

# Chapter 5

# Development Parameters

# Development Parameters

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

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

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



**Key constraints**



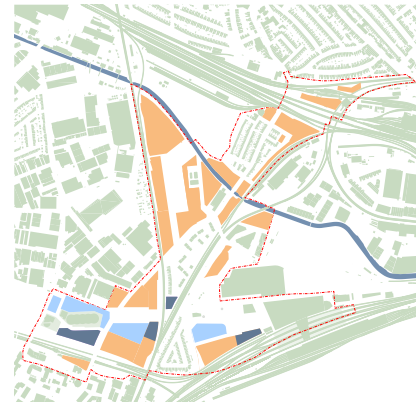
**Development zones**



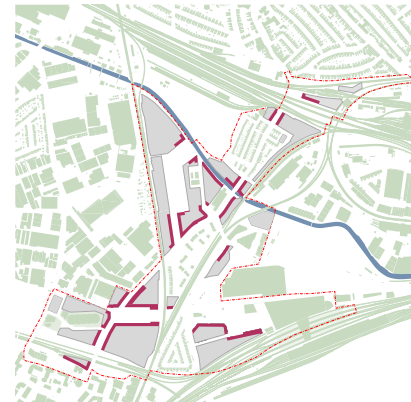
**Primary public realm and landscape corridors**



**Development parcels**



**Predominant use**



**Ground floor non-residential active frontages**



**Building heights**



**Key routes**

### Key constraints

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

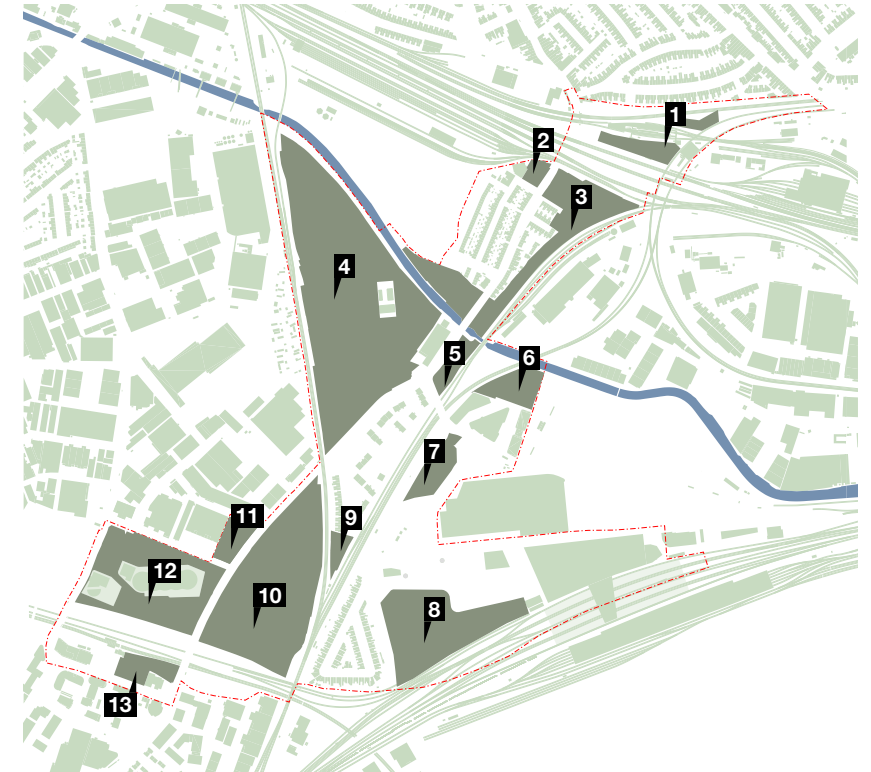
### Development zones

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



#### Key constraints

- Underground utilities
- Underground HS2 assets (tunnels, station box and ventilation)
- Above ground HS2 assets (station buildings, headhouses and ventilation shafts)
- Railway safeguarding (WLO, Mildmay line and Chiltern Main line)
- UKPN access
- Substation
- Development regions



