice (CCoP) which require developments to consider the cumulative impacts of construction and set out mitigation measures to ensure their construction impacts are minimised. OPDC is working closely with developers, infrastructure providers and other key stakeholders to ensure that engagement with communities is effective and consistent and that mitigation measures being proposed are delivering tangible benefits for communities.

12.9. To support the regeneration of Old Oak West, OPDC will proactively work with public and private sector stakeholders and landowners to address physical and non-physical barriers including the delivery of new and enhanced bridges and energy infrastructure. OPDC will also work with stakeholders to accelerate the development of sites, particularly where the development will deliver and/or significantly contribute to the delivery of infrastructure.

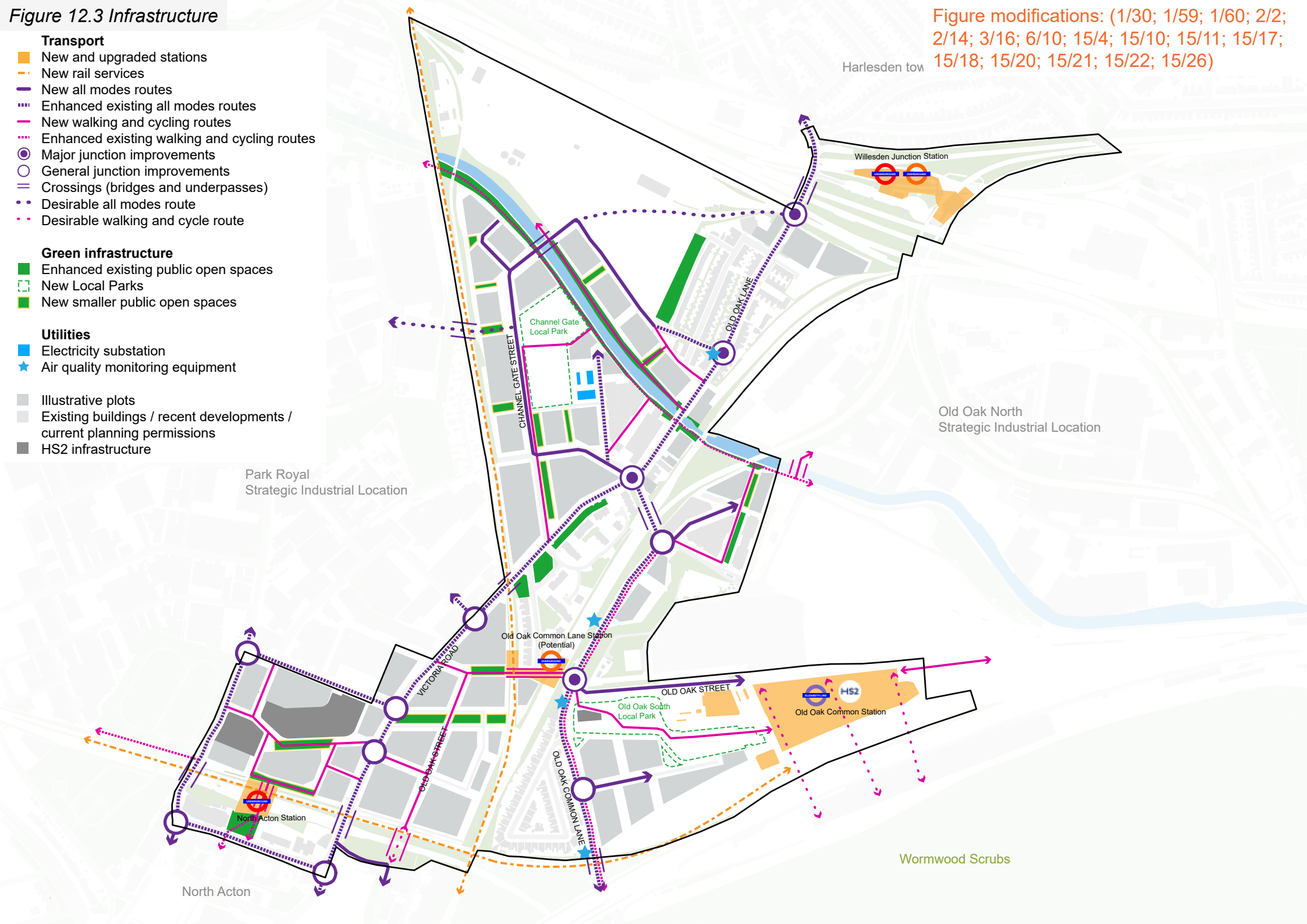
12.10. In accordance with Local Plan policy SP10 and DI4, it may be in the interests of the proper planning and delivery of Old Oak West for OPDC to acquire land using compulsory purchase powers to deliver its objectives as a regeneration body including accelerating delivery and optimising capacities and densities, where there is a compelling case in the public interest to use such powers. Such circumstances would include:

- supporting a comprehensive and coordinated, rather than piecemeal, approach to the development of land;
- unlocking land to facilitate development in a timely fashion; and
- supporting the delivery of infrastructure identified in this SPD, the Local Plan and further detailed in OPDC's Infrastructure Delivery Plan (including updates), and the creation of development opportunities arising from the provision of that infrastructure.

12.11. See supporting text to Local Plan policies SP10, DI2 and DI4 for other relevant information.

Figure 12.3 Infrastructure

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



12 Delivery and implementation

Principle DIP2 Development capacity and phasing

Proposals should meet or exceed the individual site allocation targets and development capacities for other sites identified in the Development Capacity Study Update 2021 as set out in table 12.1 to achieve the minimum targets identified for Old Oak West in Principles HP1 and EP1.

Signposts

London Plan 2021
- SD1 Opportunity Areas
- GG2 Making the best use of land
- H1 Increasing housing supply

Local Plan 2022
- SP10 Integrated Delivery
- DI1 Balancing Priorities and Securing Infrastructure Delivery

Supporting text

12.12. Site allocations and other identified sites identified in OPDC's Development Capacity Study 2021 both contribute to OPDC's supply of homes and jobs during the Local Plan period (2018 to 2038). Ensuring sites within Old Oak West meet or exceed their identified capacities will ensure that OPDC's Local Plan targets are achieved. It will also ensure that the London Plan ten-year housing targets and Opportunity Area targets for the OPDC area are secured. Where a developer is bringing forward multiple sites there may be the potential for a portfolio approach to be taken to achieving homes and non-residential targets, so long as other policy objectives and requirements are achieved. OPDC, in its local planning authority role, would look favourably on proposals seeking to utilise a portfolio approach should the proposal demonstrate the delivery of significant planning benefits to the local area and local communities. These benefits may include placemaking, economic opportunities, delivery of affordable homes, accelerated delivery of development, delivery of social infrastructure and the quantum and quality of publicly accessible open space.

12.13. Additional windfall housing may also increase the overall supply of homes through a variety of sources. These may include sites not identified in the Local Plan and Development Capacity study, changes of use of non-residential buildings and conversions of existing residential buildings. Such development proposals will be considered on their own merits and will be supported where they are in accordance with OPDC's Development Plan and other relevant material planning considerations.

12.14. Oaklands is also a Local Plan site allocation. The development of Oaklands has been completed and is therefore not included in the above. The 'Goodhall Street Industrial Estate and site to the west' Development Capacity Study Update site has also been partially developed. Therefore, 50% of the remaining capacity has been retained for the purposes of the Old Oak West SPD.

