

**LOCALISM ACT 2011
ACQUISITION OF LAND ACT 1981
OLD OAK AND PARK ROYAL DEVELOPMENT
CORPORATION (OLD OAK) COMPULSORY PURCHASE
ORDER 2025**

STATEMENT OF REASONS

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GLOSSARY

1981 Act	Acquisition of Land Act 1981
1990 Act	Town and Country Planning Act 1990
2008 Act	Housing and Regeneration Act 2008
2011 Act	Localism Act 2011
DfT	Department for Transport
ECHR	European Convention on Human Rights
EqIA	Equalities Impact Assessment
GLA	Greater London Authority
Guidance	"The Guidance on the Compulsory Purchase Process" published by MHCLG in January 2025
Illustrative Masterplan	A spatial representation of how the Regeneration Proposals could be delivered, which was endorsed by the OPDC Board on 10 July 2025
LARS	OPDC's Land Assembly and Relocation Strategy in relation to Old Oak, which was formally approved by its Board on 5 February 2025
Local Plan	OPDC Local Plan adopted on 22 June 2022
MHCLG	Ministry of Housing, Communities and Local Government
NPPF	The National Planning Policy Framework
OBC	Outline Business Case for the regeneration of Old Oak approved in early 2024 by the MHCLG and DfT
Old Oak	A regeneration area within the OPDC Area
Old Oak West SPD	Old Oak West Supplementary Planning Document. A supplementary planning document adopted on 28 February 2024 that provides a planning framework to shape the future of Old Oak reflecting OPDC's Local Plan policies and community aspiration.
OPDC	Old Oak and Park Royal Development Corporation
Order	The Old Oak and Park Royal Development Corporation (Old Oak) Compulsory Purchase Order 2025
Order Land	The land subject to the Order
Order map	The map accompanying the Order which identifies the Order Land
PLA	Public Land Agreement. An agreement to be entered into between OPDC, Network Rail Infrastructure Limited and the Secretary of state for Transport enabling OPDC to acquire the non-operational interests

	of Network Rail Infrastructure Limited and the Secretary of State for Transport required for the Regeneration Proposals.
Regeneration Proposals	The comprehensive mixed-use regeneration of the Order Land and Old Oak, as described at section 4 of this Statement of Reasons and shown indicatively in the Illustrative Masterplan
Regeneration Strategy	A set of principles for the regeneration of Old Oak approved by the OPDC Board on 5 February 2025 following public consultation and engagement
Secretary of State	The Secretary of State for Housing, Communities and Local Government
SOBC	Strategic Outline Business Case for the regeneration of Old Oak approved in early 2022 by the Department for Levelling Up, Housing and Communities (now MHCLG) and DfT
TfL	Transport for London

1. INTRODUCTION

- 1.1 This document is the Statement of Reasons of the Old Oak and Park Royal Development Corporation ("**OPDC**") in support of the making of the Old Oak and Park Royal Development Corporation (Old Oak) Compulsory Purchase Order 2025 (the "**Order**"). It has been prepared in accordance with the non-statutory guidance dated January 2025 set out in the Government's "Guidance on the Compulsory Purchase Process" (the "**Guidance**").
- 1.2 The Order was made by OPDC on 12 September 2025. OPDC intends to submit the Order to the Secretary of State for Housing, Communities and Local Government (the "**Secretary of State**") for confirmation and has obtained the consent of the Mayor of London to do so. If confirmed by the Secretary of State, the Order will enable OPDC to acquire compulsorily the land and new rights included in the Order.
- 1.3 The Order was made pursuant to section 207(2) of the Localism Act 2011 (the "**2011 Act**") in order to acquire land and new rights for the purpose of carrying out OPDC's object, namely to secure the regeneration of the Old Oak and Park Royal development area (the "**OPDC Area**"), which is an area covering approximately 650 hectares of land. In particular, the Order was made for the purpose of the regeneration of an area of land known as "**Old Oak**".
- 1.4 The arrival of HS2 and the Elizabeth Line and the construction of the new Old Oak Common Station will significantly improve public transport access to Old Oak, providing the opportunity for Old Oak to become a high-density mixed-use area. OPDC intends to capitalise on the significant HS2 and Elizabeth Line investment to deliver high-quality homes and jobs to facilitate London and UK growth and global competitiveness.
- 1.5 The regeneration of Old Oak is supported at all levels of government. A strategic outline business case ("**SOBC**") and an outline business case ("**OBC**") were approved in 2022 and 2024 respectively by the Investment Sub-Committee of the then Department for Levelling Up, Housing and Communities (now the Ministry of Housing, Communities and Local Government ("**MHCLG**") and the High Speed Rail Group Tier 2 Board of the Department for Transport ("**DfT**"). The development of these documents was sponsored by Homes England and supported by Network Rail and HS2.
- 1.6 The Regeneration Proposals at Old Oak (described in greater detail in section 4 below) are envisaged to comprise the creation of a new urban district that will become a major new gateway between the capital and the rest of the country. The proposals include the delivery of approximately 8,000 new homes, approximately 150,000–200,000 sq m of new commercial and employment space, new active travel routes and bridges, new parks and open spaces, a primary school and leisure, health and community provision. The Regeneration Proposals will strengthen physical and social connections between Old Oak and established communities in Harlesden, Park Royal and North Acton to create a strong sense of place built on the character of these surrounding areas.
- 1.7 The land subject to the Order (the "**Order Land**") lies within Old Oak and comprises approximately 31 hectares, the vast majority of which is publicly owned brownfield land. A significant proportion of this land is currently used for the delivery of HS2. Much of this land will become surplus to HS2's requirements, as HS2 progresses towards completion, and become available for development. The acquisition of the Order Land will pave the way for the major regeneration of this area.
- 1.8 The current fragmented ownership of the Order Land, alongside the early strategic infrastructure required to unlock the redevelopment of the Order Land, act as a barrier to the regeneration of Old Oak.
- 1.9 OPDC has sought to acquire as many interests in the Order Land as possible. It will be entering into an agreement with the Department for Transport ("**DfT**") and Network Rail to

secure the future transfer of their non-operational interests in the Order Land. It has also sought to acquire privately owned interests in the Order Land by way of agreement, successfully acquiring approximately seven hectares of land within the Order Land. The main outstanding interests are set out in section 5 below.

- 1.10 OPDC will continue to negotiate with the owners of interests in the Order Land in parallel with seeking confirmation of the Order with a view to, so far as possible, bringing forward site assembly by private agreement. However, some interests will need to be acquired compulsorily in order to provide certainty within a reasonable timeframe that all land and rights required for the regeneration of Old Oak will be available.
- 1.11 OPDC is firmly of the view that there is a compelling case in the public interest to use its powers of compulsory acquisition to facilitate the delivery of the regeneration of Old Oak.

2. **OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION AND ITS POWERS**

- 2.1 OPDC was established on 1 April 2015 under The Old Oak and Park Royal Development Corporation (Establishment) Order 2015, following designation by the Mayor of London of the OPDC Area as a Mayoral development area under section 197 of the 2011 Act.
- 2.2 Under section 201 of the 2011 Act, the object of OPDC is to secure the regeneration of the OPDC Area. OPDC may do anything it considers appropriate for the purposes of its object or for the purposes incidental to those purposes.
- 2.3 Under section 206 of the 2011 Act, OPDC may carry out or facilitate:
- (a) the acquisition and improving of land;
 - (b) the carrying out of building and other operations on land;
 - (c) the creation of an attractive environment;
 - (d) the regeneration or development of land; and
 - (e) the more effective use of land.
- 2.4 Under section 207(2) of the 2011 Act, OPDC has the power to compulsorily acquire land in its area, or elsewhere in Greater London, if the Secretary of State authorises it to do so. Section 207(4) states that OPDC must exercise this power for the purposes of OPDC's object or for purposes incidental to those purposes.
- 2.5 Section 207(4) of the 2011 Act provides that the power for OPDC to acquire land under section 207(2) includes the power to acquire new rights over land.
- 2.6 The Order was made pursuant to section 207(2) of the 2011 Act for the purpose of carrying out OPDC's object, namely to secure the regeneration of the OPDC Area, in particular the regeneration of land at Old Oak.

