

Appendix 13: Spatial Conditions

Old Oak West OBC | Version 2: Revised December 2023

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION



Homes
England



Department
for Transport



Department for Levelling Up,
Housing & Communities










Appendix 13: Spatial Conditions

Table 1 details the challenges caused by severance across the proposed sites and suggestions to meet these challenges.

* Euroterminal is owned by Network Rail; it was considered as part of the scheme options for this OBC. Stakeholders have agreed to remove it from the Medium + option, but it is included in the maximum option and its availability for development will be considered further at the next stage of NR's work with Jacobs on release of operational land.

Table 1 Challenges caused by severance across the proposed sites and suggestions to meet those challenges

Area (North to South)	Photo	Description of site constraints & severance	Impact on development
1. Willesden Junction Station	 Willesden Junction Station	The station is difficult to navigate and lacks step-free access. It is an 'island' site surrounded by railways. Access to and from surrounding neighbourhoods is indirect and lacks legibility. East-west connections are severely limited between Old Oak Lane and Harrow Rd. Whilst there is an un-ticketed route through the station, it is narrow, uninviting, and poorly used.	Lack of step-free access may limit development securing planning consent. Development capacity on NR land cannot be unlocked. Values and quality of development in the surrounding area are limited. How will this be addressed? Through a station upgrade to Willesden Junction, which will deliver step-free access, enhanced east-west connectivity, improved public realm, and a safe and legible north-south un-ticketed route. It may also include adjacent station development which will help to establish Willesden Junction as a recognisable place and provide passive surveillance to the station.
2. Old Oak Lane East	 Ursula Lapp Estate	Access to the Network Rail (NR) Sidings is currently from the south of site; there is no connection to the site through Ursula Lapp estate. This leaves most of the railway sidings landlocked and undevelopable.	The railway sidings are unlikely to be developed unless combined with adjacent ownerships to create access for servicing. The quality and quantum of development will be impacted. How will this be addressed? Through comprehensive land assembly of the publicly owned NR land, and the privately owned Ursula Lapp Estate, the Old Oak West project can unlock housing delivery on the railway sidings and deliver a significantly larger quantum of housing than is achievable otherwise.
3. Atlas Road and Euroterminal* (Channel Gate) Canal frontage & bridge	 Grand Union Canal	The Grand Union Canal is a potential high-value asset but is currently underutilised due to limited accessibility (no access between Old Oak Lane and Acton Lane, c.1km apart). The towpath provides the only continuous east-west pedestrian link through the site, but it is narrow and isolated for long stretches, unlit and unsafe, with few amenities.	Direct canal frontage be of significant benefit to development values and public realm quality, which will not be realised if existing bus and waste uses continue to block canal access. Without a north-south bridge link, sites to the north of the canal will have compromised access to the proposed new neighbourhood centre, new 2 ha local park and canal towpath (within Atlas Rd site), which will affect development quality and values. The new local park will not benefit from a canal frontage. How will this be addressed? Consolidation of land controlled by NR, Department for Transport (DfT) and private landowners, along with public sector infrastructure funding, will unlock the delivery of the bridge across the canal and improvements to the towpath, while opening up views and access from the new local park to the canal. This will enhance the amenity space for the new residential communities created on the publicly owned Atlas Road and Euroterminal sites, as well as the privately owned Lords Site.