12.15. See supporting text to Local Plan policies SP10 and DI2 for other relevant information.

12 Delivery and implementation

Table 12.1 Site allocations and Development Capacity Study Sites

Site name	Site allocation number	Development Capacity Study Site number	Net additional housing units during the first ten years of the plan period	Net additional housing units during the 11 to 20 years of the plan period	Minimum commercial or industrial floorspace in square metres over the plan period. Floorspace is provided as Net Internal Areas (NIA).	New jobs resulting from the provision of commercial or industrial floorspace over plan period (indicative)
Old Oak Common Station Adjacent Station Development site	1	22	0	100	200,500	17,100
Boden House	10	29	250	50	7,600	600
Acton Wells East	11	28	1,650		8,000	700
Willesden Junction Maintenance Depot	21	15	100	0	400	30
Oaklands North	24	18	200	0	1,000	90
Channel Gate	26	50	3,100		10,700	600
3 School Road / 99 Victoria Road	36	57	250	0	800	40
Acton Wells West	42	63	0	555	30,000	2,500
2 Victoria Terrace	Not a site allocation	16	10	0	90	10
Old Oak Common Lane sites (north)	Not a site allocation	20	0	300	7,400	400
Midland Gate	Not a site allocation	30	50	0	0	0
Goodhall Street Industrial Estate and site to west	Not a site allocation	54	40	0	150	45
Ursula Lapp Estate	Not a site allocation	55	0	250	1,900	250
Totals			**5,650**	**1,255**	**268,540**	**22,365**

Figure 12.4 Development site indicative(8/26) phasing

- 0 to 5 years
- 6 to 10 years
- 6 to 20 years
- 11 to 20 years
- 21+ years
- Illustrative plots
- Existing buildings / recent developments / current planning permissions
- HS2 infrastructure
- # Development Capacity Study site reference (see Table 12.1)

Figure modifications: (8/15; 8/27)