#### Development zones

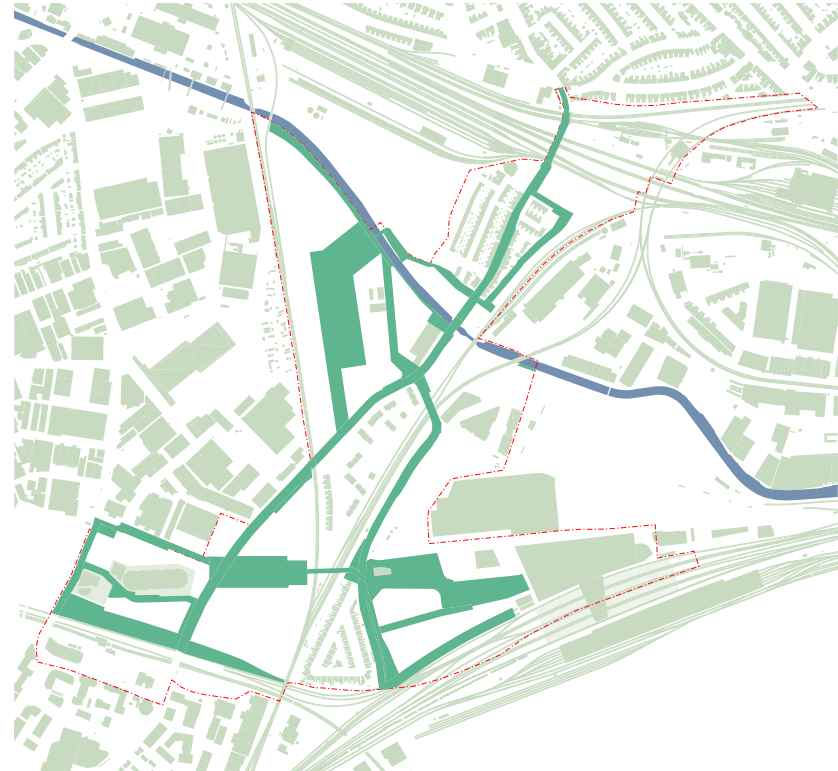
- |                                     |   |
|-------------------------------------|---|
| <b>1</b> Willesden Junction         | <b>8</b> ASD  |
| <b>2</b> Goodhall Street            | <b>9</b> Midland Gate                                     |
| <b>3</b> Ursula Lapp and SW Sidings | <b>10</b> Acton Wells East                                |
| <b>4</b> Channel Gate               | <b>11</b> 3 School Road/99 Victoria Road                  |
| <b>5</b> Willesden Depot            | <b>12</b> Acton Wells West                                |
| <b>6</b> Oaklands North             | <b>13</b> North Acton                                     |
| <b>7</b> Old Oak Common Lane North  | <span style="color: darkgrey;">●</span> Development zones |