3. **THE ORDER LAND**

- 3.1 The Order Land is located within a part of the OPDC Area known as Old Oak.
- 3.2 Old Oak includes areas of land in the London Borough of Ealing and 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 (which are allocated in OPDC's Local Plan).
- 3.3 The Order Land comprises approximately 31 hectares of land. It is bounded by the Old Oak Common Rail Depot, North Pole Rail Depot, Willesden Junction Station and North Acton Station with Victoria Road (A4000) running through the centre of the Order Land. It comprises a mix of industrial and commercial units, residential properties, HS2 construction sites, public adopted highways, canal, towpaths, railway land and sidings.
- 3.4 A summary description of the Order Land is set out as follows:
- (a) Air space above canal and towpath (Atlas Wharf and Old Oak Wharf, Grand Union Canal, Paddington Branch) situated to the northeast of Atlas Road, north of The Collective Old Oak.
 - (b) Railway works and land (Southwest Sidings, Willesden to Acton Wells Line), south of Willesden Junction Station and east of Old Oak Lane; commercial premises, Units 1-5 The New Business Centre, 86 Goodhall Street; Units 1, 2 and 3 and electrical apparatus, Ursula Lapp Estate; buildings, yard and premises at Greater London House, 1 Old Oak Lane.
 - (c) Yards, scrubland and Units 1, 2 and 3, Radford Estate, Old Oak Lane; private road (part of Goodhall Street); and the Fisherman's Arms Public House, Old Oak Lane.
 - (d) Car parks, accessways, embankment, construction site, bus depot and private road (Atlas Road); waste transfer station, premises, car parks and electricity sub-station north of The Collective, west of the Grand Union Canal and north of Old Oak Lane; and construction site, car park, telecommunication masts and commercial premises, Tudor House, 55 Victoria Road.
 - (e) Towpath, open space and embankment (Grand Union Canal, Paddington Branch); Willesden Junction Maintenance Depot; residential building and premises (Power House), Old Oak Lane; residential yards, gardens and premises at 2a and 2b, 4a and 4b, 6a and 6b, 8a and 8b Victoria Terrace, Old Oak Lane.
 - (f) Towpath, part of footbridge and embankment (Grand Union Canal, Paddington Branch); open space (Birch Wood); grassland and buildings north of Easton Court, Union Way; private roads (Loverose Way and Union Way); café, car parks, yards and commercial premises, Old Oak Common Lane; railway embankment, west of Old Oak Common Lane; HS2 construction site, east of Wells House Road and Old Oak Common Lane.
 - (g) Air space above public adopted highway (Old Oak Common Lane); air space above railway works and land (North London Line, West London Line and Dudding Hill Line); hardstanding and scrubland south of Midland terrace; part of car park at Shaftesbury Gardens, Midland Terrace; residential premises at 46 Midland Terrace, 1-9 Kildun Court, Old Oak Common Lane, and 161-167 (odd) Wells House Road.
 - (h) Public adopted highways (Bethune Road and St. Leonard's Road); construction sites and electricity sub-stations east and west of Victoria Road; storage tanks south of Chase Road Trading Estate; yards, car parks and commercial premises at Boden House, 112-140 Victoria Road; 99 Victoria Road; Lewis House, 3 School Road; and part of Pilot Industrial Centre, 5-9 School Road.

- (i) Railway works and land (London Underground, Central Line); land forming part of London Underground Station (North Acton); open land (North Acton Square); Hotel (Holiday Inn Express, London Park Royal); café (Station Café, Victoria Road); and part of access road, Victoria Industrial Estate, Victoria Road.
- 3.5 The Order Land is more specifically described in the schedule of interests accompanying the Order and is identified in the Order map.
- 3.6 All of the interests in the land shown pink on the Order map are to be acquired, save for those interests which are specifically excluded in the schedule to the Order which includes interests owned by the Crown.
- 3.7 The Order also makes provision for the following new rights to be acquired over the land shown shaded blue on the Order map:
 - (a) To construct, inspect, maintain, install, disconnect, alter, divert, reconnect and renew service media and relay water, sewage, gas, electricity, telecommunications and other services located on the land along with the right to the free passage and running of such services through the service media.
 - (b) To carry out works to inspect/maintain/upgrade/renew/replace existing bridge(s).
 - (c) To carry out works to construct/inspect/maintain/upgrade/renew/replace/remove new bridge(s) and associated structures, including foundations.
 - (d) To carry out construction works, including surveys and/or demolition of existing structures, as required to deliver the regeneration scheme.
 - (e) To pass and repass over the land at all times now or in future on foot or with vehicles of whatever type and with or without materials, plant or machinery for all purposes in connection with access to and egress from any part of the regeneration scheme.
 - (f) To oversail cranes.

4. **REGENERATION PROPOSALS**

Context

- 4.1 The London Plan identifies that the OPDC Area can deliver approximately 25,000 homes and 65,000 jobs, making it one of London's and the UK's largest regeneration areas. The development of Old Oak would contribute significantly towards meeting this target and represents a major opportunity to ensure that these new homes and jobs are located sustainably, close to a major new transport hub on predominantly brownfield land, most of which is already owned by the public sector.
- 4.2 The existing primary land uses within the OPDC Area include Strategic Industrial Location, land for mixed-use development, existing residential neighbourhoods, Metropolitan Open Land and green space. To the west of Old Oak is Park Royal, London's largest industrial estate. Park Royal provides a vital link in London and the UK's supply chain of food, film and theatre, construction and retail. To the east of Old Oak is primarily industrial land, occupied by a major used car dealership and waste functions. There are two hospitals, Hammersmith and Central Middlesex, within 500m of the OPDC Area.
- 4.3 When Old Oak Common Station is operational, there will be rapid train links (via HS2, the Elizabeth Line and the Great Western Railway) to established innovation zones including Euston, Barts Life Sciences, Birmingham Innovation Quarter and Oxford. Old Oak Common Station is set to become the second largest rail station in London and the largest sub-surface station to have been built in the UK. The station will support Old Oak in becoming a new strategic destination, 10 minutes from Heathrow and central London.
- 4.4 Intervention is required at Old Oak to overcome its fragmentation both spatially and in terms of land ownership and to stitch the land together to realise the opportunities for mobility, connection and innovation arising from the existing uses in the OPDC Area and the new Old Oak Common Station.
- 4.5 The overarching vision for Old Oak is to build a place where residents, businesses and visitors will benefit from the social and economic opportunities that regeneration offers. With the new Old Oak Common interchange at its heart, Old Oak will become a major new gateway between the capital and the rest of the country and an attractive new canalside neighbourhood. New and diverse workplaces and carefully integrated public realm and green spaces will create a sustainable urban community that people are proud to live, work and visit.

The Regeneration Proposals

- 4.6 OPDC's purpose in making the Order is to facilitate the comprehensive mixed-use regeneration of Old Oak in order to deliver the vision described above. The proposals, which are collectively known as the **"Regeneration Proposals"**, are envisaged to comprise the creation of a new urban district, including the delivery of approximately 8,000 new homes in a mix of housing types and tenures to complement the diversity of the area, supporting the Mayor of London's policy of delivering a high proportion of affordable housing.
- 4.7 The Regeneration Proposals also include the delivery of 150,000–200,000 sq m of new commercial and employment space, such as innovation and production facilities and new retail and cultural space. This will create a centre for growth, innovation and productivity and connect with the plans for a new West Tech corridor, a science, technology and innovation hub planned by Imperial College London. It will also build on the clear industrial, culinary and creative heritage in nearby Park Royal.
- 4.8 The Regeneration Proposals also include new active travel routes and bridges, new parks and public open space, a primary school and leisure, health and community provision on the Order Land. The Regeneration Proposals will strengthen physical and social connections

between Old Oak and established communities in Harlesden, Park Royal and North Acton to create a strong sense of place built on the character of these surrounding areas.

- 4.9 In addition, this development and redevelopment is expected to catalyse and facilitate the delivery of additional new homes and commercial and employment uses in the wider Old Oak area. The Regeneration Proposals will result in a new urban district comprising successful neighbourhoods structured by streets framed by active frontages and networks of new landscaped walking and cycling routes. Delivering homes alongside a diverse range of workplaces and amenities will ensure that Old Oak's places support successful, enduring and healthy communities.

Illustrative Masterplan

- 4.10 Building on the Local Plan and the Old Oak West SPD, OPDC has produced a set of spatial principles for the Regeneration Proposals and a regeneration strategy (the "**Regeneration Strategy**") following public consultation and engagement with the local planning authority and stakeholders.
- 4.11 Within this planning policy context, OPDC has prepared a site-wide illustrative masterplan (the "**Illustrative Masterplan**") which was endorsed by its Board on 10 July 2025. The Illustrative Masterplan (see Figure 1) provides a spatial exemplar of how the Regeneration Proposals can be delivered through comprehensive development. It will reassure the Secretary of State that OPDC has a clear idea of how it intends to use the Order Land, in accordance with paragraph 13.3 of the Guidance.



Figure 1 Old Oak Illustrative Masterplan (a full-size version is available for inspection – see paragraphs 11.1(a)-11.3)

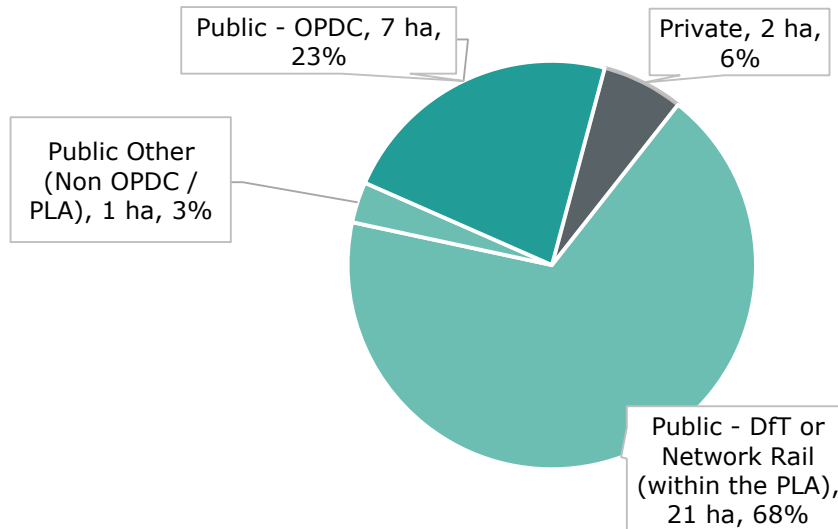
- 4.12 OPDC has undertaken formal engagement on the Illustrative Masterplan with OPDC in its capacity as local planning authority and the Greater London Authority ("**GLA**") as strategic planning authority for London.

- 4.13 Both the local planning authority and the GLA are supportive of the Illustrative Masterplan and further details of engagement with them are set out in section 6.