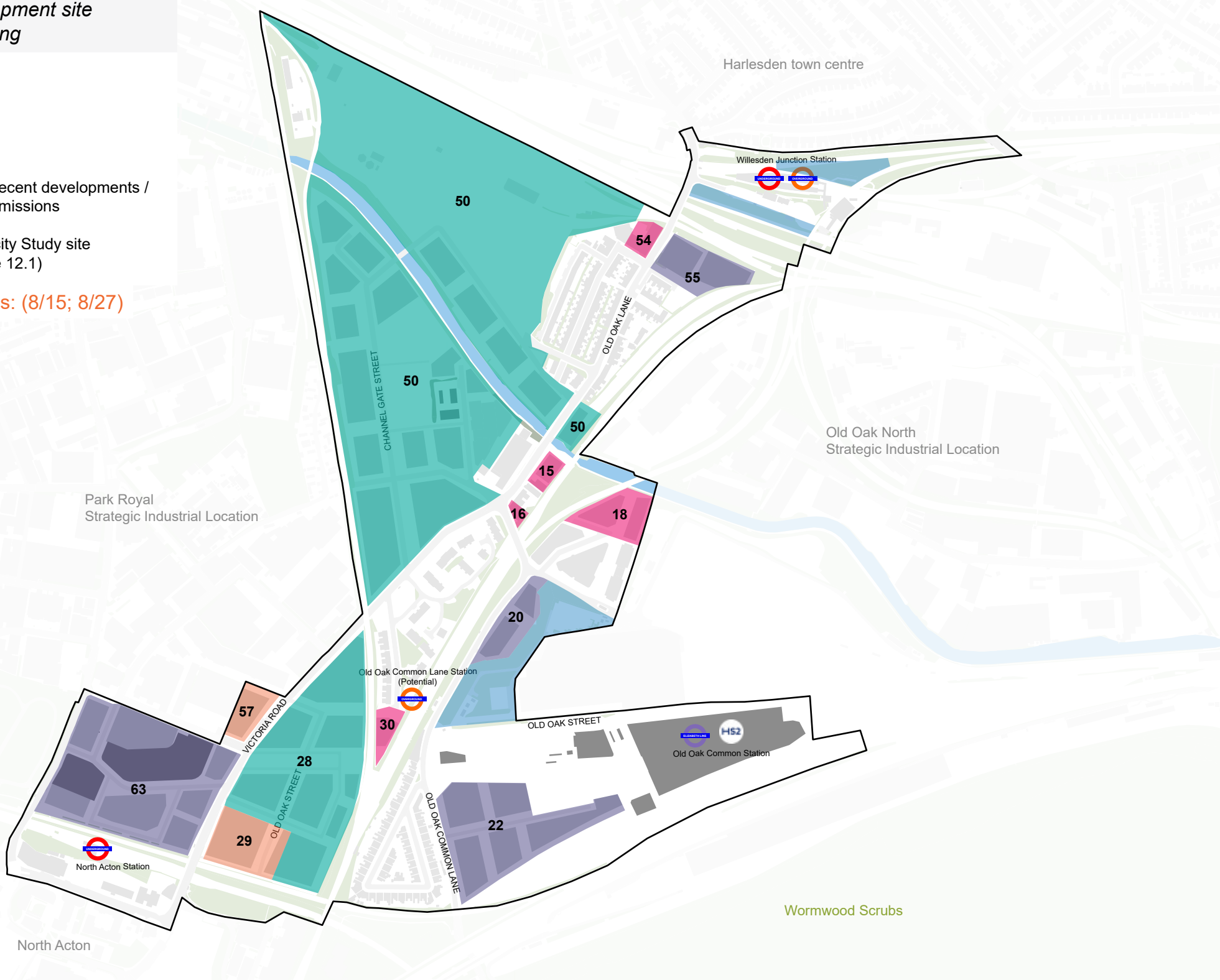


Figure 12.5 Aerial view of Old Oak West looking south



12 Delivery and implementation

Principle DIP3 Infrastructure delivery and phasing

a) OPDC will secure the delivery of infrastructure necessary to support sustainable development, meet the needs of development and where necessary, mitigate the impacts of development as identified in this SPD, Local Plan policies and in the further detail set out in the Infrastructure Delivery Plan (IDP);

b) Proposals should contribute to and/or deliver and safeguard land for the delivery of infrastructure identified in this SPD, OPDC's Local Plan and Infrastructure Delivery Plan, at a rate and scale, sufficient to meet the needs of development. This includes infrastructure shown in figure 12.3 and comprises:

i) new streets and bridges within and connecting development sites including the key routes of Old Oak Street and Channel Gate Street as shown in figure 12.3;

ii) improved existing streets including key routes of Old Oak Lane, Old Oak Common Lane and Victoria Road as shown in figure 12.3;

iii) Channel Gate and Old Oak South Local Parks and other publicly accessible open spaces as shown in figure 12.3;

iv) social infrastructure as defined in principle TCCP2;

v) new and enhanced stations as defined in principle TP5;(6/26)

c) Proposals should ensure development and infrastructure, where applicable, connects into area wide infrastructure and enables the connection of others into such infrastructure.

Signposts

London Plan 2021
- SD1 Opportunity Areas
- GG2 Making the best use of land
- H1 Increasing housing supply

Local Plan 2022
- SP10 Integrated Delivery
- DI1 Balancing Priorities and Securing Infrastructure Delivery

Supporting text

12.16. OPDC's Local Plan (2022) and Infrastructure Delivery Plan (2021) identify the infrastructure required to support the regeneration of the whole OPDC area. This comprises social, transport, utility and green infrastructure. This principle reflects this information for the Old Oak West area. The delivery of this infrastructure is fundamental to the successful regeneration of the area to deliver the high quality place as envisaged by this SPD. Developers will be expected to engage early with OPDC and with infrastructure service providers to discuss infrastructure requirements.

12.17. See supporting text to Local Plan policies SP10 and DI1 for other relevant information.

12 Delivery and implementation

Next steps

12.18. The guidance in this SPD will be used alongside all other OPDC SPDs, OPDC's Local Plan, the West London Waste Plan, the Mayor's London Plan, Supplementary/ London Plan Guidance, National Planning Policy Framework, neighbourhood plans and any material considerations to determine planning applications and facilitate the delivery of Old Oak West.

Planning next steps

12.19. Following the close of consultation, all responses will be considered by OPDC planning officers to help shape the final version of the Old Oak West SPD. We will publish each comment and provide a specific officer response setting out whether or not it has resulted in a change to the SPD and the reasoning for the response. These will be published in a table within a Statement of Consultation and presented to OPDC's Planning Committee and OPDC's Board for consideration before adopting the SPD. This is expected to take place in early 2024.

12.20. The content of the SPD will be used to inform a future review of OPDC's Local Plan. The form and timing of the review will be subject to the finalisation of the government's proposed reforms to the planning system.

