

OPDC  
OLD OAK AND  
PARK ROYAL  
DEVELOPMENT  
CORPORATION

# Heritage Strategy

## LOCAL PLAN SUPPORTING STUDY

2017

PART 3



MAYOR OF LONDON

SECTION 4

# RECOMMENDATIONS

## 4 SUMMARY OF RECOMMENDATIONS

### 4.1 OVERVIEW

The purpose of section 4 is to summarise the principal recommendations in the Heritage Strategy that sets out a positive approach for the conservation and enjoyment of the historic environment.

The purpose of the recommendations is to inform emerging Local Plan policies, masterplanning exercises, future scheme development, heritage workstreams and planning decisions.

Section 4.2 summarises existing designations and defines opportunities for their review and the identification of additional conservation areas, locally listed buildings and other buildings of local heritage interest in the context of the analysis in chapter 3.

Section 4.3 provides concise set of recommendations of how the character area statements in chapter 3 should be interpreted and applied for planning and design purposes.

Section 4.4 summarises more general heritage themes and opportunities which have the potential to influence the Local Plan, brief development and decision-making criteria.

### 4.2 HERITAGE ASSETS

Section 4.2 focuses on proposals and recommendations relating to heritage designations in the OPDC area. Subsequent pages set out the following:

- Consideration of existing conservation area designations with identification of topics for review as appropriate;
- Proposed designation of additional conservation areas;
- Proposed identification of Areas of Local Character; and
- Proposed buildings for potential designation on a new OPDC list - either as “locally listed”, or as “other buildings of local heritage interest”.

Section 3.1 summarises the criteria associated with the recommended identification of assets.

#### Planning applications and plan making

Material in support of planning applications impacting on the above heritage assets should set out how proposals seek to promote the significance and enjoyment of assets and their settings.

A consistent approach to conserving and enjoying designated heritage assets, including Listed Buildings, Registered Parks and Gardens and conservation areas should be undertaken in the development of planning policy and heritage work programmes that accords with national guidance.

Non-designated heritage assets will provide an important contribution to the future character of the OPDC area. In addition to national guidance, local planning policies should set out an approach to manage the negative impact of development on these assets.



Existing heritage designations

**Review of existing conservation areas**

As part of the Heritage Strategy, a concise review of existing designations and guidance has been undertaken for the Old Oak Lane conservation area, and the conservation areas adjacent to the OPDC boundary which are most sensitive to development proposals in the Development Corporation area.

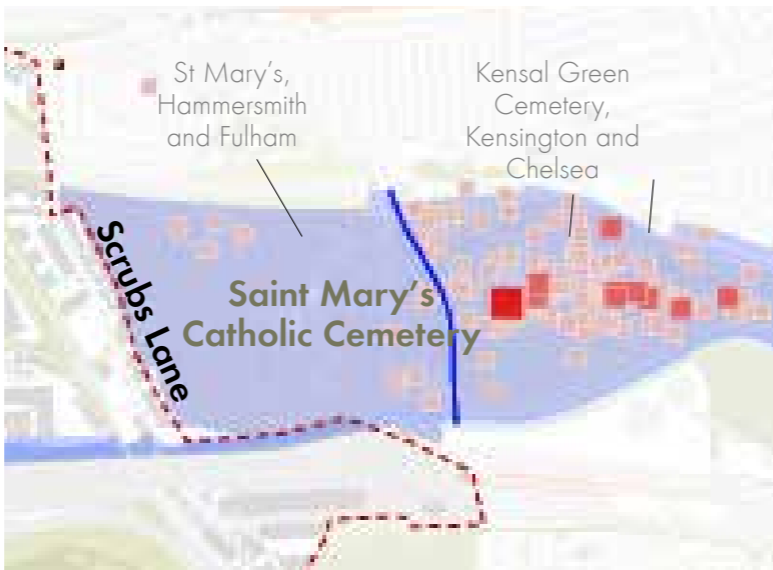
**St Mary’s Catholic Cemetery**

This conservation area is situated in LB Hammersmith and Fulham and was designated in April 1989. The current ‘Conservation Area Character Profile’ was issued in July 1998.

The Roman Catholic Cemetery was consecrated in 1859, 25 years after neighbouring Kensal Green Cemetery (Anglicans and Dissenters) in LB Kensington and Chelsea. The defining feature of the conservation area is its “openness” - a key characteristic with a layout more logical than picturesque.

The area also includes several mortuary chapels and mausolea which are Grade II listed as well as the Belgian War Memorial (c.1920). The crematorium (1938-9) and chapels are identified as being of local interest.

The conservation area profile is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.