Area (North to South)	Photo	Description of site constraints & severance	Impact on development
4. Atlas Road and Euroterminal* Connectivity / new roads	 Temporary bridge between Atlas Rd and Euroterminal sites	The Euroterminal site is landlocked & undevelopable without improved access through adjacent ownerships and/or across the canal. Retained rail freight uses will potentially require segregated access.	Lack of access will impact quantum and quality of development. Connectivity through Atlas Rd and Euroterminal sites is constrained by private sites including the bus depot if they are not developed comprehensively. Without the new roads and bridge through the development sites to provide an alternative north-south route, high density development will be unlikely to gain planning consent. Unless the relocation of surrounding land uses can be managed, the reduced developable area of Atlas Rd site will result in major impacts on delivery of new social infrastructure and green space. How will this be addressed? The number of important operational uses (bus depot, waste and rail freight) in this location means that comprehensive masterplanning is required to ensure an appropriate relocation strategy can be developed. A comprehensive relocation strategy will ensure that critical operational uses are protected and situated in an appropriate location. At the same time, the number of new homes can be optimised, and quality placemaking supported.
5. Old Oak Common Lane	 Old Oak Common Lane looking south	Old Oak Common Lane is the access road and gateway for the new OOC Station. It is currently constrained and congested with HGV traffic. It will not be possible to deliver active street uses in some areas as it runs parallel to the London Overground and freight lines. It is a poor pedestrian environment with limited amenity and/or active frontage.	Without public realm improvements on Old Oak Common Lane, the main access route between the new Old Oak Common station and Old Oak West development sites will be compromised. This will deter pedestrians leaving the station from connecting with the local area and suppress development values throughout the development opportunity. How will this be addressed? As Improving the quality of the public realm is considered a Public Good these improvements are unlikely to be delivered by a single developer, particularly in the context of all the other infrastructure required in Old Oak West. Therefore, this intervention will be most quickly delivered comprehensively, coordinated by Government.
6. Victoria Road, Old Oak Common Lane and Old Oak Lane	 Old Oak Common Lane bridge	North-south movement corridors (Old Oak Common Lane, Victoria Road and Old Oak Lane) are heavily trafficked and constrained by significant infrastructure, including bridges and railways. Heavy traffic from the area's industrial users has a negative impact on safety, pedestrian environment, and air quality. These key routes lack crossings, acting as barriers and limiting east-west connectivity between sites.	Poor quality public realm and placemaking will affect the quality of development and impact values. A compromised pedestrian/cycle experience discourages active travel and impacts pedestrian footfall. Poor connectivity will hinder development values. How will this be addressed? Delivering new pedestrian and cycle routes and improving the public realm along roads is considered a Public Good and is unlikely to be delivered by a single developer, particularly in the context of all the other infrastructure required in Old Oak West. Therefore, this intervention will be most quickly delivered comprehensively, coordinated by Government.
7. Acton Wells East	 Railway severance between Acton Wells East and Old Oak Common (OOC) Station	East-west routes are severely limited due to multiple railway lines severing the area, and a limited number of crossings. At present, there is no direct route from the new OOC Station to Acton Wells East & West (currently a 20-min walking distance).	Without a new east-west bridge connecting the new OOC station to Acton Well East/West and onwards to North Acton, the quality of placemaking and development values on both sides will be impacted. The proposed commercial offering at OOC Station will be isolated and struggle to attract occupiers, and retail will suffer without the footfall of a wider residential catchment area. Residential and commercial sites on Victoria Rd will not benefit from the value uplift of being within walking distance of the new station. The quantum of development on these sites may be constrained by planning to prevent excess strain on transport capacity of North Acton Station. How will this be addressed? Delivering a new east-west pedestrian/cycle bridge is considered a Public Good, and it is unlikely to be funded by a single developer due to cost. If the new east-west bridge was funded via developer CIL contributions, it would be delivered much later to allow sufficient funds to accumulate. Comprehensive regeneration would accelerate the pace of delivery of this essential infrastructure. Assembly of public and private landholdings is also essential to secure the land and air-rights required to deliver the bridge.