**Primary public realm and landscape corridors**

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

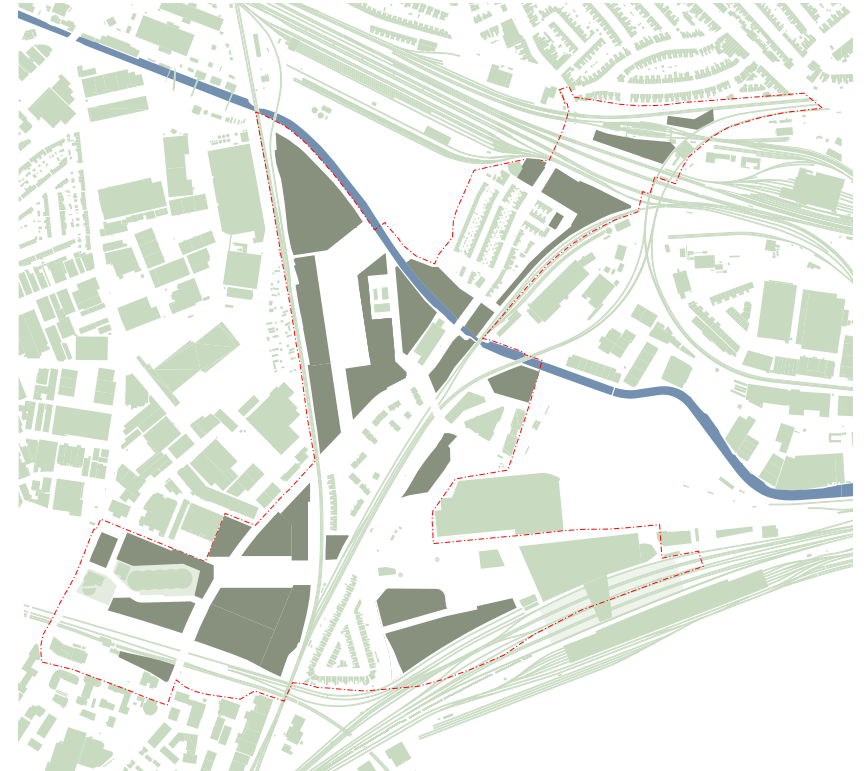
**Development parcels**

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



**Primary public realm and landscape corridors**

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



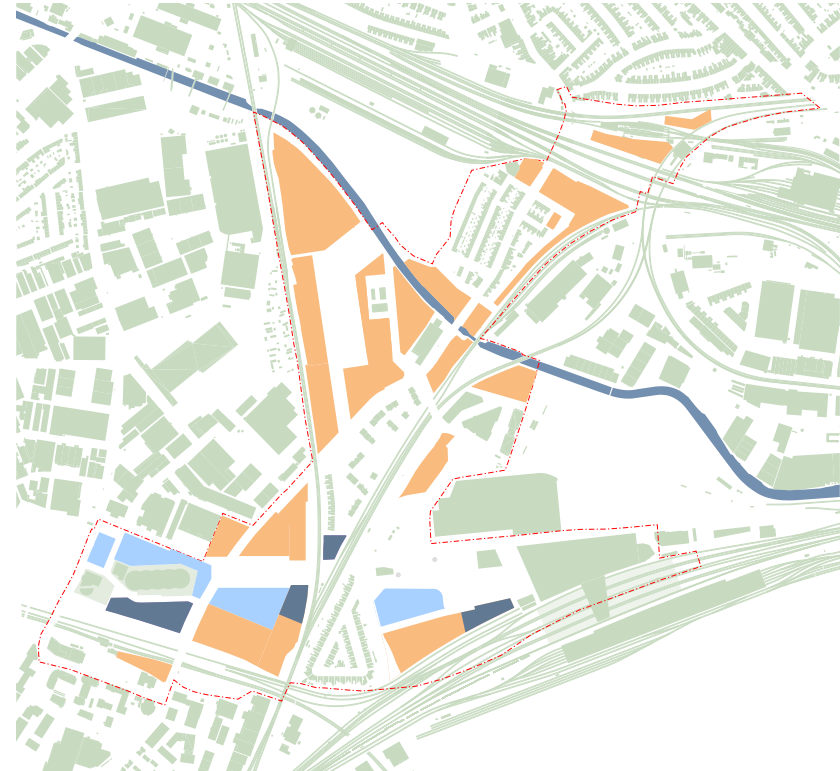
**Development parcels**

● Development parcels that accommodate the sitewise constraints

**Predominant use**

This parameter describes the predominant use of each Development Parcel, showing the residential nature of the northern part of the masterplan and the mixed-use nature of the southern part.