12.21. It will also be used to inform any future Design Coding for Old Oak West. Design coding will form an important component in shaping the future of the area, through the plan-making and/or the development management process.

Delivery next steps

12.22. OPDC benefits from powers under the Localism Act 2011. OPDC continues to use its powers pursuant to the Localism Act to achieve its overarching objective of securing the regeneration of its area, and more specifically with a view to achieving its corporate and strategic objectives as articulated in OPDC's Management Plan. In order to secure these objectives, OPDC:

- is working collaboratively with both Department for Transport, Network Rail, High Speed 2, Department for Levelling Up, Housing and Communities and Homes England to enable the delivery of comprehensive regeneration and optimising the public benefits achieved; (0/2)
- is progressing masterplanning activities and the delivery of Old Oak West;
- is actively engaging with major stakeholders within Old Oak West to support the delivery of Old Oak West;
- is preparing a Regeneration Strategy, Land Assembly Strategy and a Relocation Strategy to sit alongside this SPD which will set out further details of proposals for the delivery of development in Old Oak West; and
- has secured substantial enabling funding to support its plans for comprehensive development in Old Oak West, including site acquisitions and sustainable energy infrastructure.

13 Glossary

13 Glossary

The glossary provides definitions specific to Old Oak West. For other wider definitions, please refer to the Local Plan and London Plan glossaries.

Word(s)	Definition
Cultural Quarter	An area within Old Oak West that showcases permanent and meanwhile cultural uses while complementing nearby cultural clusters.
Good Growth	Growth that is socially and economically inclusive and environmentally sustainable. It is the way in which sustainable development in London is to be achieved.
Key routes	The principal streets and walking and cycling routes within Old Oak West. They comprise Old Oak Lane, Victoria Road, Old Oak Common Lane, Channel Gate Street/Road and Old Oak Street.
Lifetime Neighbourhoods	A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community.
Meanwhile uses	A catch all title adopted in recent years to describe a diverse range of temporary uses on land and property awaiting longer term development. Meanwhile uses could include shops, cafes, bars, business space and culture, sports and leisure space. They can also include hoardings or open space or food growing space.
North Acton neighbourhood town centre	An existing neighbourhood town centre located in North Acton south of the Central London Underground rail line. Typically neighbourhood town centres serve a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services.
Old Oak commercial centre	A new commercial centre around Old Oak Common Station capitalising on the station's excellent future connections that delivers a significant amount of employment uses.
Old Oak major town centre	A new major town centre serving existing and new residents, workers and visitors to the OPDC area. The town centre will be delivered in different locations across Old Oak West, over different phases and will have different character areas reflecting their roles and surrounding uses. Typically major town centres serve a borough wide catchment, and contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods. They may also have significant employment, leisure, service and civic functions.
Place-defining contemporary architecture	Unique and imaginative approaches to architecture and building design that have the ability to create, articulate and support the identity of a place.
Social Value	Social value is generated when environmental, economic and social benefits are delivered from growth.

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February 2024

Published by:

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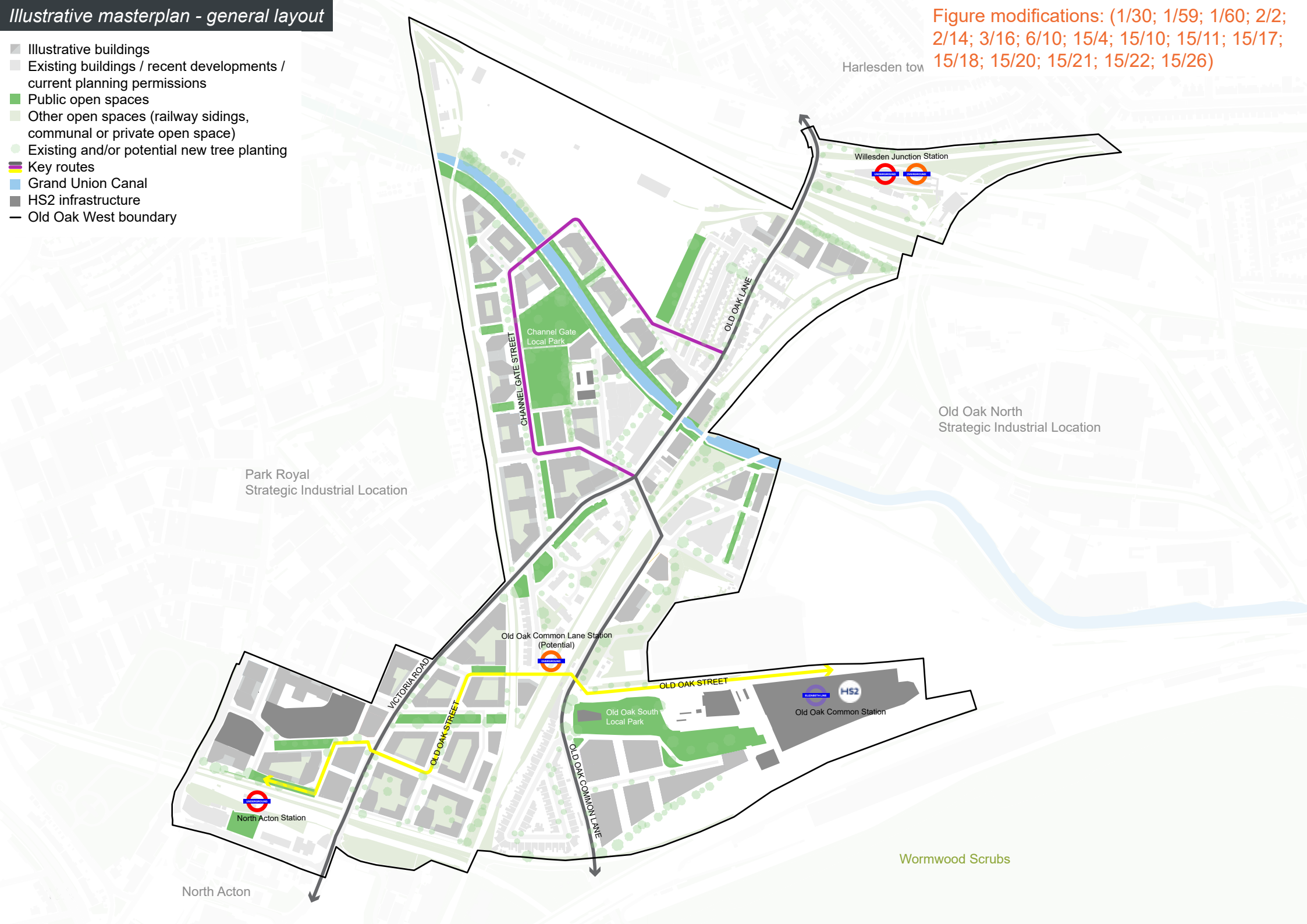
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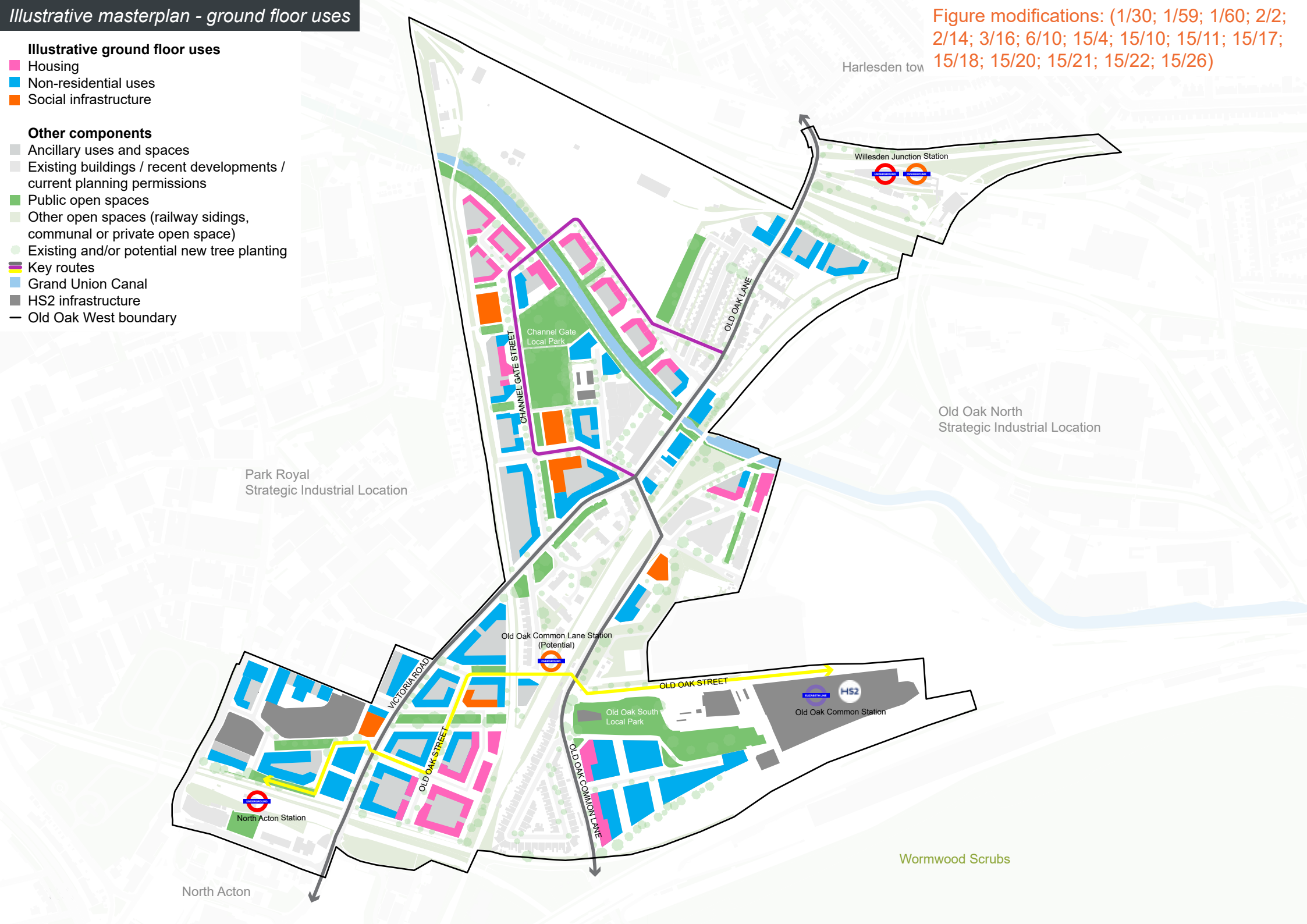
Figure 1.3 Railway infrastructure viewed from Old Oak Lane railway bridge - Mattr
Figure 4.1 3Space International House - http://www.3space.org/3space-international-house
Figure 4.2 Hackney Wick - https://www.wickcdt.org/circular-economy-hub
Figure 4.3 Nourish Hub - https://www.nourishhub.org.uk/about-us/
Figure 5.1 Aberfeldy Village proposed street - https://ecoworldlondon.com/news-and-events/aberfeldy-new-village-llp-submits-plans-for-1-600-new-homes-town-square-and-public-park-for-e14
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Figure 5.8 Visualisation of the Old Oak Common Station interior - High Speed 2 Ltd
Figure 6.1 Mayfield Park, Manchester - Biguana99
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Figure 7.1 Trafalgar Place, Elephant Park - https://www.elephantpark.co.uk/about-elephant-park/
Figure 7.2 Blackfriars Circus, Southwark - https://www.maccreanorlavington.com/work/detail/blackfriars-circus/
Figure 7.3 Unity Place, South Kilburn - https://gortscott.com/projects/unity-place
Figure 7.4 St. Clements, Tower Hamlets - https://www.communityledhousing.london/project/st-clements-london-clt/
Figure 7.5 Citizen's House, Lewisham - French + Tye
Figure 7.6 Tonic@Bankhouse, Lambeth - https://www.tonicatbankhouse.org/
Figure 7.7 New Ground, Barnet - https://newgroundcohousing.uk/
Figure 7.8 Oaklands Rise under construction - Anthony Coleman
Figure 8.1 5 Pancras Square, Kings Cross - https://www.bennettsassociates.com/projects/workplace/5-pancras-square/