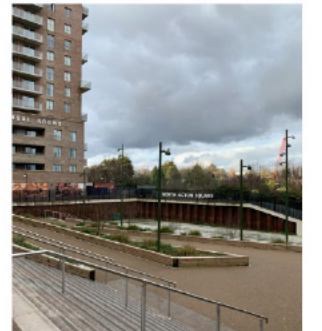
Area (North to South)	Photo	Description of site constraints & severance	Impact on development
8. Acton Wells East /West (Box)	 Acton Wells West embankment	Railway and embankment act as a barrier separating North Acton from the Acton Wells East and Acton Wells West (Box) sites. The northern embankment is undevelopable in isolation as it is almost entirely landlocked. There are also significant constraints present on Acton Wells West related to the HS2 Victoria Rd Crossover Box.	Reduced development capacity on Box and Shield sites; development potential not fully optimised. If the Box site is developed without the adjacent NR railway embankment, the sites cannot accommodate development to the south of the headhouse, which will be highly visible from North Acton station. This could have a negative impact on placemaking and development values. How will this be addressed? Bringing together land owned by different transport bodies (the Acton Wells sites are owned by DfT and the railway embankments owned by NR) will maximise the number of homes which can be built on this prime site adjacent to North Acton Station and enable a coordinated approach to placemaking.
9. North Acton Station	 Railway between Acton Wells West and North Acton Station	North Acton station lacks step-free access and requires enhanced capacity. The station is currently accessed below street-level to the south, via a ramp. From the north, the station is accessed via the Victoria Rd bridge, which is constrained and congested, providing a poor pedestrian and cycling environment.	North Acton developments have progressed but deliver mainly student accommodation with very little amenity. Poor pedestrian environment leading to the station from the North will hinder values and quality of development. Without upgrades, the station cannot support the Local Plan's proposed quantum of development. Adjacent station development potential will not be optimised without a comprehensive approach to development. How will this be addressed? Station upgrade including step-free access and increased capacity can be delivered with comprehensive development. This will allow the cost of the upgrade to be borne not by one site but spread in a way which is consistent with the fact it is a Public Good and many people will benefit from it. A coordinated approach to adjacent station development can optimise development capacity and deliver improved public realm and amenity. Development receipts could help to cross-subsidise the station upgrade.
10. North Acton Connectivity, place, public realm	 North Acton Square	North Acton has heavy road severance resulting in poor quality walking and cycling routes and compromised access to the future Elizabeth line services from Acton Mainline station and HS2 services from the new OOC station. North Acton has been extensively developed, but in a piecemeal way, resulting in poor quality public realm and inadequate social infrastructure (e.g. health facilities, nurseries and community facilities) relative to the future population.	Poor quality public realm affects the quality of the development and the attractiveness of the area to potential commercial tenants, impacting development values. Without improved connections to the new OOC Station and the surrounding area North Acton will not fully benefit from the significant investment in the area. How will this be addressed? Improving the quality of the public realm is considered a Public Good and is unlikely to be delivered by any one developer, particularly in the context of all of the other infrastructure required in Old Oak West. Therefore, this intervention will be most quickly delivered comprehensively, coordinated by Government.

Figure 1 shows Old Oak West Severance: 'Pinch points' are where pavements are narrow and poor quality in highly congested areas.