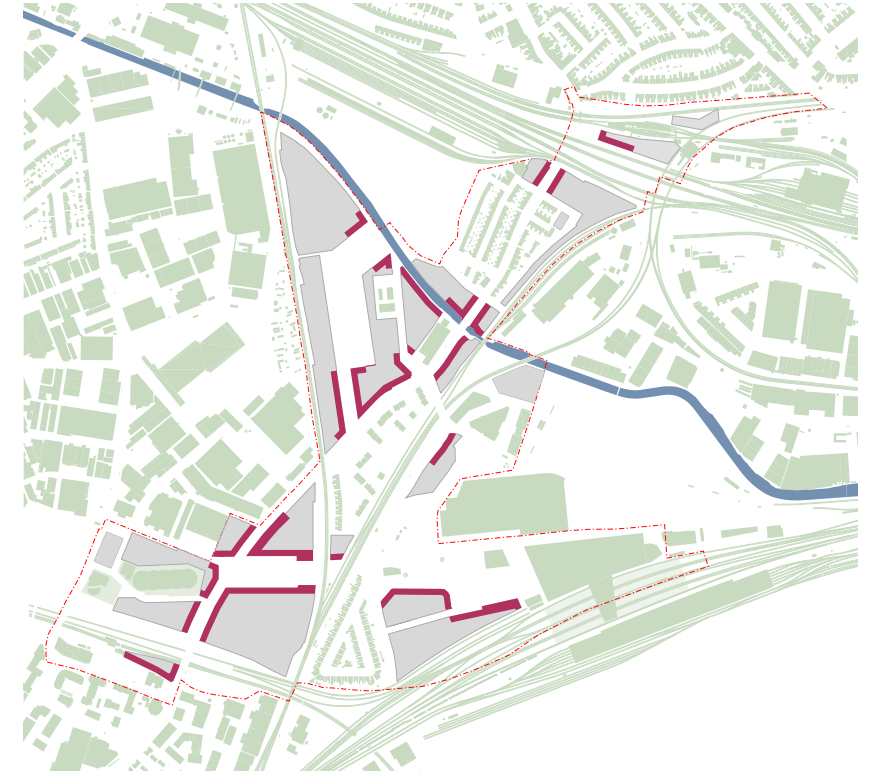
Swing plots are identified in the southern part of the masterplan to allow for swings between employment and residential uses. This parameter deals with the predominant use of the whole Development Parcel and does not preclude non-residential uses coming forward at the ground floor in areas shown to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



- Predominant use**
- Residential
  - Employment
  - Swing Uses (Residential or Employment)

**Ground floor non-residential active frontages**

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



- Ground floor non-residential active frontages**
- Primary active frontages
  - Development parcels