5. LAND OWNERSHIP AND LANDOWNER ENGAGEMENT

Overview

- 5.1 The following chart shows the proportions of publicly owned and privately owned land in the Order Land (with approximate areas):



- 5.2 Figure 2 shows the areas of publicly owned and privately owned land:



Figure 2 Publicly owned and privately owned land (indicative boundaries)

Private landowners – land acquisition strategy and engagement

- 5.3 In 2023, approximately nine hectares of the Order Land was in private ownership. OPDC has engaged extensively with landowners with interests in the Order Land and has made significant progress in acquiring those interests by agreement. It has now acquired approximately seven hectares of privately owned land.
- 5.4 The freehold land interests acquired by OPDC by agreement to date comprise:
- (a) The Ursula Lapp Industrial Estate on Old Oak Lane.
 - (b) The Radford Industrial Estate (currently occupied by Lords Builders Merchants) on Goodhall Street (off Old Oak Lane).
 - (c) The site of the Park Royal Bus Depot and adjacent land currently in use as part of a work site for HS2, on Atlas Road.
 - (d) A car park located on Atlas Road (to the rear of The Collective Building on Old Oak Lane).
 - (e) Industrial units known as Units 2-6 and Pinnacle House at 260 Old Oak Common Lane.
 - (f) Land at the southern end of Midland Terrace, currently used for open storage.
 - (g) A former waste transfer site known as Webster's Yard (currently in use as part of a work site for HS2) on Victoria Road.
 - (h) Boden House at 114-120 Victoria Road, which is the current headquarters building for Boden Clothing.
 - (i) Units 1 and 2 at 86 Goodhall Street (close to the junction with Old Oak Lane) which comprises two industrial units.
 - (j) The Old Oak Café at the junction of Victoria Terrace and Old Oak Common Lane.
 - (k) The residential block known as Kildun Court (Units 1-10) at Old Oak Common Lane, and residential properties at 2b Victoria Terrace and 46 Midland Terrace.
 - (l) The site of an electricity sub-station at Old Oak Common Lane.
 - (m) Unit 1 at 260 Old Oak Common Lane.
- 5.5 OPDC has also provisionally agreed, subject to contract, to acquire the freehold interest in the "Power House", a block of 21 residential studio flats located on Old Oak Lane.
- 5.6 Advanced negotiations are underway with regard to the acquisition of the interests in the following land and properties:
- (a) 3 School Road, which has various commercial occupiers.
 - (b) 99 Victoria Road, which is owned and occupied by Vivalda and comprises a warehouse building.
 - (c) A residential property (comprising two flats) at 165 Wells House Road.
 - (d) The Holiday Inn Express Hotel at Victoria Road (outside North Acton station).

- 5.7 There are outstanding privately owned freehold land, long leasehold and property interests within the Order Land comprising:
- (a) Buildings known as Tudor House, Hanover House and Saxon House at 55 Victoria Road.
 - (b) Land surrounding 55 Victoria Road.
 - (c) A waste collection and recycling facility on Atlas Road.
 - (d) Units 3 to 5 at 86 Goodhall Street (three separate long leasehold interests), units 1 and 2 having been acquired, as set out above.
 - (e) Residential properties at 2-8 Victoria Terrace (eight separate freehold and long leasehold interests).
 - (f) Residential properties at 161, 163 and 167 Wells House Road (five separate freehold and long leasehold interests).
 - (g) Land forming part of the at Nash House (known as The Collective Old Oak) at Old Oak Lane.
 - (h) The Fisherman's Arms Public House at 50 Old Oak Lane.
 - (i) Sections of embankment on the south side of the Grand Union Canal (Paddington Branch), crossed by the Old Oak Lane bridge and owned by the Canal & River Trust.
 - (j) Railway embankment land known as "Southwest Sidings".
 - (k) A small area of communal (visitors) car parking at the southern end of Shaftesbury Gardens.
- 5.8 In accordance with paragraphs 17 and 156.4 of the Guidance, OPDC will continue to negotiate with the remaining owners of interests in the Order Land, including leaseholders and other occupiers, in parallel with seeking confirmation of the Order with a view to, so far as possible, bringing forward site assembly by private agreement. It will do so in accordance with its Land Assembly and Relocation Strategy ("**LARS**") which was formally approved by its Board on 5 February 2025.
- 5.9 Notwithstanding the extensive work undertaken to date, the Order is necessary to ensure that all of the land and rights required to facilitate the comprehensive delivery of the Regeneration Proposals are secured.

Public land

- 5.10 Pursuant to the approval of the OBC in March 2024, OPDC, MHCLG, DfT, Network Rail and HS2 committed to enter into an agreement for the release of land to deliver the regeneration objectives. The parties are intending to enter into a collaboration memorandum of understanding which sets out how the parties have been cooperating in the coordination of a cross-government steering group in relation to the Regeneration Proposals and terms for collaboration and assurance going forward.
- 5.11 In parallel, OPDC is in advanced negotiations regarding a public land agreement ("**PLA**") to support the delivery of the Regeneration Proposals on the land owned by DfT and Network Rail within the Order Land. The PLA will formalise the contractual arrangements for making non-operational land and interests in the Order Land owned by Network Rail Infrastructure Limited and the Secretary of State for Transport available for the Regeneration Proposals.

- 5.12 OPDC is also in ongoing discussions with TfL and the London Borough of Ealing regarding the acquisition of the areas of the Order Land within their ownership.

6. **CASE FOR COMPULSORY PURCHASE**

6.1 The Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest and reasonable efforts have been made by the acquiring authority to negotiate the purchase of land by agreement. It further states that:

- (a) the acquiring authority should have a clear idea of how it intends to use the land which it is proposing to acquire and show that all the necessary resources are likely to be available to achieve that within a reasonable timescale (paragraph 13.3);
- (b) the acquiring authority should address sources of funding and the timing of that funding (paragraph 14.1);
- (c) the acquiring authority will need to show that the implementation of the scheme is unlikely to be blocked by any physical or legal impediments and that, if planning permission is required but has not been granted, that there are no obvious reasons why it might be withheld (paragraph 15); and
- (d) the acquiring authority should be sure that the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected, giving particular consideration to Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of dwellings, Article 8 of the Convention (paragraph 12.4).

6.2 Paragraph 158.1 of the Guidance sets out a number of other factors which the Secretary of State will consider in deciding whether to confirm a compulsory purchase order made by a Mayoral development corporation:

- (a) whether the Mayoral development corporation has demonstrated that the land is needed to further those objectives;
- (b) whether the proposed use of the land by the Mayoral development corporation would be in accordance with the powers in relation to land that it has under section 206 of the 2011 Act;
- (c) what alternative proposals (if any) have been put forward by the owners of the land or other persons for regeneration;
- (d) whether regeneration is on balance more likely to be achieved if the land is acquired by the Mayoral development corporation;
- (e) the recent history and state of the land; and
- (f) any comprehensive master-planning or development proposals for the Mayoral development area.

6.3 These factors are addressed throughout this Statement of Reasons, alongside the other provisions of the Guidance which are relevant to the decision to confirm the Order.

Compelling case in the public interest

6.4 Paragraph 12.3 of the Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest.

6.5 OPDC has had regard to the requirements of the legislation and the Guidance and considers that there is a compelling case in the public interest to make the Order.

- 6.6 The following strategic objectives underpin the rationale for the promotion of the Order. These formed part of the OBC approved in early 2024 by MHCLG Investment Sub-Committee and DfT Tier 2 Board:
- (a) **Drive economic growth** - Create a nationally significant cluster of new and existing businesses that drives economic growth and invests in the local workforce.
 - (b) **Build more homes** - Maximise the number of homes, affordable and market sale, ensuring all are built to a high standard of design and construction.
 - (c) **Create a place to be proud of** - Create a distinct place with resilient town centres, quality public realm that reflects local heritage, and social infrastructure that meets community needs.
 - (d) **Ensure value** - Maximise value for the UK taxpayer by optimising the use of public land to deliver financial, regeneration, housing and transport outcomes.
 - (e) **Create a better environment** - Create a place which is resilient to the climate crisis and positively contributes to people's health, wellbeing and the environment.
 - (f) **Deliver at pace** - Ensure development is well underway by the time Old Oak Common station opens between 2029-2033.
- 6.7 The OBC set out that, if no action is taken by OPDC, development around Old Oak Common Station would occur on a piecemeal basis, resulting in sub-optimal and slower development than if OPDC facilitates comprehensive development. Similarly, without the consolidation of the existing privately owned land interests, the development potential of the plots which are currently in public ownership cannot be comprehensively realised. The comprehensive development of Old Oak will enable a strategic approach to delivery including site-wide infrastructure, community and leisure facilities, utilities, critical new connections and bridges, open space and public realm. Allocating uses, tenures and phasing on a portfolio basis rather than a site-by-site basis builds resilience into the Regeneration Proposals to ensure it keeps delivering and adapting to market conditions (for example focusing delivery on affordable housing in a downturn).
- 6.8 Promoting and securing confirmation of the Order would provide OPDC and its future development partner(s) with much greater certainty of the ability to facilitate the delivery of the substantial benefits which flow from the Regeneration Proposals. Failure to promote and secure confirmation of the Order would result in the loss of a once-in-a-generation opportunity to bring about the significant regeneration of Old Oak.
- 6.9 The benefits of the Regeneration Proposals can be broadly categorised as social, economic and environmental.
- Social*
- 6.10 Among the strategic objectives for Old Oak are to "Build more homes" and to "Create a place to be proud of".
- 6.11 The comprehensive approach enables the delivery of a truly mixed-use neighbourhood, occupied by mixed and balanced communities. A rich mix of uses will create a place which is activated at all times, with a vibrant character to attract residents, support businesses and the local economy.
- 6.12 There is a need for regeneration within Old Oak. Across all measures of deprivation, Old Oak, the wider OPDC Area, and adjacent areas contain some of the most deprived neighbourhoods in the country. The 2019 Index of Multiple Deprivation shows that over half of neighbourhoods within the OPDC Area fall within the top 30 per cent of most deprived neighbourhoods nationally. High housing costs compound deprivation in the area: Old Oak

residents have substantially lower disposable incomes than the national and regional averages. Household income in Old Oak is 16 per cent lower than London, excluding housing costs, and 26 per cent lower inclusive of housing costs. Both Old Oak and the OPDC Area are more unaffordable than London as a whole, with resident earnings not keeping pace with local house prices. Home ownership levels are low. Consequently, private and social renting levels are significantly higher than regional and national averages. As a result, access to a secure, genuinely affordable home, supplemented by stable and high-quality employment, is integral to prosperity at Old Oak. The Regeneration Proposals are expected to unlock around 8,000 new homes, including affordable housing, making a meaningful contribution to addressing London's housing and affordable housing need.