Figure 8.2 MIND, Milan - https://www.mindmilano.it/en/
Figure 8.3 https://www.scalespace.co.uk/london-white-city
Figure 8.6 Creative industries within the Park Royal Creative Enterprise Zone - ©JohnBehets
Figure 9.1 Elephant Park, Elephant and Castle - https://www.elephantpark.co.uk/about-elephant-park/retail/sayer-street/
Figure 9.2 POP Brixton - https://www.lambeth.gov.uk/better-fairer-lambeth/projects/pop-brixton
Figure 9.5 Central St Martins, Kings Cross - https://www.kingscross.co.uk/central-saint-martins
Figure 9.6 Bankside, Southwark - https://betterbankside.co.uk/who-we-are/
Figure 9.8 Fulham Pools
Figure 9.9 Britannia Leisure Centre - https://www.morgansindallconstruction.com/news/new-leisure-centre-a-springboard-to-health-and-fitness/
Figure 9.10 Plimsoll Buildings - https://www.marjoram-architects.co.uk/projects/the-plimsoll-building-schools
Figure 9.11 Holy Trinity School - https://holytrinity.hackney.sch.uk
Figure 9.12 Battersea Exchange School - https://hdawards.org/scheme/battersea-exchange/
Figure 9.13 Engine Room - https://engineroom.org.uk/
Figure 9.15 PLACE/Ladywell - https://lewishamlondon.co.uk/regeneration-case-study-place-ladywell/
Figure 9.16 Frontskate Gardens - https://www.skateparks.co.uk/london/frontside-gardens-skatepark/
Figure 9.17 Kings Cross Swimming Pond - https://www.kingscross.co.uk/of-soil-and-water-kings-cross-pond-club
Figure 10.1 Excelsior Studios in nearby Park Royal - ©JohnBehets
Figure 10.2 95 Peckham Road - https://www.peterbarberarchitects.com/peckham-road
Figure 10.3 White Collar Factory - https://www.derwentlondon.com/properties/white-collar-factory
Figure 10.4 Here East, Queen Elizabeth Park - https://hereeast.com/
Figure 10.5 North Harbour, Copenhagen - https://nrep.com/project/north-harbour/