### Building heights

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

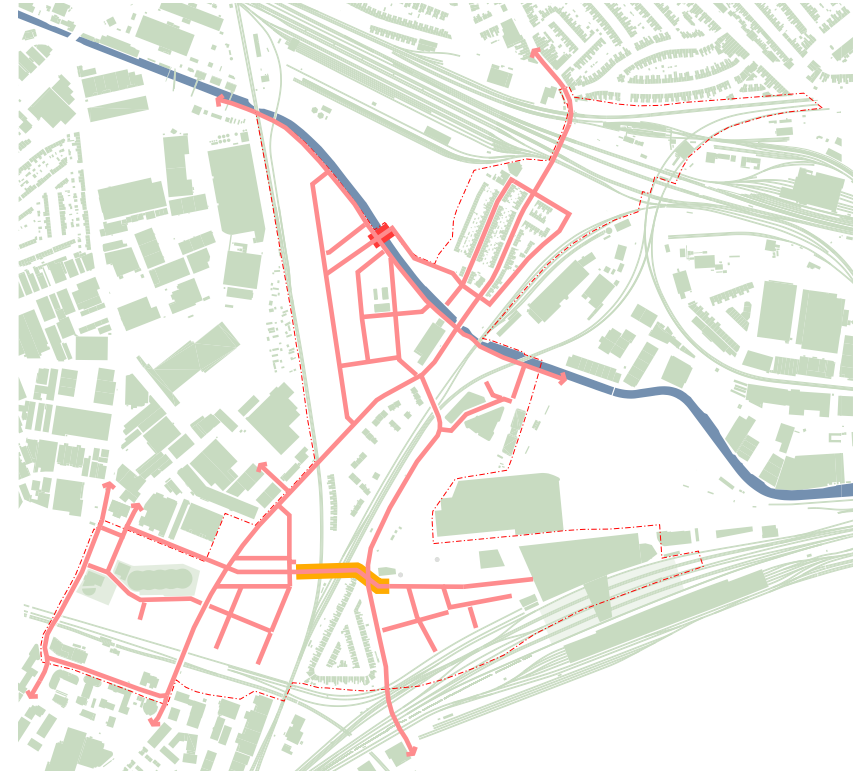
### Key routes

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



**Building heights**

- Up to 4 storeys
- Up to 8 storeys
- Up to 14 storeys
- Up to 29 stores
- Up to 35 storeys
- Up to 45 storeys
- Up to 55 storeys