**Old Oak Lane, London Borough of Ealing**

The Old Oak Lane Conservation Area Appraisal was published in March 2007 by LB Ealing. The area's special interest is defined with regard to “the survival of Old Oak Lane Estate in more or less its original form as a planned workers development is a rarity”.

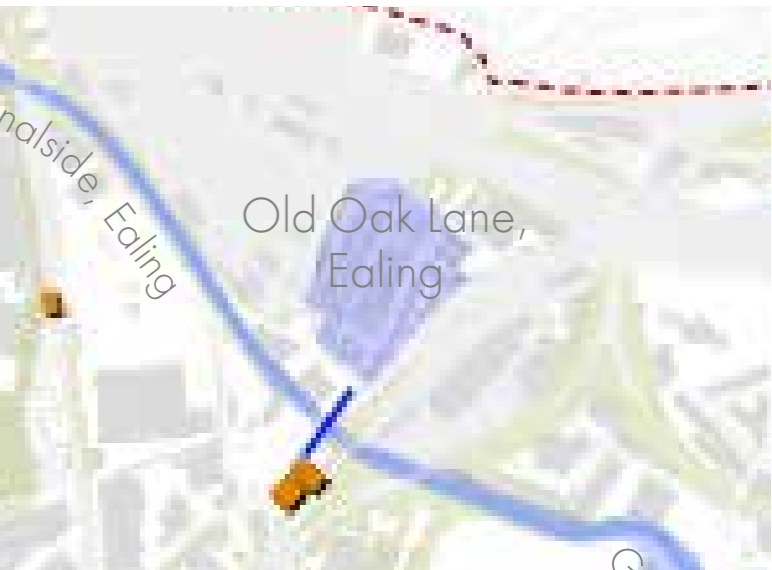
The CA was first designated by LB Hammersmith and Fulham in 1990. The area was transferred to Ealing in 1994 following an administrative boundary change and was extended to include Goodhall and Stephenson Streets.

Old Oak Lane is contained by a railway line. The historic map from 1915 shows clay pit and brick and tile works in the area which was subsequently developed for industry as evidenced on the 1935 historic plan.

The Railway Institute which is locally listed is identified as being under threat. Local buildings of merit are identified on the East side of Oak Lane.

Through the Heritage Strategy study, it is recommended that Fisherman's Arms PH (1930s), Stoke Place is identified as an additional local building of merit (or equivalent).

The Conservation Area Appraisal is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.



**Canalside (northeast part), London Borough of Ealing**

The north-east part of the Canalside conservation area is situated in the conservation area and was designated by LB Ealing in 1993/4. A Conservation Area Appraisal was prepared by The Conservation Studio in 2009 and focuses on the greater part of the canal in Ealing, to the west of Park Royal.

Sub-area 11 North Acton highlights the following characteristics:

- Survival of historic canal wharves at Old Oak Lane.
- Interesting historic bridges including Acton Lane Bridge and the Acton Central to Neasden Railway Bridge.
- Grand Junction Arms (in LB Brent)
- Tree and shrub growth.

The Conservation Area Appraisal is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.



**Grand Union Canal, London Borough of Hammersmith and Fulham**

LB Hammersmith and Fulham designated the Grand Union Canal in July 2012. The canal extends from Old Oak Lane to the Borough boundary. At the time of writing, no conservation area appraisal had been prepared and as such no statement of significance exists.

Borough-wide Draft Local Plan Policy RTC 1 provides general statement on working with partners to enhance and increase access to, as well as use of, the River Thames and the Grand Union Canal. The policy encourages development of vacant and underused land along the Canal “taking account of local context and character”. It also seeks to ensure the improvement and greening of the canalside tow path.

It is recommended that a conservation area appraisal and management plan is prepared for this section of the canal.