Figure 10.10 East Bank, Stratford - https://www.queenelizabetholympicpark.co.uk/east-bank
Figure 10.11 Marshall Building, Holborn - https://www.archdaily.com/977225/london-school-of-economics-marshall-building-grafton-architects
Figures 10.12 to 10.14 – Historic England
Figure 10.16 Acton Wells Farm – Ealing Local History Centre
Figure 10.21 Local people in and around Old Oak West from over the years – various including local community Facebook groups, McVities Archives
Figure 12.1 Queen Elizabeth Olympic Park - Arne Müseler
Figure 12.2 Hammarby, Sjostad - Ann Forsyth

Appendix


Illustrative masterplan - general layout
Illustrative buildings
Existing buildings / recent developments / current planning permissions
Public open spaces
Other open spaces (railway sidings, communal or private open space)
Existing and/or potential new tree planting
Key routes
Grand Union Canal
HS2 infrastructure
Old Oak West boundary
Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)
Harlesden tow
Willesden Junction Station
Channel Gate Local Park
CHANNEL GATE STREET
OLD OAK LANE
Old Oak North Strategic Industrial Location
Park Royal Strategic Industrial Location
Old Oak Common Lane Station (Potential)
VICTORIA ROAD
OLD OAK STREET
OLD OAK STREET
Old Oak South Local Park
HS2
Old Oak Common Station
OLD OAK COMMON LANE
North Acton Station
North Acton
Wormwood Scrubs

Illustrative masterplan - ground floor uses

Figure modifications: (1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)



Illustrative masterplan - above ground floor uses

Figure modifications: (8/16; 1/30; 1/59; 1/60; 2/2; 2/14; 3/16; 6/10; 15/4; 15/10; 15/11; 15/17; 15/18; 15/20; 15/21; 15/22; 15/26)