**Key routes**

- Routes
- East-West Bridge alignment
- Channel Gate Bridge alignment

# Chapter 6

# Illustrative Masterplan

**Old Oak Town Centre**  
**Canalside Neighbourhood**

Railway Cottages  
Photo © Zute Lightfoot

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



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



# Old Oak Town Centre

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



## From a constraint to an asset

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



Old Oak Aerial, 2024

Photo © Google Earth © 2025 Airbus

## Diverse fabric

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



# A mix of ground floor uses

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



## One line, three places



### Park Royal Front Door

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



### Heart of the Town Centre

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



### Station Hub

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

## Acton Wells Park

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

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

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

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

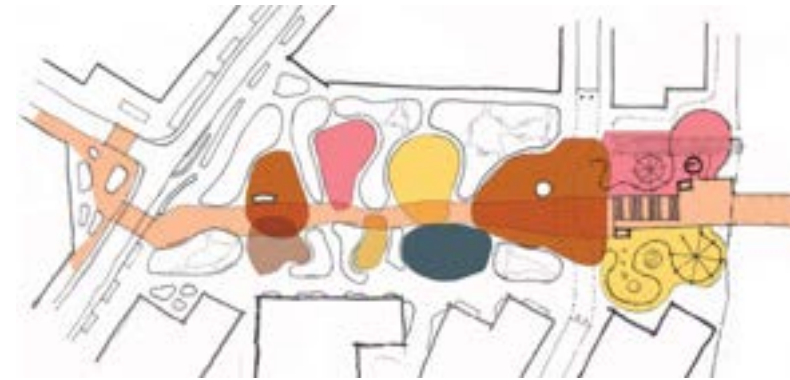


### Acton Wells Park

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

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

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



**A series of programmable spaces**

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



**Trees and landscaping will define these spaces while providing natural shade**



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

### The station hub

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



Kings Cross Central  
Photo © Johnny Sturrock



### The heart of the Town Centre

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



Canada Water  
Photo © Jack Hobhouse



tall building marking the  
Old Oak Common station

workspace  
buildings

East-West bridge

retail at the base of  
residential buildings

play

Leisure centre at base of  
a workspace building

### Park Royal front door

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



ICTA-ICP Research Center - Barcelona

Photo © Adrià Goula



### Pocket parks

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



### Victoria Road

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



### East-West Bridge

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



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



Passing over Old Oak Common Lane



Moving west over the railway



Podium at the safeguarded WLO/NL station access

# Canalside Neighbourhood



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

## Integrating existing assets to make a new neighbourhood

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



Old Oak Aerial, 2025

Photo © Google Earth © 2025 Airbus

## A residential neighbourhood with distinct local characters

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



# Community-focused ground floor uses

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



## A Neighbourhood Centre that unifies the Mile, Cut and Canal

### Defining character along the Mile

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

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



**A critical mass of mixed uses in the Neighbourhood Centre**

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

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



### Establishing a high street character along the Mile

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

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

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



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

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

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



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

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



### Stitching into Oaklands Rise at North Common Lane

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



## A canalside address

### Threading through four local places

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



**Active and animated canal**

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



### Interface with Channel Gate Park

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



### Atlas Village

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

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



## A parkside address

### A new public space with distinct characters on each side

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

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



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

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



**A destination local park**

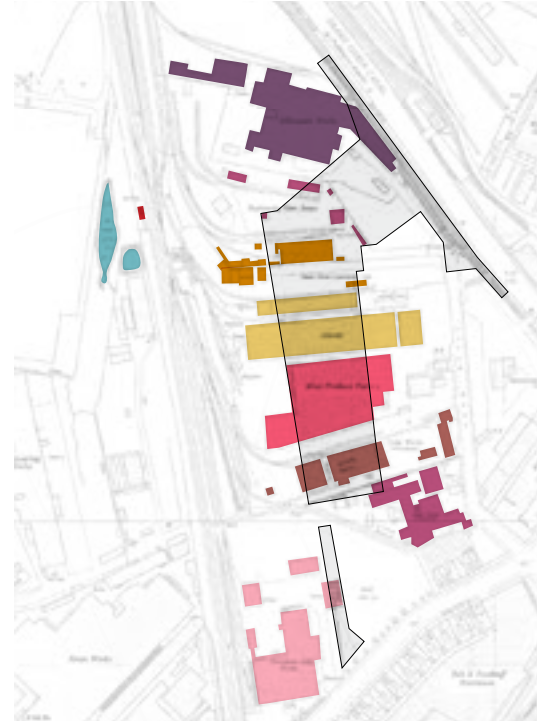
A permeable park at the heart of the neighbourhood that forms a new landscape connection from Victoria Road to the canal, with transitioning character from the Neighbourhood Centre to the water's edge.

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



### Programme

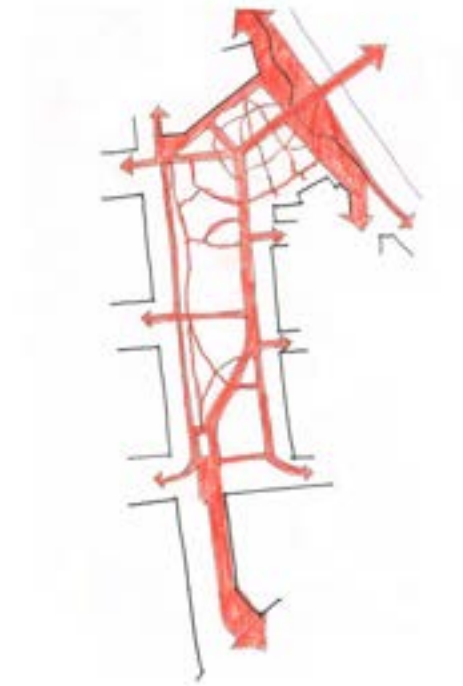
Historic industrial uses on the site of Channel Gate Park are echoed and reimagined as a characterful approach to programming. While play and a mix of other uses are structured using an efficient layout, an organic and sinuous movement network is overlaid to soften boundaries, aligning with potential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