**PROPOSED CONSERVATION AREAS**

**Cumberland Park Factory**

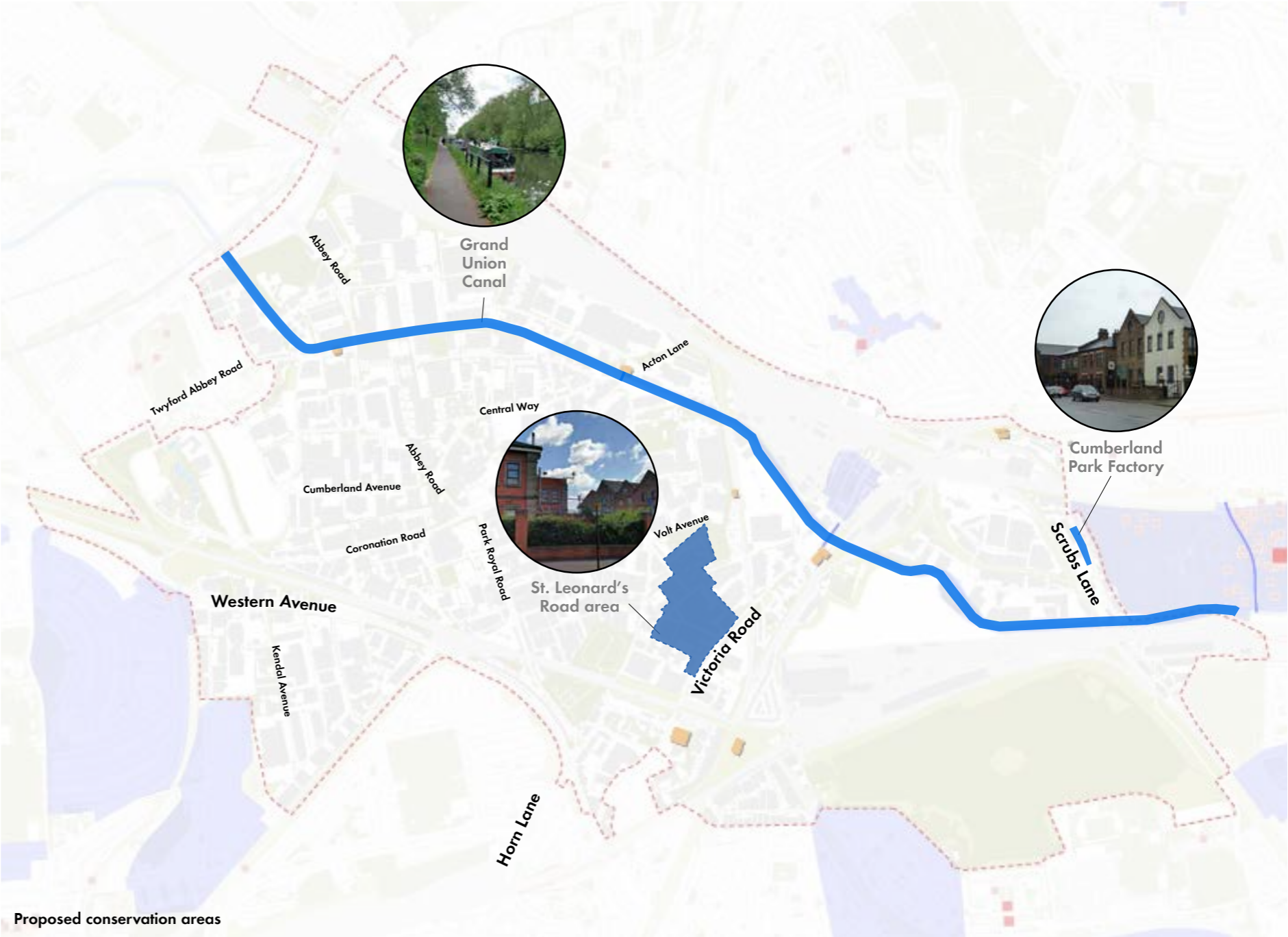
OPDC consulted on the potential designation of the Cumberland Park Factory alongside the Local Plan consultation in February 2016. The Heritage Strategy endorses the proposed designation as set out in chapter 3.

The Cumberland Park buildings are considered to be of group value and are the best surviving ensemble of industrial structures in the OPDC area. The buildings form a clear edge to the Roman Cemetery to the rear and are considered to be of special interest. There is considerable scope for enhancing setting and improving public realm through masterplanning proposals.

The buildings are amongst the oldest survivors in the whole of the OPDC area, and are the most complete surviving evidence of Edwardian and Victorian manufacturing. The buildings are substantially intact externally and form a coherent group.

As noted in Principles of Selection for Listing Buildings (DCMS, March 2010: para 3), “(t)here is growing appreciation not just of the architectural set pieces, but of many more structures, especially industrial, agricultural and other vernacular buildings that, although sometimes individually unassuming, collectively reflect some of the most distinctive and creative aspects of English history.”

In addition to the area’s special interest, there is also the desirability of preserving or enhancing the area’s special character or appearance. There are numerous precedents for industrial conservation areas including Birmingham Jewellery Quarter and the Lea Valley.



Grand Union Canal

The Grand Union Canal is a significant heritage asset which has potential to play a major role in the regeneration of the Old Oak and Park Royal area.

The canal currently benefits from two conservation area designations which cover the LB Ealing and LB Hammersmith & Fulham sections of the OPDC area. The LB Brent section of the canal, west of Acton Lane is not designated. In addition, the LB Hammersmith and Fulham conservation area does not have a statement of significance or management plan.