- 6.13 The approach at Old Oak will make a place to be proud of. This will involve the development of diverse and characterful neighbourhoods, central to which will be a revitalised high street connecting Harlesden to North Acton. The Old Oak development will deliver new social infrastructure and community spaces, taking a collaborative approach to work with diverse groups to design public spaces that are accessible, safe and welcoming.

Economic

- 6.14 Central to the strategic objectives are to "Drive economic growth" and "Ensure value".
- 6.15 Growth is high on the national agenda and Old Oak can contribute significantly to that aim. Further, significant public investment has been made into the Elizabeth Line and HS2 and development at Old Oak ensures that the value of those schemes is captured and enhanced.
- 6.16 Data from the latest census show that unemployment in Old Oak was 7.1 per cent, more than twice the national average of 3.5 per cent and significantly higher than the 4.8 per cent average in London. Alongside unemployment, there are skills deficiencies in Old Oak. The area has a high proportion of low-skilled workers, and a low proportion of residents with skills at degree level and above. Skills deprivation also strongly affects the neighbouring London Boroughs of Ealing and Brent despite the area being a major local economic hub. Intervention needs to capitalise on the assets of neighbouring Park Royal and White City. Approximately 150,000–200,000 sq m of new commercial and employment space is proposed, which will provide significant employment opportunities for local residents. As set out in the Regeneration Strategy, OPDC will seek to ensure that a proportion of jobs are specifically for local residents and is proposing training initiatives.

Environmental

- 6.17 The strategic objectives include the need to "Create a better environment".
- 6.18 Today, Old Oak is under-populated, polluted, noisy and fragmented, and lacking in green and amenity space. The area benefits from proximity to Wormwood Scrubs (the largest open space in North-West London) and the Grand Union Canal. However, these assets are largely inaccessible from the Old Oak area and can be perceived as unsafe. Neighbouring communities including Park Royal, North Acton, Harlesden and Willesden Junction, and Scrubs Lane are isolated from one another. Old Oak, which connects all these locations, does not have a town centre or focal point. There are few residential properties and the ability for local culture and economy to take root is severely hindered by the temporary disruption from HS2 construction, combined with a level of uncertainty about how the surplus land will be utilised in the future and the physical isolation of the communities from one another. As part of the Regeneration Proposals, it is intended that this brownfield land will be redeveloped to deliver a new urban quarter that aims to be sustainable and zero-carbon in use. In particular, the Regeneration Proposals would protect and enhance the existing environment and biodiversity in Wormwood Scrubs and along the canal and deliver new public parks and series of pedestrian, cycle routes and healthy streets to improve air quality, reduce congestion, improve pedestrian safety and encourage public transport usage, capitalising on the excellent connections the new station will provide.

Challenges absent the Order

- 6.19 There are three specific spatial conditions that would impede comprehensive regeneration of the Order Land absent OPDC intervention. Confirmation of the Order would enable OPDC to facilitate the comprehensive delivery of the Regeneration Proposals. These factors add to the expediency for making the Order:
- (a) **Severance:** Local and internal connectivity remains fundamental to ensuring national investments in HS2 and the Elizabeth Line translate into new homes and jobs. Movement around the site and the new station needs to be efficient, safe and pleasant and the station needs an approach which is befitting of its national significance. Currently, severances caused by the London Overground rail infrastructure and the Grand Union Canal mean that the new Old Oak Common station and HS2 and the Elizabeth Line are disconnected from surrounding areas. Local communities in places like North Acton and Midland Terrace will not be able to easily access the station, meaning that the local benefits of the major national rail investments will be limited without fully integrating into the local surroundings.
 - (b) **Fragmented land ownership:** At present, fragmented land ownership impedes the comprehensive development and regeneration of Old Oak. Other than the land in public ownership, and despite the fact that OPDC has acquired a significant proportion of the privately owned land, there remain a number of land interests within Old Oak which need to be acquired in order for coherent and comprehensive development to be carried out. No single landowner or consortium of landowners currently has the incentive or resources to comprehensively masterplan a cohesive place, deliver site-wide infrastructure or maximise development capacity across the whole area. This is compounded by the fact that many operational sites in Old Oak are subject to leases that benefit from security of tenure.
 - (c) **Existing functional land uses:** Old Oak has historically been used for industrial or rail-related purposes, the legacy of which plays out in the prevalence of "functional" land uses. These land uses include London Plan waste allocations, telecoms infrastructure, rail related and freight sites and sites associated with the operation of franchise bus services. These uses are generally low-intensity meaning that the land is underutilised and the costs associated with bringing such sites into a developable condition and delivering the necessary infrastructure are unlikely to be able to be met by single landowners or consortia of landowners. Whilst these existing uses are important, the opening of Old Oak Common station means that Old Oak has the opportunity to support more intensive commercial and residential uses which will be better suited to the location of the station.
- 6.20 There are also coordination challenges. A significant level of coordination is required to facilitate the relocation of functional land uses, deliver enabling infrastructure and maximise the development capacities on plots. The required coordination will not happen without public intervention because there are significant, complex and long-lasting barriers which prevent individual parties from working together, notably ingrained operational uses of land which require de-designation and appropriate sites for relocation. Public sector coordination of land assembly, infrastructure delivery, funding and regeneration powers, resourcing and expertise is imperative to deliver the strategic objectives of regeneration. Comprehensive planning of the area allows uses, infrastructure and public realm to be organised in a way which transforms the entire area and has maximum placemaking impact.
- 6.21 The scale and scope of infrastructure investment required to unlock and enable the regeneration of Old Oak is significant and will not be delivered by piecemeal developments by the market or existing landowners alone. This is particularly so given the high level of public infrastructure such as station upgrades, roads, bridges and walkways that are critical to placemaking. Provision of such infrastructure will not be delivered by the private sector and planning contributions are not sufficient to fund them at the outset or in full. This

infrastructure is critical to transforming Old Oak, creating a cohesive place and maximising the social and economic outcomes of the project.

- 6.22 Unconstrained by land ownership boundaries, OPDC has been able to prepare an Illustrative Masterplan that takes a strategic and site-wide approach to address some of these challenges. For example, the Illustrative Masterplan proposes a number of strategic routes and connections to address the severance challenges, including a new east-west bridge to provide a direct route to the new Old Oak Station and North Acton allowing development of the proposed Old Oak Town Centre, as well as new open space and green corridors. Social infrastructure, including a new primary school, health facilities and a leisure centre, has also been considered on a site-wide basis, not only to meet the needs of the development but also to ensure these are located to maximise development capacity and regeneration benefits for both existing and new communities. By securing confirmation of the Order, OPDC will be able to complete its land assembly and to facilitate the funding and delivery of the Regeneration Proposals including the site-wide infrastructure that is vital to the strategic objectives of regeneration.
- 6.23 Without the making of the Order and comprehensive redevelopment by OPDC in collaboration with a development partner, OPDC considers that some minimal development would still come forward but on a piecemeal basis which would not adequately address the challenges of severance or delivering site-wide infrastructure in the same way. It would also result in a failure to maximise the development potential of the Order Land. While it is possible, subject to funding, that some key site-wide infrastructure may come forward in line with Local Plan requirements, and that this would improve the connectivity of Old Oak, development across the area as a whole would be neither coordinated nor optimised. The quantum of housing would be considerably lower and the sites would be likely to deliver materially less affordable housing.

Justification for interference with human rights

- 6.24 OPDC has had regard to the impact of the Order on the human rights of those with interests in the Order Land and is satisfied that the purposes for which the Order is made, as detailed in section 4, justify interfering with those human rights. Human rights are discussed in further detail in section 8.
- 6.25 Whilst the Guidance states that acquiring authorities should seek to acquire land by agreement wherever practicable, it acknowledges that it may often be sensible, given the amount of time required to complete the compulsory purchase process, for an acquiring authority to initial formal procedures for compulsory purchase (paragraph 2.8. of the Guidance). In relation to Mayoral development corporations, paragraph 156.4 of the Guidance states, *"While a Mayoral development corporation should acquire land by agreement wherever possible, it is recognised this may not always be practicable, for example, in terms of timings for the delivery of a scheme. It may sometimes be necessary for a Mayoral development corporation to use its compulsory purchase power to make a compulsory purchase order at the same time as attempting to purchase an interest in land by agreement."*
- 6.26 Despite OPDC's extensive engagement with landowners, it has not proved practicable to secure voluntary agreements with every relevant landowner to enable the strategic objectives in the OBC to be achieved.
- 6.27 As stated in section 5 above, OPDC has engaged with landowners with interests in the Order Land. It has acquired or contracted to acquire 78 per cent of the privately owned land within the Order Land by area. It will continue to engage with the owners of all outstanding interests alongside seeking confirmation of the Order.