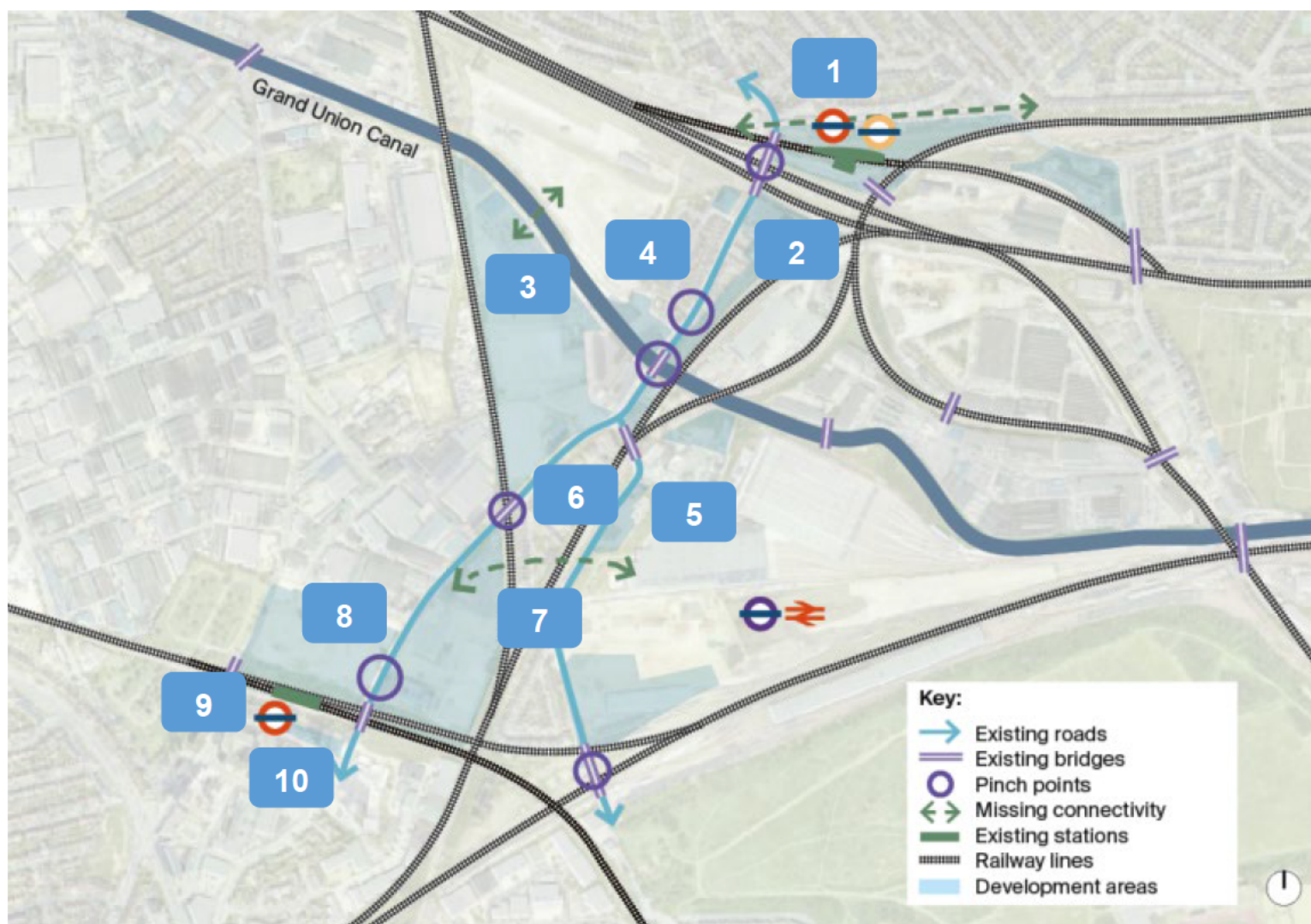


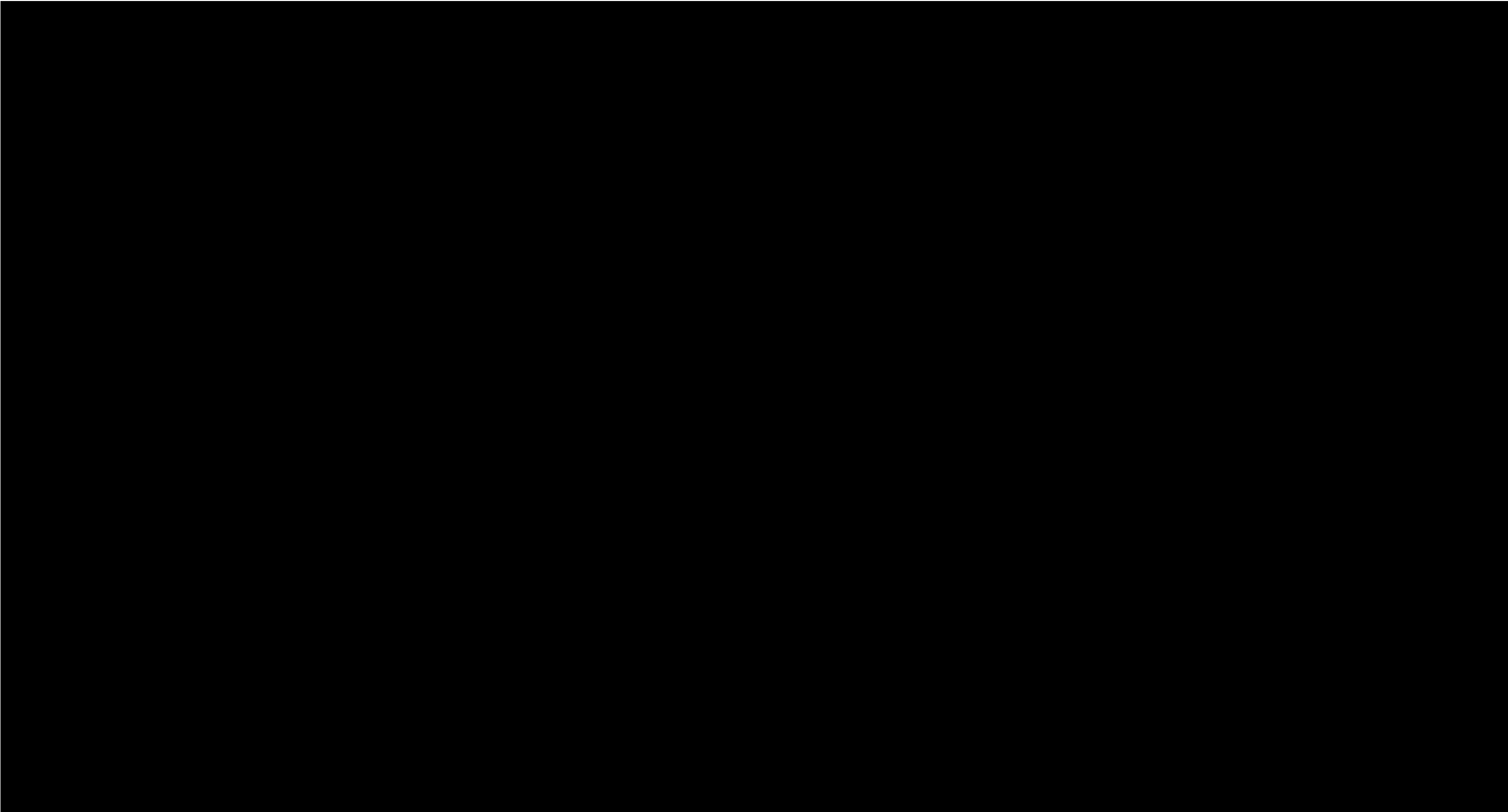
Figure 1 Old Oak West severance

Public Land

Table 2 Public land

Landowner	Site Name	Site Description	Acres	Current Occupiers
Department for Transport	Channel Gate Triangle	HS2 worksite, accessed via Park Royal Bus Depot	0.18	HS2 worksite
Department for Transport	Atlas Road	HS2 worksite assembled for constructing the station.	14.82	HS2 worksite
Department for Transport	Atlas Road Highway	Road access for Channel Gate sites	0.78	Road access for Channel Gate sites
Department for Transport	Acton Wells West	Current HS2 worksite and location for future HS2 open ventilation shaft, with development to be wrapped around.	9.49	HS2 worksite
Department for Transport	Acton Wells East	HS2 current worksite and future development site fronting Victoria Road.	7.36	HS2 worksite
Department for Transport	OOC ASD	Triangular HS2 current worksite and future development site bounded by planned OOC station to the east, Station Park to the north, railway lines to the south and OOC Lane to the west.	7.17	HS2 worksite

Landowner	Site Name	Site Description	Acres	Current Occupiers
Network Rail	Southwest Sidings	Disused NR sidings with canal frontage. Partially landlocked behind railway cottages and Ursula Lapp Estate.	3.06	Vacant- Long lease to DB Cargo expiring 2119
Network Rail	WJ Maintenance Depot	Service yard with rest facilities and parking for NR operational staff with canal frontage, opposite the Collective.	0.51	Operational NR use (identified as surplus)