It is recommended that the conservation status of the whole OPDC section of the Grand Union Canal is evaluated by OPDC and the Borough partners. The canal is a major opportunity in place-making terms but is also a sensitive heritage asset. In that context, the significance of the canal requires careful articulation alongside guidance for its management.

Two options exist:

- Review and potential designation of the LB Brent section of the Grand Union canal as a conservation area alongside a review of the LB Ealing and LB Hammersmith and Fulham designations and guidance.
- Designation of a single Conservation Area for the whole of the OPDC extent of the canal with the preparation of a single statement of significance and management plan guidelines.

Further discussion and review is required, but the preferred option for the Heritage Strategy is the designation of a single conservation area to ensure consistency of approach. This resonates with OPDC’s current efforts to establish a joined-up approach to the planning and masterplanning of the canal corridor.

St. Leonard’s Road area

It is recommended that consideration is given to the potential designation of the St. Leonard’s Road area as a conservation area. The proposed conservation area represents the best preserved part of a much wider area of intensive industrial activity in the early 20th century. The area is notable for a cluster of early 20th century industrial buildings and is of high sensitivity to change. The buildings along St Leonard’s Road form a consistent edge against the pavement, consistent with its original layout.

The boundary is tightly drawn around the most distinctive survivors from the period, most of which also have group value. The boundary also includes later buildings of little or no architectural interest that could be replaced without loss of significance to the conservation area. Further work is required, particularly to assess the buildings north of Bashley Road. The boundary currently excludes the Boden building.

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CUMBERLAND PARK FACTORY

DRAFT  
CONSERVATION AREA APPRAISAL

FEBRUARY 2016



MAYOR OF LONDON

Draft Conservation Area Appraisal

**PROPOSED AREAS OF LOCAL CHARACTER**

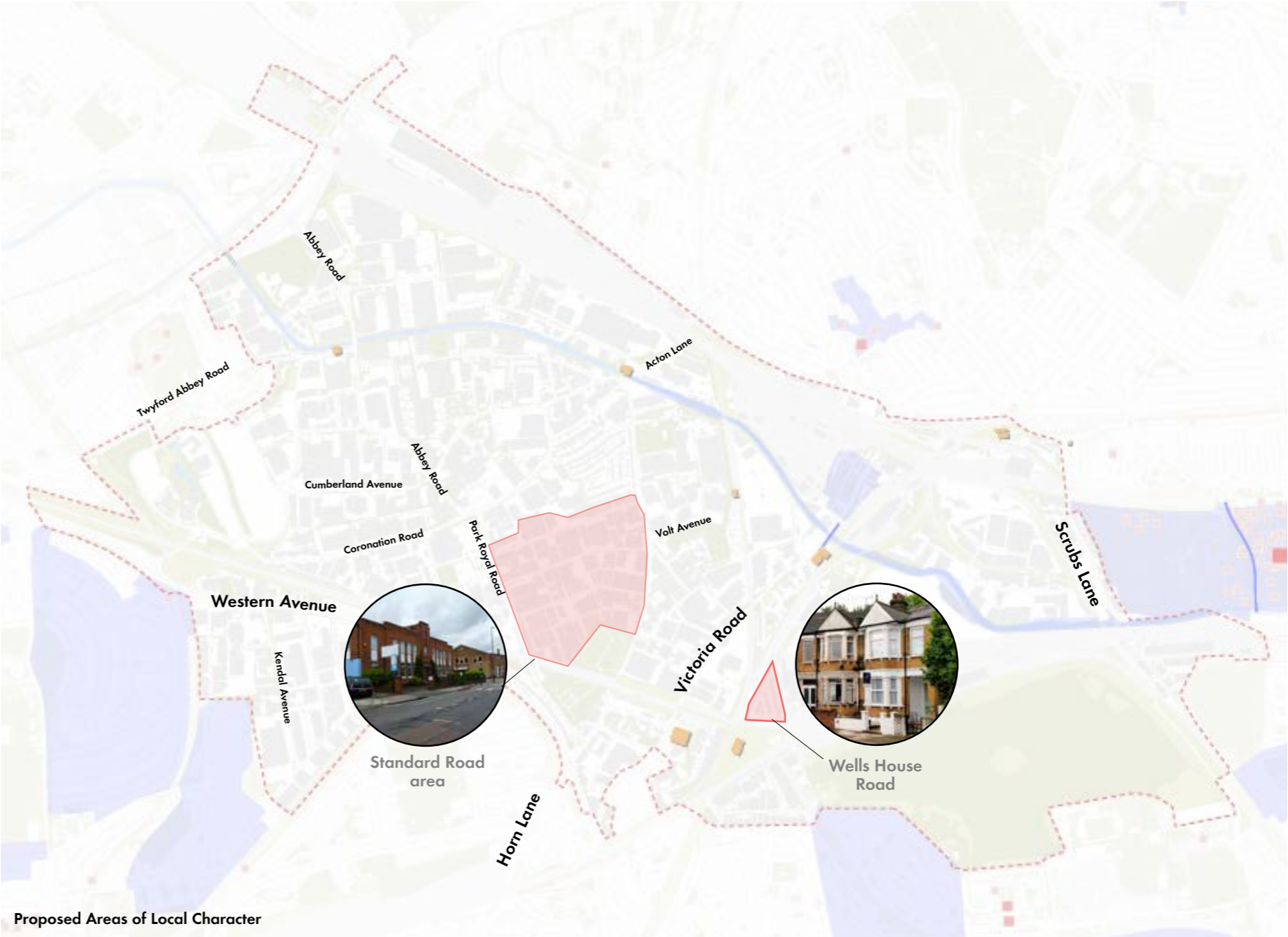
Areas of Local Character include areas of discernable architectural, historic or community interest, where the buildings of note have some group value or common associations, but are less exacting than the requirements for conservation area designation. The areas would have the status of non-designated heritage assets, to be treated as a material consideration in any planning application. They would not however carry the statutory weight or responsibilities of designated assets.