Timing and availability of all necessary resources and funding

Timing

- 6.28 One of the strategic objectives identified for Old Oak by OPDC, DfT, HS2, Network Rail, MHCLG and Homes England is to ensure development is well underway by the time Old Oak Common station opens.
- 6.29 OPDC intends to assemble the Order Land before the detailed design of a redevelopment proposal for Old Oak. OPDC requires certainty about the availability of the outstanding interests in the Order Land in order to provide confidence to potential development partners that the Order Land will be available to enable delivery of the Regeneration Proposals. This is the main reason why the Order is being pursued in advance of the making of an application for planning permission. This approach is supported by the Guidance, in particular by paragraphs 157.1, 158.4, 158.5 and 159.
- 6.30 It is expected that a joint venture vehicle between OPDC and a private sector developer will be responsible for securing planning permission for the Regeneration Proposals.
- 6.31 The Order Land will be brought into beneficial use within a reasonable timeframe, should the Order be confirmed. OPDC has taken steps towards appointing a development partner(s), obtaining necessary funding and acquiring a significant portion of the privately owned land required for the Regeneration Proposals. It has prepared an Illustrative Masterplan, which has been endorsed by OPDC's Board, that demonstrates that the Regeneration Proposals are in general compliance with the planning framework for the area.
- 6.32 Notwithstanding the delay in the completion of HS2, OPDC expects that development of the Order Land is likely to commence in 2029. The first sites are expected to be capable of being in beneficial occupation in 2031. Although development will be ongoing until approximately 2045, OPDC considers that it is necessary and justified for the Order to be made in respect of the entirety of the Order Land at this stage because:
- (a) OPDC and any proposed development partner(s) need to have certainty at the outset for developer and investor confidence that all of the land will be available for the carrying out of the redevelopment at the relevant time;
 - (b) major infrastructure works need to be carried out at the outset which affect the entirety of the Order Land. OPDC's design team have concluded that it is not feasible to stagger delivery because major enabling works are required to facilitate the wider development;
 - (c) it is essential that the compulsory purchase process is run in tandem with the developer procurement process and refinement of design proposals ahead of submission of a planning application to ensure that proposals come forward to coincide with and maximise the development opportunities afforded by the opening of the new Old Oak Common Station and freeing up of the public land. Progressing the Order now should ensure that a recognisable and attractive place is established by late 2030 to coincide with the opening of the Old Oak Common Station; and
 - (d) private-sector investment must be harnessed early to de-risk the project for the public sector by using private-sector skills, expertise, resource and capital, which is the most cost-effective way to deliver comprehensive development. Establishing a critical mass of development and a sense of place early on is important to building appetite and momentum, supporting better values and occupier interest.
- 6.33 In relation to the land which OPDC has already acquired, it will take steps to ensure that the land acquired remains in active use, either through the extension of leases and licences or through supporting "meanwhile" uses.

Funding

- 6.34 As part of the development of the OBC, technical study work was undertaken to establish the estimated financial metrics and requirements for the regeneration of Old Oak. This has included financial modelling for the project which includes the estimated project and enablement costs required to support comprehensive regeneration. Further baseline study work has been undertaken on the Illustrative Masterplan which now underpins the assumptions and costs in the modelling with development quantum, costs and values provided by independent consultants.
- 6.35 The modelling assumes that OPDC, its development partner(s) or both will secure funding for enablement costs, such as infrastructure costs, and that individual plot developers will secure senior debt financing to deliver the developments forming part of the Regeneration Proposals, which is assumed to be secured at a comparable rate to current market rates. The modelling also assumes that receipts from public-sector land sales and particularly those to OPDC are recycled back into the scheme or deferred land payments scheduled to stimulate and maximise private investment for minimal additional public intervention. This will be enabled by the PLA. This adopts a patient-capital approach to both payment for public sector land and repayment of public debt.
- 6.36 The financial case completed within the OBC confirmed that the range of potential financing requirement is realistic based on recent lending precedents and other major London masterplans. Depending on the availability of private finance sources at the time of requirement, it may be that the development partner has other more innovative and cost-effective means of financing the project.
- 6.37 In recognition of the importance of Old Oak in delivering local, regional and national objectives and unlocking the full benefits of the HS2 and Elizabeth Line investments, the Mayor of London and MHCLG have committed a combined total of £304m of capital investment. This investment has provided critical funding to support assembly of the land required to create a comprehensive regeneration platform.

Delivery

- 6.38 It is intended that the Regeneration Proposals will be delivered through a phased approach, reflecting the land availability, as well as physical and commercial, constraints. An indicative phasing sequence has been developed to inform financial modelling. Phasing will be refined and updated as further detail becomes available on land release, commercial specifics and the preferred delivery strategy once the development partner is appointed. The phasing currently represents a credible scenario based on the Illustrative Masterplan and sees development being delivered over a period of 15 to 20 years.
- 6.39 OPDC expects to enter into a contract with a development partner to deliver the Regeneration Proposals. A number of commercial structures have been explored and tested with the market. The commercial structure will likely be a joint venture between OPDC and its development partner. The joint venture will be tasked with a number of enabling roles, which are expected to include maintaining a business plan for the project; masterplanning; obtaining planning permission; coordinating the delivery of development plots with wider infrastructure works and funding; and coordinating the delivery of residential, commercial and social infrastructure uses. The development partner will be responsible for enabling works but will deliver individual plots, with a commitment to the delivery of the first phase and right of first refusal for future phases.
- 6.40 An initial round of early market engagement ("**EME**") with potential development partners was conducted in November 2024 and February 2025. This confirmed a strong interest in taking forward residential-led, mixed-use development at Old Oak, working in partnership with OPDC. Participants were excited by the fundamentals of Old Oak, recognising its potential for transformative change. They widely acknowledged that the opportunity to

deliver thousands of new homes within a mixed-use district boasting exceptional transport links is unique and compelling. They were attracted by the prospect of working in partnership with a Mayoral development corporation. A further round of EME, focused on obtaining feedback on the JV commercial structure and updating on OPDC's progress, was undertaken in May 2025 with 13 organisations who had expressed an interest in the whole of Old Oak rather than specific phases. The structure was generally well-received, with 10 participants confirming their ongoing interest in the forthcoming procurement process.

- 6.41 Procurement for the development partner is anticipated to commence during the latter part of 2025 or early part of 2026.

Planning status

Planning policy framework

- 6.42 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, the local planning authority is required to determine planning applications in accordance with the development plan, unless material considerations indicate otherwise.
- 6.43 The development plan for the OPDC Area comprises the Local Plan, London Plan, Harlesden Neighbourhood Plan 2018, and the West London Waste Plan 2015.
- 6.44 Within these development plan documents, there are planning policies which support transformative regeneration and the scale of the ambition of the Regeneration Proposals. There are also policies which reflect constraints at the site and require the Regeneration Proposals to be justified.
- 6.45 In addition to the development plan documents, there are a number of documents which do not form part of the development plan but which would constitute material considerations for the determination of any planning application for development within Old Oak, including the Regeneration Proposals.
- 6.46 The key strategic policies and material considerations are summarised as follows:

London Plan (2021)

- 6.47 The London Plan seeks "Good Growth". This is reflected in Policy GG2 which favours the development of brownfield land, particularly in Opportunity Areas, and encourages those involved in planning and development to proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport. This policy also supports the application of a design-led approach to optimise the development capacity of sites.
- 6.48 There is an emphasis on the delivery of homes within the "Good Growth" policies. Notably Policy GG4 contains an aspiration to create a housing market that works better for all Londoners and so encourages those involved in planning and development to ensure that that more homes are delivered.
- 6.49 Policy GG5 promotes London's economic growth and recognises the significant contribution of the capital to the UK economy. The policy seeks to conserve and enhance London's global economic competitiveness and to ensure that economic success is shared more equitably across London.
- 6.50 Old Oak is part of the Old Oak and Park Royal Opportunity Area. Policy SD1 states that there is capacity for significant growth within this Opportunity Area, at 25,000 homes and 65,000 jobs. The supporting text to the policy at paragraphs 2.1.59 and 2.1.60 refer to the huge regeneration potential of the area by way of the creation of a new town centre with a distinctive character. The supporting text also notes the role of the Old Oak Common

Station and the potential to bring forward regeneration in advance of the delivery of the station around the existing and potential new rail stations in the area.

- 6.51 In addition, a number of topic specific policies have been noted in the GLA's pre-application report and these are set out below.
- 6.52 Policy S19 promotes a plan led approach in the potential release of waste sites to other land uses where capacity is re-provided elsewhere in London, based on the maximum achievable throughput of the site proposed to be lost.
- 6.53 Policy HC1 requires development proposals to consider heritage assets and their settings and identify enhancement opportunities by integrating heritage considerations early on in the design process.
- 6.54 Policy T1 encourages all development to make the most effective use of land by maximising growth and enhancing connectivity and accessibility by existing and future public transport and walking and cycling.
- 6.55 Policy T2 requires development proposals to demonstrate how they support Healthy Street objectives, reduce the dominance of vehicles and promote local walking and cycling networks as well as public transport.
- 6.56 Policy T3 contains a list of strategic transport schemes at Table 10.1 and directs local planning authorities to safeguard the schemes. Table 10.1 includes the London Overground extension known as the West London Orbital. Development proposals are required to provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, will not be considered favourably.
- 6.57 Where a scheme in Table 10.1 could potentially be affected by a proposal, applicants are required to consult with TfL (and other relevant authorities) at an early stage to understand the latest status of the scheme and identify impacts and whether any suitable mitigation is possible.
- 6.58 The underlying intention of Policy T3 is to ensure that there is provision of sufficient and suitable land for the current and expanded public and active transport system. This includes the specific sites in Table 10.1 but also other "vital transport functions".
- 6.59 This policy is relevant to the Regeneration Proposals as the proposed route of the West London Orbital includes Old Oak Common Station. In addition, there are also various parcels of land within the Order Land that currently perform a transport function. OPDC is working to address these planning policy requirements and is confident that they will not impede the Regeneration Proposals.
- 6.60 Policy T6 requires the provision of appropriate disabled persons parking to be provided in all developments.
- 6.61 Policy T7 encourages development proposals to facilitate safe, clean and efficient deliveries and servicing. It also promotes the consideration of rail and water for the transportation of construction materials.
- 6.62 OPDC will ensure that the Regeneration Proposals satisfactorily address these planning policies.