Intensity of 1950s industrial land uses



Proposed programme



Proposed movement

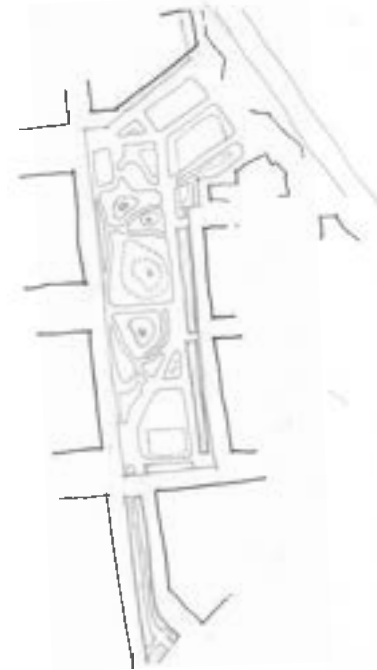
### Topography and attenuation

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

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



1890s: Atlas Tile and Brick Works



Proposed topography



Proposed floodable landscape

## Lane Quarter

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

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



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

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



### Harlesden's staging post

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



# Chapter 7

# Delivering the vision

# Delivery

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

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

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

## Planning

The Illustrative Masterplan illustrates one way the Spatial Principles and Development Parameters could be comprehensively achieved. However, it is recognised that this will evolve over time as further design and technical work is undertaken and to

reflect specific development proposals. It is intended that the Illustrative Masterplan will be used to inform a cumulative development scenario for the Old Oak site within Environmental Statements, Transport Assessments and other supporting material for individual planning applications.

## Phasing

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

## Housing

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

## Inclusive growth

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

## Social infrastructure

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

## Green infrastructure and public realm

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

## Infrastructure

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

## Estate management

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

## Meanwhile uses

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

# Appendices

**Illustrative Masterplan  
Consideration against planning policy**

# Illustrative Masterplan V1.0

## Illustrative Masterplan V1.0

### Approximate Development Capacities

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



## Consideration against planning policy

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

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

- three commercial clusters are proposed in the Old Oak Town Centre, compared to a single commercial hub centred around the Old Oak Common Station identified in the Local Plan.
- approximately 185,000 sqm of commercial and community floorspace is being targeted, in the context of approximately 200,000 sqm of commercial and community floorspace sitewide. This is less than the relevant site allocations within the Local Plan

which states a sitewide amount of 268,540sqm of non-residential floorspace.

- the approach to delivering Old Oak Town Centre and its employment floorspace has evolved since the adoption of the Local Plan, reflecting new site constraints, such as safeguarding for HS2 infrastructure and the proposed West London Orbital – as well as changes in market conditions and commercial considerations. This updated strategy supports lower commercial building heights and more diverse, flexible floorplates to better attract a broader range of sectors and occupiers.

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

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

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

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

## Consideration against planning policy

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

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

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

and critical mass of ground floor uses at this prominent location.

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

- the proposed alignment of the East-West Bridge provides a more direct connection between the Old Oak South Park and Acton Wells Park than what is indicatively shown in the Local Plan and Old Oak West SPD, improving connectivity and reducing walking distances from Old Oak Common Station to the proposed Town Centre, North Acton and Park Royal.
- the Illustrative Masterplan proposes a three-span bridge which removes the need for pedestrians and cyclists crossing Old Oak Common Lane, improving safety as well as providing greater landscaping opportunities and aiding wayfinding and legibility.
- the proposal also enables a more effective interchange with the potential future Old Oak Common

Lane, Mildmay line and West London Orbital station. The proposed bridge alignment would reduce the impact on Midland Terrace, but would have a greater impact on Wells House Road, including the demolition of a small number of adjacent properties. Proposals for minimising and mitigating amenity impacts along Wells House Road include a new pocket park with a planted buffer zone and landscaping.

- due to site constraints, the location of the proposed Channel Gate Bridge differs slightly from the indicative location in the Local Plan and Old Oak West SPD, however, the location is only indicative recognising that its future delivery will need to respond to specific constraints.
- the Local Plan and Old Oak West SPD identify a new bridge connecting to North Acton Station from Acton Wells West. The Masterplan Framework and Illustrative Masterplan do not include the bridge but does not preclude its future delivery by others. Analysis

has been undertaken of movement and journey times as well as site constraints and it was concluded that the benefits associated with the delivery of a new bridge are negligible. Instead, public realm improvements are proposed to Victoria Road and Chase Road to create a high quality and safe pedestrian and cycle connections between North Acton Station, Old Oak Common Station and Park Royal.