**Standard Road area**

It is recommended that consideration is given to the potential identification of the Standard Road area as an Area of Local Character. The buildings and street layout in the Standard Road area are rarer and have survived, despite the extent of change in Park Royal. The fine-grained nature of the area, the regular street pattern and small plot sizes are distinctive to this area and perhaps more significant than the preservation of the individual buildings themselves. Opportunities exist to retain the broad relationship between the streets and buildings.

**Wells House Road**

It is recommended that consideration is given to the potential identification of the Wells House Road area as an Area of Local Character. The area is a largely intact enclave of Edwardian terrace houses in an unusual plan form, resulting from its confined triangular site. The social and economic history of the area is interesting, particularly its historical associations with the railways. The buildings, therefore, have evidential value. Its character does not prevent (or place any special requirements) on domestic extensions or alterations, nor does it prevent development in its setting.





PROPOSED BUILDING DESIGNATIONS

Historic England has issued useful advice on the value of non-designated heritage assets Local Heritage Listing (Historic England Advice Note 7, May 2016)

Local lists complement national designations in building a sense of place and history for localities and communities. They are a means for a community and local authority to identify assets that are valued as distinctive elements of the local historic environment.

Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by local planning authorities as having a degree of significance meriting consideration in planning decisions but which are not formally designated.

Historic England recommends community engagement in the preparation of a local list, as well as the participation of building owners.

Selection criteria may include:

- Age
- Rarity
- Aesthetic Interest
- Group Value
- Archaeological Interest
- Archival Interest
- Historical Association
- Designated Landscape Interest
- Landmark Status
- Social and Communal Value

A key recommendation arising from the Heritage Strategy is further review and consultation by OPDC on the designation of a local list of historic buildings. A further list of non-designated assets, referred to here as “other buildings of local heritage interest”, have also been identified for review.

Current locally listed buildings ●

The following buildings are currently locally listed by the former Local Planning Authorities:

1. **Elizabeth Arden Factory, 140 Wales Farm Road, W3 6UG**
2. **Signal box, opposite side of railway line to Makro car park**
3. **Willesden Junction electricity sub-station, to the east of Willesden Junction station**
4. **Electricity sub-station, south of Wells House Road**
5. **Lengthman’s Cottage by Grand Union Canal**
6. **Grand Junction Arms pub**
7. **Victoria Terrace, Old Oak Lane**
8. **Network Rail’s Willesden Junction Maintenance Depot, Old Oak Lane**

Buildings to consider for statutory listing

In addition to their consideration for local listing, the following should be considered for statutory listing:

1. **Old Torpedo Factory, St. Leonard’s Road, NW10 6ST**
2. **Pair of early Gothic style stone chapels, one is Anglican and the other a non-conformist chapel, Acton Cemetery**
3. **‘Cross of Sacrifice’, War Memorial, Acton Cemetery**
4. **Canal Cottage by Grand Union Canal (already locally listed)**