Local Plan (2022)

- 6.63 The Local Plan sets out OPDC's spatial vision and a series of policies to shape the regeneration of the OPDC Area between 2018 and 2038.
- 6.64 Policy SP1 sets down the desired transformation at Old Oak over the plan period. The overall ambition is the creation of a new part of London that acts as a catalyst for growth at national, regional and local levels.
- 6.65 "Place" policies P1 to P12 provide spatial guidance for 12 "places" within the OPDC Area. These policies provide specific guidance for each place at a greater level of detail than the Strategic Policies and the Development Management Policies in other parts of Local Plan.
- 6.66 Within the "places", a series of "clusters" are identified. Clusters are characterised as locations that are likely to attract higher footfall and/or have a particular use that warrants more detailed policy. For each "place" and "cluster", a vision, policy, and diagram is provided.
- 6.67 "Place" and "cluster" policies are accompanied by a series of site allocations that are recognised as being suitable for development and to contribute to OPDC's homes and jobs targets. These set specific job capacity targets and minimum homes targets for these sites.
- 6.68 Policy SP10 reinforces the need to facilitate a comprehensive and integrated approach to the delivery of development and infrastructure and for the optimised delivery of the site allocations within the Local Plan.
- 6.69 Policy DI1 highlights that OPDC will balance the priorities for affordable housing, infrastructure delivery and other non-infrastructure-related planning obligations and sustainability standards with site-specific constraints and the needs for deliverability and securing the timely regeneration of the area.
- 6.70 Policy D14 policy specifically notes the potential use of compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out development, where there is a compelling case in the public interest.
- 6.71 Policy EU6 is relevant to the safeguarded waste sites within the Order Land. This requires any existing waste management sites lost to a non-waste use to provide equivalent or enhanced compensatory site provision which normally meets the maximum throughput that the lost site could achieve. Compensatory site provision should be made in the most appropriate location, following the sequential approach in Policy EU6.
- 6.72 Policy P9 also refers specifically to the Park Royal Bus Depot, which is within the Order Land. The policy states that proposals should plan positively to deliver the place vision of a high-quality residential-led neighbourhood by supporting its retention or potential relocation/reincorporation. OPDC, in its capacity as LPA, does not have any objection to the proposed relocation of the Park Royal Bus Depot and acknowledges that relocation would facilitate delivery of a high quality residential-led neighbourhood.
- 6.73 Policy D7 speaks to the treatment of development proposals affecting non-designated heritage assets (i.e. locally listed buildings). It outlines that development proposals should reflect in their design a positive response to non-designated heritage assets and avoid an unjustified adverse effect on the significance of non-designated heritage assets. Policy D7 requires the sequential approach set out in Table 5.3 to be undertaken to manage the impact of development proposals on the asset's significance. The sequential approach essentially favours preservation of the heritage asset and disfavors proposals seeking to demolish part or all of a non-designated heritage asset. In circumstances where demolition is proposed, a clear justification is required.
- 6.74 Policy H5 resists the loss of existing residential accommodation, unless the proposed redevelopment would result in new housing being provided at an equivalent or higher

density, measured by unit numbers and floorspace, or its loss is critical to unlock the comprehensive regeneration of the area.

- 6.75 These two policies are relevant to the proposed redevelopment of Victoria Terrace within the Regeneration Proposals. Both Policies H5 and D7 allow for a justification to be put forward for the loss of Victoria Terrace. OPDC is confident that these planning policy requirements can be met in due course when a planning application is submitted and that they will not impede the Regeneration Proposals.
- 6.76 OPDC will ensure that the Regeneration Proposals satisfactorily address these planning policies.

West London Waste Plan 2015

- 6.77 The West London Waste Plan identifies existing waste sites which have been allocated as having the potential for waste capacity expansion by redevelopment (Table 5-1) and sites with potential for development for waste management facilities (Table 5-2) which are safeguarded. The Victoria Road waste site features in Table 5-1 and Table 5-2, and the Atlas Wharf and Willesden Freight Terminal waste sites both feature in Table 5-2, meaning they are protected. These three sites are within the Order Land. OPDC is confident that the Regeneration Proposals will be delivered in a manner which addresses the requirements of the West London Waste Plan to the satisfaction of the GLA.

Old Oak and Park Royal Opportunity Area Planning Framework 2015

- 6.78 This Opportunity Area Planning Framework provides guidance to support the policies in the London Plan. This guidance covers a number of areas, including desired land uses, infrastructure requirements and urban design measures; ways to maximise the considerable investment presented by the delivery of the HS2/Elizabeth line interchange; and how the Old Oak Common Station and surrounding development can be properly integrated with surrounding neighbourhoods, communities and town centres. OPDC is confident that the Regeneration Proposals will be delivered in a manner which accords with this guidance.

Old Oak West SPD 2024

- 6.79 Old Oak West, which is largely the same as the area now known as Old Oak, is subject to 6 different "place" policies within the Local Plan. The SPD was thus devised to amalgamate 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. The SPD contains various guiding principles across a full range of development management topics, along with various spatial concept diagrams, which are all relevant to the Regeneration Proposals.

National Planning Policy Framework ("**NPPF**") 2024

- 6.80 The NPPF also provides strategic support for the Regeneration Proposals.
- 6.81 The new NPPF was published on 12 December 2024. It took immediate effect. The NPPF is a material consideration in the determination of planning applications. It contains the national planning policies that will be applied by the local planning authority, where relevant. It has an emphasis on development of brownfield land in a comprehensive manner, as well as the delivery of housing.
- 6.82 Paragraph 61 of the NPPF focusses on the significance of boosting the supply of homes and notes that the overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.
- 6.83 Under paragraph 125(c) of the NPPF, substantial weight is to be given to development of brownfield land unless there is substantial harm.

- 6.84 Paragraph 126 of the NPPF encourages local planning authorities to take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available. It expressly refers to identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward to meet development needs and/or secure better development outcomes.

Engagement with the local planning authority

- 6.85 A focused period of pre-application engagement on the Illustrative Masterplan took place with the local planning authority between November 2024 and June 2025, including five meetings with planning officers and a report to OPDC's Planning Committee on 19 June 2025. The Illustrative Masterplan was subsequently endorsed by the OPDC Board on 10 July 2025.
- 6.86 The local planning authority is supportive of the Illustrative Masterplan, the direction of travel, the principles and the site-wide strategies underpinning the proposals, noting that there has been comprehensive consideration of "how the land uses, landscape, urban form and infrastructure tie together to create a successful city district that integrates positively with the surrounding area". It has concluded that the Illustrative Masterplan is "capable of being in accordance with the Local Plan", although any future planning application will be determined on its merits in the usual manner.
- 6.87 OPDC has also engaged with GLA planning officers, as the Mayor of London is the strategic planning authority for London. The GLA has issued a pre-application report which is strongly supportive of the Illustrative Masterplan in land use, design and transport terms and OPDC is confident that it can address the GLA's observations in respect of discrete issues such as heritage as part of any future planning application.

Overall planning position

- 6.88 Overall, there is very strong planning policy support within the development plan for the Regeneration Proposals. The Regeneration Proposals are also supported by material considerations including the NPPF, the Old Oak West SPD and the Illustrative Masterplan.
- 6.89 Based on the detailed work to date on planning matters, OPDC's endorsement of the Illustrative Masterplan and ongoing work to address planning policy requirements, OPDC is satisfied that there are no obvious reasons why planning permission would be withheld for an application or applications for development broadly consistent with the Illustrative Masterplan.

Potential physical or legal impediments

- 6.90 Paragraph 15 of the Guidance notes, "It is not expected that all impediments to the delivery of a scheme will have been removed or overcome by the point at which the decision on the confirmation of a compulsory purchase order is made. It may be necessary to assemble land before removing or overcoming certain impediments to maximise the opportunities that exist for an area." However, the acquiring authority must demonstrate that the scheme underlying the order is unlikely to be blocked by impediments to implementation. These points are reiterated in paragraph 159.3 of the Guidance.
- 6.91 Paragraph 159.4(c) of the Guidance states that, where impediments are yet to be resolved or overcome, the acquiring authority must show why compulsory acquisition is necessary at that point in time to maximise the opportunities which exist for the regeneration of the relevant Mayoral development area, explain how the use of the powers would help promote the achievement of the Mayoral development corporation objectives and show that the

implementation of the scheme following the confirmation decision being made is unlikely to be blocked by any physical or legal impediments.