Network Rail	Oaklands Site	Vacant site next to the Oaklands development with Road to Rail Access Point.	0.89	Vacant
Network Rail	Oaklands Living	Vacant site next to the Oaklands development.	0.37	Vacant
Network Rail	Sarastro Sidings	Car repair garage and small café on the corner of OOC Lane opposite Notting Hill Genesis Oaklands scheme. Embankment between site and OOC Depot West.	1.15	AMZ Garage and Nova Café
Network Rail	NR Embankment East	Rail embankments/sidings	0.78	Rail embankment
Network Rail	NR Embankment West	Rail embankments/sidings	1.58	Rail embankment
Network Rail	Old Oak Lane Advertising Hoarding Site	Pedestrian to rail access point and advertising hoarding site	0.23	NR
Network Rail	Ursula Lapp Embankment	Rail embankments/sidings	0.20	Rail embankment
Network Rail	WJ Station Development	Land over and around Willesden Junction Station	4.67	London Underground, Overground & Buses
Transport for London	North Acton Station	North Acton Station, ramp pedestrian access from Victoria Road down to station square and entrance, and embankment along Central Line.	2.46	London Underground
LB Ealing	North Acton Public Realm	Public realm located at the level of the station, with a long ramp and staircase to address severe level difference with surrounding developments.	0.37	Public Realm



* Construction and professional fees only. Excludes property rights, contingency, inflation, optimism bias, risk, lifecycle and adoption costs.

** With optimism bias (OB)/risk, land/rights, fees and adoption/ lifecycle costs (where available). All costs are Q1 2021.

Source: OPDC, 2021