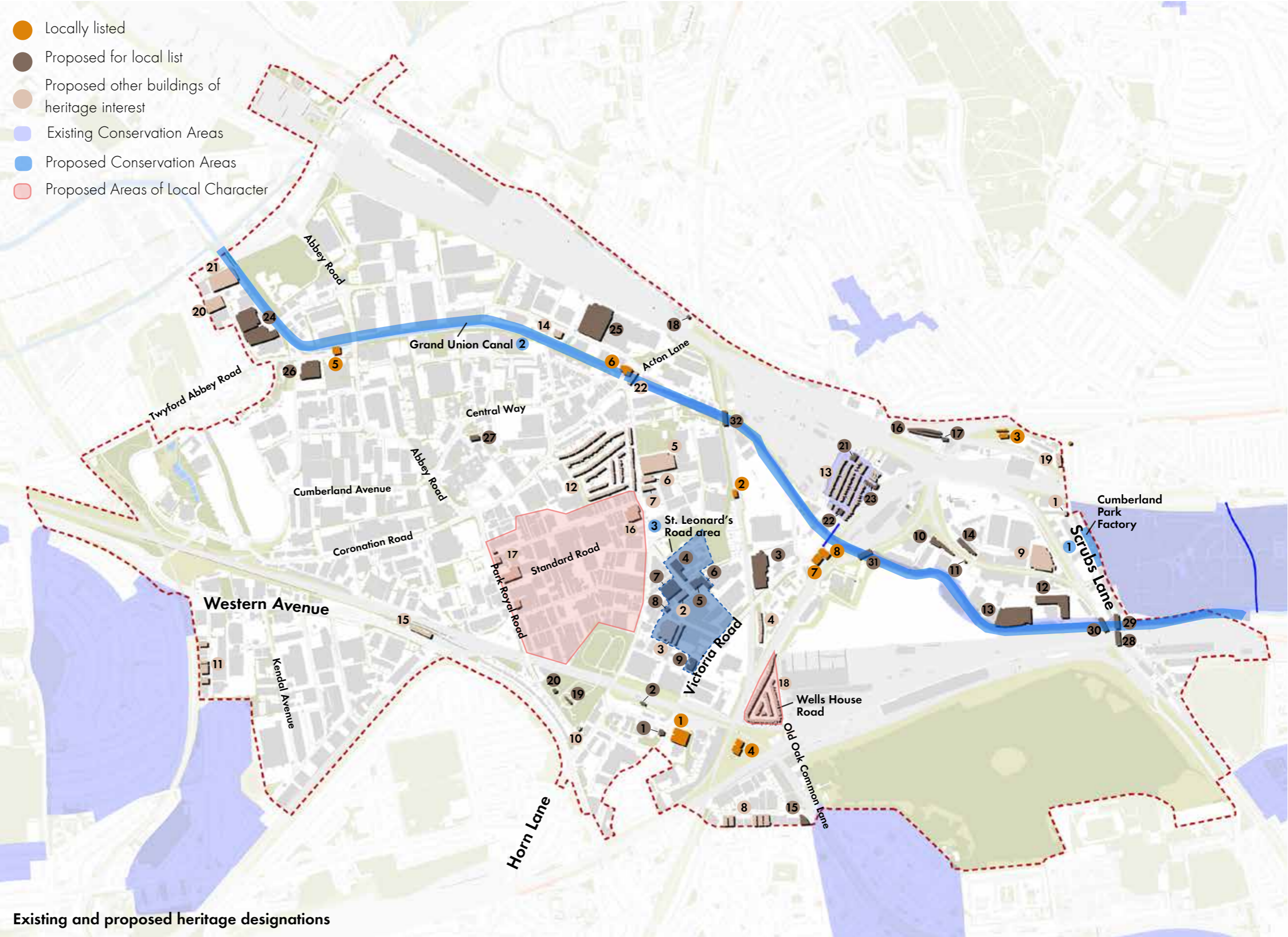
Proposed locally listed buildings ●

It is recommended that OPDC creates a “Local List” alongside the Local Plan process which includes the buildings above and a number of additional buildings as set out below.

It is also recommended that the Local Plan identifies a simple policy which provides general guidance and criteria relating to locally listed buildings.

1. **The Castle pub, Victoria Road, North Acton, W3 6UL** - successful example of the application of a Victorian ‘free style’ to a public house. Built during the inter-war period to serve the surrounding industrial area of North Acton, this is one of the few character buildings remaining in the area.
2. **North Acton Station, Victoria Road, W3 6UP** - attractive example of Edwardian Great Western Railway London suburban station, opened in 1904. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.
3. **A+M building, The Royals, Victoria Road, NW10 6ND** – dates to the 1930s, a steel framed, brick clad building with original large steel windows. The Chesebrough Manufacturing Co moved here in 1923, making Vaseline.
4. **Metal Refinery, Bashley Road, NW10 6SN** – two-storey symmetrical red brick building constructed in 1925.
5. **Old Torpedo Factory, St. Leonard’s Road, NW10 6ST** – believed to have been built on a soap works, the symmetrical red brick building is three storeys and is a local landmark.
6. **Former Rotax Works, 1 Chandos Road, NW10 6NF** – a three-storey red brick building constructed before 1920.