- 6.92 Paragraphs 6.28 to 6.32 above set out the importance of the Order being made and confirmed at this stage and how the use of OPDC's compulsory purchase powers would help promote the achievement of its objectives.
- 6.93 Without compulsory purchase, the delivery of the Regeneration Proposals from an infrastructure perspective poses significant obstacles. Sites comprise a mixture of railway and industrial land, either historically or at present day, and this presents challenges such as land contamination and the relocation of uses that are not easily accommodated in urban areas. The waste facilities and bus garage at Atlas Wharf are cases in point. Cross-cutting railway lines and the Grand Union Canal present additional challenges for the delivery of a network of below ground infrastructure, as well as for public realm aspirations and surface connectivity. Additionally, there are complexities in having to relocate Network Rail infrastructure from existing sites, and accommodating safeguarding for the delivery and maintenance of new HS2 infrastructure.
- 6.94 Nevertheless, if a comprehensive site is assembled by means of the Order, then with careful planning, adequate lead-in times and appropriate budgeting, OPDC is confident that all barriers to development can be overcome. OPDC is already working with stakeholders on lease break dates and relocation strategies to achieve vacant possession of the land and how an appropriate pipes and cables network can be delivered across the extent of Old Oak. OPDC engages with HS2 regularly on the Regeneration Proposals and is actively working with Network Rail.
- 6.95 Potential constraints affecting the Regeneration Proposals are set out below, together with proposed mitigation and solutions:
- (a) Local highway authority agreements and consents will be required for highways work, to be delivered under section 278 of the Highways Act 1980 either by OPDC's development partner or the respective local highway authorities. A stopping up order will be required for an extent of both Bethune Road and St Leonards Road in the London Borough of Ealing. Some parking bays are currently expected to be proposed for removal on adopted highways, again in Ealing. Such agreements and consents are typical in the course of development and there is no insurmountable reason why all relevant agreements/consents will not be obtained.
 - (b) Construction works associated with the Regeneration Proposals will require temporary road closures and/or parking restrictions. OPDC is part of an HS2-led group that coordinates highways works to reduce local impact. These works are typical in the course of development and there is no reason to believe it will not secure the necessary consents.
 - (c) Above-ground relocations are required in order to bring forward the Regeneration Proposals as planned. These include: (i) a waste collection and recycling facility at Atlas Road; (ii) operational rail assets; (iii) electrical sub-stations and/or associated infrastructure (iv) telecoms infrastructure; and (v) an electric cable oil shack on the Acton Wells East site. For all relocations required OPDC has already commenced engagement with the necessary stakeholders and established technical requirements and is making good progress with options for relocation.
 - (d) There is below-ground infrastructure in the Old Oak area, and OPDC anticipates some utilities diversions and utilities upgrades will be required. Where possible, OPDC will seek to avoid diversions, but it is working with utilities providers to establish the extent of diversion and upgrade requirements, where this will be unavoidable. Cost allowances are in place for this.

- (e) Under OPDC's Local Plan, any development proposals must safeguard for the delivery of both the potential West London Orbital and Mildmay line extensions, with a station at Old Oak Common Lane. OPDC has worked with TfL to ensure that the Regeneration Proposals do not preclude development of this infrastructure and in particular that the East-West bridge allows for integration with the proposed stations. If this safeguarded land is not required for transport purposes, it will provide additional development capacity for OPDC including the delivery of further homes.

6.96 In conclusion, whilst further steps are required in order to overcome all potential impediments to the delivery of the Regeneration Proposals, none of these constraints is unusual for a development of the scale envisaged. OPDC is confident that each is capable of being overcome as described above, such that they will not prevent the delivery of the Regeneration Proposals within a timely manner and that it is appropriate for the Order to be confirmed.

Consideration of alternatives

6.97 The OBC considered in detail a series of alternative options relating to the scale and form of development that could come forward at Old Oak, commencing with a long list of scheme options including a "do nothing" scenario. These were contemplated against the strategic objectives and economic analysis in the OBC.

6.98 On the basis that progressing a compulsory purchase order should be a last resort, OPDC has considered whether it could delay acting, or do nothing to enable individual landowners to bring sites forward for development once the Old Oak Common station is opened. However, if no action is taken, development around the station will occur on a piece-meal basis, resulting in sub-optimal and slower development and a reduction in regeneration outcomes. In this scenario, fewer homes would be delivered, later with a less certain delivery plan for enabling infrastructure, or wider regeneration outcomes.

6.99 OPDC has also considered the options for developing other land outside of the OBC options analysis and within the OPDC Area. However, Old Oak North and Park Royal Industrial Estate both have Strategic Industrial Land allocations in OPDC's Local Plan and are therefore not currently deemed suitable for residential development in accordance with the development plan.

6.100 Comprehensive regeneration, as evidenced in the OBC, will deliver better value for money than the "do nothing" or alternative scenarios. This is to be expected given the greater scale of coordinated development unlocked by comprehensive regeneration. This is driven by greater levels of housing development, regeneration impacts for existing residents/businesses and a greater quantum of affordable housing. Comprehensive regeneration at Old Oak also enables a strategic approach towards sustainable future-enabling active travel and unlocking opportunities for site-wide initiatives such the development of the Old Oak and Park Royal Energy Network (OPEN), which will provide heat for existing users and future development in Old Oak.

6.101 OPDC's extensive research has identified that the development of Old Oak is the most effective way of meeting OPDC's regeneration objectives whilst minimising interference with privately held land interests.

The scheme for the purposes of assessing compensation

6.102 Section 6A of the Land Compensation Act 1961 sets out the "no-scheme" principle for the purposes of assessing compensation. Section 6D(2)(c) provides that, where an acquiring authority is authorised to acquire land in connection with the development of an area designated as a Mayoral development area under section 197 of the 2011 Act, the "scheme" is defined as the development of any land for the purposes for which the area is or was designated. As such, the scheme to be disregarded for the purposes of assessing

compensation in the "no-scheme world" is the development of any land within the OPDC Area.

Conclusion

- 6.103 For the reasons given above, OPDC does not consider that there are suitable alternatives to the Order which would deliver the objectives of the Regeneration Proposals and further considers that the Regeneration Proposals justify acquiring the interests in the Order Land. Compulsory acquisition has been proposed as a last resort and is necessary.
- 6.104 The Order will facilitate acquisition of the Order Land which, in turn, will pave the way for the delivery of the Regeneration Proposals.
- 6.105 There is therefore a compelling case in the public interest for the acquisition of the interests in the Order Land. For the reasons given above, piecemeal development within the Order Land would not achieve OPDC's statutory or strategic objectives.
- 6.106 OPDC has considered carefully whether each parcel of land within the Order Land is required in order to secure OPDC's objectives and is satisfied that all interests are required and that the acquisition of each is justified.

7. **SPECIAL CONSIDERATIONS INCLUDING SPECIAL CATEGORY LAND AND RELATED ORDERS**

Planning designations

- 7.1 The Old Oak Lane area and the Grand Union Canal are designated as conservation areas.
- 7.2 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 assets. Of these, Willesden Junction Maintenance Depot, Victoria Terrace, one property on Midland Terrace and four properties on Wells House Road sit within the Order Land.
- 7.3 There are no statutorily listed buildings within the Order Land.

Special category land

- 7.4 The Order Land includes land in which the Crown has an interest. OPDC is not authorised (and is not seeking authorisation) to acquire Crown interests pursuant to the Order and has engaged with DfT with a view to acquiring any interests needed for the Regeneration Proposals by agreement, under the PLA.
- 7.5 The Order Land includes some operational land of statutory undertakers. OPDC has identified and is progressing discussions with all relevant statutory undertakers. Within the Order Land there are several electricity substations and leasehold interests that include telecommunication apparatus and masts operated by telecommunications companies. In addition, there are various statutory undertakers who operate apparatus within the Order Land and discussions regarding the diversion of this apparatus are ongoing.
- 7.6 The Order Land includes land within the Birchwood Nature Reserve (plot 120). The public do not currently have access to this land but have done so historically and OPDC is therefore treating this land as open space under section 19 of the 1981 Act. The Order Land also includes plot 110, which comprises part of the canal towpath, is available for public recreation and is therefore open space under section 19. These two plots will be acquired by OPDC in order to secure their preservation and to improve their management. In respect of plot 120, this will enable it to be reopened to the public as part of the Regeneration Proposals. A certificate under section 19(1)(aa) of the 1981 Act will be sought from the Secretary of State.

Related orders

- 7.7 A stopping up order will be required for two sections of public adopted highway within the London Borough of Ealing: i) St Leonard's Road, between the junction with School Road and with Bethune Road, and ii) Bethune Road between the junction with St Leonard's Road and Chase Road. Both of these roads are currently temporarily closed by HS2.
- 7.8 There is no intention of applying for the stopping orders in tandem with the promotion of the Order as they are not required as part of the delivery of the early phases of the Regeneration Proposals. OPDC is however satisfied that the necessary stopping up orders will be obtained, when required.

8. **HUMAN RIGHTS CONSIDERATIONS**

- 8.1 The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ("**ECHR**"). The ECHR includes provisions in the form of Articles which aim to protect the rights of the individual.
- 8.2 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the ECHR.
- 8.3 As is clear from paragraph 2 of the Guidance, a compulsory purchase order should only be made where there is a "compelling case in the public interest", and that a public authority pursuing a compulsory purchase order should be sure that the purposes for which it is making that order sufficiently justify interfering with the human rights of those with an interest in the land affected. In making this assessment, the authority should have regard, in particular, to the provision of Article 1 of the First Protocol and Articles 6 and 8 to the ECHR.
- 8.4 Article 1 of the First Protocol of the ECHR states that "every natural or legal person is entitled to peaceful enjoyment of his possessions" and that "no one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by the law and by the general principles of international law...".
- 8.5 Whilst the owners of the land comprised in the Order Land may be deprived of their property if the Order is confirmed and thereafter implemented, this will be done in accordance with the law. The public benefits associated with the Order are set out in this Statement of Reasons, and OPDC considers that the Order strikes a fair balance between the public interest in seeing the Regeneration Proposals proceed (which is unlikely to happen in the absence of the Order) and the private rights which will be affected by the Order.
- 8.6 In this case, despite efforts being made, OPDC has not been able to secure agreements with all of the owners of the Order Land nor has it been possible to locate the owners of the land in "unknown" ownership. Such parties will be entitled to compensation calculated under the compulsory purchase compensation code in respect of land acquired by OPDC pursuant to the Order.
- 8.7 Article 6 of the ECHR provides that: "in determining his civil rights and obligationseveryone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law". The Article 6 rights are met by the procedures for objection and confirmation, the right to bring a legal challenge in the High Court under 1981 Act and the right to have any claim for compensation determined by the Upper Tribunal.
- 8.8 The Regeneration Proposals have been comprehensively consulted upon. There has been an opportunity to make representations regarding the planning policies that promote development of the Order Land and there has been further consultation in relation to the Old Oak West SPD. OPDC has further entered into extensive discussions and negotiations with the affected landowners regarding the future of the area and the Regeneration Proposals.
- 8.9 Where parties object to the Order, the Secretary of State will arrange either for written representations or for a public local inquiry to be held to provide those parties with an opportunity to be heard. Should the Order be confirmed, a person aggrieved may challenge the order in the High Court if they consider that there are sufficient grounds for doing so. In relation to compensation disputes, affected persons have the right to apply to the Upper Tribunal, an independent judicial body. This process is compliant with Article 6.
- 8.10 Article 8 of the ECHR provides that: "everyone has the right to respect for his private and family life, his home and his correspondence" and that "there shall be no interference by a

public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of....the economic wellbeing of the country...".