7. **5 Bashley Road, NW10 6SD** – a 1960s building with art-deco features.
8. **The Print House, St. Leonard’s Road, NW10 6ST** – an early 20th century commercial building on St. Leonard’s Road and distinctive from other buildings in the character area.
9. **Europa Studios, Victoria Road, NW10 6ND** – a former confectionery works, the 1930s steel framed, red brick building is three storeys high and is a positive contributor to the street-scene.
10. **Former Engineering Works, 18-19 Hythe Road, NW10 6RT** – built between 1894 and 1913, no. 18 comprises several phases, the earliest of which is probably the two-storey double-fronted house to the west (now Beck’s Cafe).
11. **Electricity sub-station, Hythe Road, NW10 6RT** – a red brick, three-storey high tower-like building with recessed bays and reinforced concrete sills.
12. **Former Rolls Royce factory, Hythe Road, NW10 6RR** – a purpose-built maintenance depot of 1939-40 in Moderne style.
13. **Former Engineering Works, 44 Hythe Road, NW10 6RS** – built in 1913, two-storey red brick factory buildings that back onto the canal.
14. **Former Gate and Shutter works, south of 1-10 Enterprise Way, NW10 6UN** – built between 1894 and 1913, it is one of the earliest groups of buildings in its vicinity.
15. **1-17 Farley building, Brunel Road, W3 7XR** – well preserved art-deco style symmetrical building with Flemish bond brickwork and original metal windows, brick walls and steps.



**16. Willesden Junction Bakerloo and Euston-Watford low-level platform canopies and east bridge, NW10 4UY** – well preserved wooden canopies with cast iron columns and timber valances.

**17. Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY** – located between the high and low level platforms and built c.1912, red-brick building with terracotta details and a hipped slate roof.

**18. Harlesden station, Acton Lane, NW10 8UP** – opened in June 1912, a single-storey red brick building with stone dressings and a hipped slate roof. Jacobean architecture with mullion and transom windows. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.

**19. Anglican and Non-Conformist chapels, Acton Cemetery, W3 6XA** – pair of early gothic style stone chapels, one is Anglican and the other is a non-conformist chapel, built in the late 1800s.

**20. ‘Cross of Sacrifice’ War Memorial, Acton Cemetery, W3 6XA** - the Cross of Sacrifice was erected by Imperial War Graves Commission to honour those who lost their lives in WWI and WWII.

**21. Former Railway Institute, Goodhall Street, NW10 6TT** – key building of local interest that has a strong physical presence and which represents its former important social function. Significantly altered to the rear but capable of repair and re-use.

**22. Fisherman’s Arms, Old Oak Lane, NW10 6EJ** – well preserved inter-war addition to the area.

**23. Stoke Place, off Old Oak Common Lane, NW10 6EH** – row of terraces well preserved with solid front doors and Georgian style sash windows.

**24. 308-310 Elveden Road, NW10 7ST** – a pair of symmetrical inter-war buildings with streamlined windows and flag poles and art deco features.

**25. McVities building, Waxlow Road** – the only original building left from McVities original construction in the 1930s.

**26. Former print works, corner of Twyford Abbey Road and Rainsford Road, NW10 7XE** - the bulding was constructed in the 1930s / 1940s and faces the canal. It used to be the former printworks for the Radio Times.

**27. The Old Refectory, Central Way** - built in 1908 as the dining hall of the Willesden workhouse, as part of a second phase of works. It has two storeys with stock brick and red brick dressings, and large Diocletian windows at the upper level of the forming dining hall.

**28. Scrubs Lane overbridge, NW10 6QE** - re-constructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. Colourful hogback overbridge with flanged steel plates.

**29. Mitre Bridge, NW10 6QE** - reconstructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. Colourful hogback overbridge with flanged steel plates

**30. West London Line overbridge, NW10 6QE** - the bridge carries the Clapham Junction branch of the North London line over the Great Western main line. It is likely to have been constructed by the L&NWR. It is a single-span skew bridge with braced steel trusses and supposedly dates to c.1908, replacing a four-arched bricked bridge.

**31. Kew Curve Grand Canal rail bridge, near Old Oak Lane road bridge** - a bow string truss construction with brick abutments, it may date back to the early 20th century. It is a characteristic example of railway engineering.

**32. Railway Birdge No 8B near Channel Gate Road, NW10 6UA** - the bridge is the oldest bridge along this stretch of the Grand Union Canal. It is an example of high quality Victorian brickwork, particularly in the underside of the brick arches. It is a significant contributor to the experience of the canal from the towpath.