- 8.11 Whilst there will be some interference with the rights of the owners of the Order Land, this will be done in accordance with the law. OPDC considers that the benefits associated with the Regeneration Proposals, as set out in this Statement of Reasons, strike a fair balance between the public interest in seeing the Regeneration Proposals proceed (which is unlikely to happen in the absence of the Order) and the private rights which will be affected by the Order.
- 8.12 OPDC has carefully considered the matters it has to balance in reaching its decision to progress the Order and has decided that there is a compelling case in the public interest to proceed with making it, so as to facilitate the delivery of the Regeneration Proposals.

9. **EQUALITIES IMPACT**

- 9.1 As a public body, OPDC is bound by the public sector equality duty ("**PSED**") in section 149 of the Equality Act 2010.
- 9.2 OPDC must have regard to the need to:
- (a) eliminate unlawful discrimination, harassment, victimisation;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.3 OPDC has undertaken an equalities impact assessment ("**EqIA**") to assess the impacts of the Order and the Regeneration Proposals on groups who share relevant protected characteristics. The EqIA demonstrates how OPDC has discharged the PSED and sets out planned actions to support compliance through future stages of development.
- 9.4 The EqIA concludes that the Regeneration Proposals will contribute to improvements in the area that can be shared by groups with protected characteristics. These include the following:
- (a) A net increase of approximately 8,000 new homes on-site. This includes affordable housing, including social housing. Plans also include family housing, which can be of particular benefit to protected characteristic groups living in the area. Affordability barriers may make it harder for certain groups, including low-income, ethnic minority households, children living in low-income households and (mainly female-headed) single parent households, from sharing in this benefit. OPDC aims to ensure that affordability targets of the development are met and that local people will benefit from this housing.
 - (b) Employment creation in construction related jobs, as well as up to 150,000–200,000 sq m of new commercial space, creating significant further employment opportunities. With appropriate procurement and skills, employment and education plans in place then this can benefit those who are overrepresented in unemployment figures in the area, especially young black people.
 - (c) An increase in public open space, including improved public realm and increased accessibility and connectivity to public transport and active travel networks. People sharing equality protected characteristics are likely to be able to share in these benefits if they are designed in line with inclusive design standards and in collaboration with the local community.
 - (d) A new urban centre including a new high street, shops cafes, restaurants, schools and other community amenities such as a new school. Community engagement is helping to shape proposals.
 - (e) Increased health and wellbeing for local people through an increase in open space and improved access to active travel. This can be a benefit for those who are more vulnerable to poor health outcomes.
 - (f) Opportunity for new accommodation with improved facilities for businesses on-site and increased footfall, transport links and increased customer base for remaining businesses.
- 9.5 However, the assessment shows that there are some direct potential negative impacts associated with the compulsory purchase process and the Regeneration Proposals:

- (a) Loss of homes for a small number of owner-occupiers.
- (b) Loss of private rental accommodation on-site affecting a small number of existing ethnic minority tenants including those with children.
- (c) Loss of Council run temporary accommodation on-site and two housing association managed homes.
- (d) Potential loss of businesses claiming to provide a mix of culturally specific services and goods as well as potential loss of cultural and social connections.
- (e) Potential closure of independent businesses including ethnic minority owned businesses.
- (f) Temporary or permanent loss of employment following closure or relocation of affected businesses amongst ethnic minority employees.
- (g) Some protected characteristic groups may be more vulnerable to construction related impacts such as noise, air quality, traffic disruption, safety and security issues.
- (h) The regeneration of the area could also result in increased property prices which in turn may result in higher rents for local residents.

9.6 An EqIA action plan has been developed to mitigate the potential direct and indirect effects of the Order and to support scheme development regarding the potential wider regeneration equality outcomes. The action plan describes for each impact, key protected characteristic groups affected and details of planned or recommended mitigation/actions to support the enhancement of positive effects and minimising of negative effects.

10. **CONCLUSION**

- 10.1 OPDC's mission across the OPDC Area is to capitalise on the significant HS2 and Elizabeth Line investment at Old Oak Common to deliver high quality homes and jobs to facilitate London and UK growth and global competitiveness.
- 10.2 The Order Land provides a significant opportunity for the comprehensive regeneration of public sector land at Old Oak, much of which is or will become surplus to operational needs. The Regeneration Proposals can only be achieved through the acquisition of private interests in the Order Land which now account for approximately 6 per cent (by area) of the outstanding land that needs to be acquired. The Order is also required to enable OPDC to acquire the necessary interests and rights required to construct and deliver the Regeneration Proposals.
- 10.3 The current fragmented ownership of the Order Land, alongside the early strategic infrastructure required to unlock the redevelopment of the Order Land, act as a barrier to the regeneration of the Order Land and Old Oak as a whole.
- 10.4 OPDC is satisfied that the delivery of the Regeneration Proposals are unlikely to be blocked by any physical or legal impediments.
- 10.5 OPDC has considered and applied the advice in the Guidance and has set out its view that the Order is an appropriate use of its statutory powers and meets the provision and requirements of the Guidance. In particular, the Order is in line with the recently introduced sections of the Guidance relating to Mayoral development corporations which encourage proactive intervention to assemble land in order to facilitate regeneration.
- 10.6 Appropriate steps have been taken to seek to acquire the land and interests required for the delivery of the Regeneration Proposals by agreement. However, it is clear that compulsory acquisition is necessary to acquire the remaining interests in the Order Land to facilitate the Regeneration Proposals.
- 10.7 Negotiations are continuing and attempts to acquire as many of the outstanding interests as possible by agreement will continue throughout the compulsory purchase process.
- 10.8 OPDC is firmly of the view that there is a compelling case in the public interest to use its powers of compulsory acquisition and therefore to make the Order.

11. ADDITIONAL INFORMATION

General Information

- 11.1 The Order, Order map and schedule of interests can be inspected during normal office hours at the following addresses:
- (a) Old Oak and Park Royal Development Corporation, One West Point, 7 Portal Way, North Acton, London W3 6RT.
 - (b) The Collective, Nash House, Old Oak Ln, London NW10 6FF.
 - (c) Harlesden Library, Craven Park Rd, London NW10 8SE.
- 11.2 The additional documents listed in appendix 1 to this Statement of Reasons, which OPDC may also refer to at any public inquiry, can also be inspected during normal office hours at the above locations. OPDC reserves the right to add or remove documents from this list in the light of any objections and representations made in respect of the Order.
- 11.3 All of the documents can also be viewed online at <https://www.london.gov.uk/who-we-are/city-halls-partners/old-oak-and-park-royal-development-corporation-opdc/old-oak-compulsory-purchase-order>.
- 11.4 Persons requiring further information regarding the Order and owners and occupiers of the Order Land who wish to negotiate a sale or discuss matters of compensation should contact the relevant team at OPDC by email to OPDCLAT@london.gov.uk or by telephone on 07761 346014.

Statutory procedures

- 11.5 Any objection or other representation concerning the Order must be made in writing to the Secretary of State for Housing, Communities and Local Government, Planning Casework Unit, 23 Stephenson Street, Birmingham B2 4BH and should state the title of the Order, the grounds of objection and the objector's address and interests in the Order Land.
- 11.6 If objections to the Order are received from any person who is an owner, lessee or occupier (except tenants for a month or a period less than a month) of the Order Land and such objections are not withdrawn, then an opportunity will be given by the Secretary of State for objectors to state their views at either a public inquiry or hearing before an independent inspector after the end of the objection period.
- 11.7 If a public inquiry or hearing is to be held, all objectors will be notified individually at least six weeks beforehand and those who have made representations or wish to support the proposals will be similarly informed. Notice of any public inquiry or hearing will also be published in the local press.
- 11.8 It should be noted that it might be necessary to communicate the substance of all comments received to other people. If a public inquiry or hearing is held, letters of objections and other representations will be passed to the inspector holding the public inquiry or hearing.
- 11.9 This Statement of Reasons for making the Order is not intended to discharge OPDC's obligations under the Compulsory Purchase by Non-Ministerial Acquiring Authorities (Inquiries Procedure) Rules 1990 should a public inquiry be held.

Old Oak and Park Royal Development Corporation

12 September 2025

APPENDIX 1

ADDITIONAL DOCUMENTS AVAILABLE FOR INSPECTION

1. Land Assembly and Relocation Strategy
2. Strategic Outline Business Case + Appendices (Redacted)
3. Old Oak West Outline Business Case + Appendices (Redacted)
4. OPDC Regeneration Strategy
5. Old Oak Illustrative Masterplan
6. Old Oak West Supplementary Planning Document
7. Equalities Impact Assessment
8. Report of OPDC planning officers on the Illustrative Masterplan
9. Report to the OPDC Board seeking approval to make the Order
10. Report to the Mayor of London and Mayoral Decision consenting to OPDC submitting the Order for confirmation