● **Other buildings of local heritage interest**

It is recommended that the OPDC creates a list of “other buildings of local heritage interest” alongside the “Local List”, that will support the Local Plan process and which includes the buildings set out below.

1. **26-30 Scrubs Lane, NW10 6RA** – three late-19th C shop units with accommodation above, with a stone plaque reading ‘Cumberland Park’.
2. **Wimpole House, 1 Bashley Road, NW10 6TE** – a representative example of saw tooth triangular roofing.
3. **Acton Business School, School Road, NW10 6TD** – a representative example of 1930s manufactory.
4. **4-46 (even) Midland Terrace, Victoria Road, NW10 6LB** – group of late Victorian terraced houses with back gardens, constructed for middle management railway employees.
5. **Former Chase House, 55-61 North Acton Road, NW10 6PH** – 1930s/40s building with a double height red-brick columned facade.
6. **63 North Acton Road, NW10 6PJ** – one of the earliest buildings to be constructed in the area, an example of a saw-tooth roofed building.
7. **65 North Acton Road, NW10 6PJ** – a three-storey building with original steel framed windows to the rear and an unusual entrance with a cut away corner.
8. **23-25, 27-29, 31-33, 42-45 and 49 Brunel Road, W3 7XR** – a group of original 1930s brick industrial buildings; the Westway Industrial Estate was designed by Hillier, Parker and May in 1927.

9. **Former engineering works, 2 Salter Street, NW10 6UN** – may be an original engineering works with triangular saw-tooth roof, constructed by 1933.

10. **Brett’s Villas, Park Royal Road, W3 6XD** – Victorian symmetrical pair of villas in stock brick with original sash windows and a hipped slate roof.

11. **154, 159, 160, JSP House, Dukes Road, W3 0SL** – a group of buildings constructed c.1930s and retains original steps, brick-work and brick-on-edge parapets which contribute positively to the street-scene.

12. **Terraced houses on Wesley Avenue, Harold Road, Newark Crescent and North Acton Road** – rows of terraced housing which have group value, having been constructed in the 1930s for employees of Harold Wesley stationary manufacturers.

13. **Railway Cottages within Old Oak Lane CA** – rows of terraced housing within the Old Oak Lane Conservation Area, including houses along Goodhall Street, Stephenson Street, Webb Place and Old Oak Lane.

14. **Factory building, Waxlow Road** – red-brick gable ended factory, c.1930s.

15. **Wendover Court, Western Avenue** – constructed in the c.1940s, it is a symmetrical red-brick building with art-deco features and is a positive contributor to Western Avenue.

16. **Former Compton works, Chase Road** – rebuilt after bomb damage in WWII and has a striking presence on Chase Road.

17. **51, 47-49, 39-43 Park Royal Road** – buildings of group value with attractive brick facades, mostly in a loosely classical idiom.

18. **Wells House Road terraces, NW10 6ED** – distinctive triangular cul de sac of around 125 Edwardian terraces, hemmed in by railway lines to the west and south-east and Old Oak Common to the east. Built in c.1908 on the former site of Wells House Farm close to Acton Wells springs.

19. **Chandelier building, Scrubs Lane, NW10 6RB** - a five storey 1960s building with a precast concrete frame.

20. **Dan House, Elveden Road, NW10 7ST** - a two-storey factory constructed in c.1930s. It is a red brick building with distinctive expressed rounded corner to office frontage. It has group value with other factories of a similar date in Elveden Road.

21. **304-306 Elveden Road, NW10 7SY** - this is a two-storey factory constructed in c.1930s with red brick laid in flemish bond. The steel windows are in ‘moderne’ style. The building has group value with other factories of similar date in Elveden Road.

22. **Acton Lane Road bridge over Grand Union Canal, NW10 7NH** - the Acton Lane Road bridge has group value with the Grand Junction Arms. The bridge is constructed with purple brick with cast iron panels and has been widened and reconstructed. It was known as “The Red Bridge” by residents of the Lower Place community.

4.3 CHARACTER AREA RECOMMENDATIONS

It is recommended that specific reference is made to the character descriptions identified in chapter 3 in the preparation of guidance and decision-making criteria..

Local Plan

The additional heritage designations set out in section 4A.1 to 4A.4 will play a key role in the future planning of the Old Oak and Park Royal area. Opportunities also exist to better reflect the essential features and historic qualities of the area. In that context, the following recommendations are made for the Local Plan:

- Positive reference should be made to the themes and character area descriptions and analysis as identified in the Heritage Strategy. This could be as part of a general area-wide policy for the historic environment in Old Oak and Park Royal.
- More detailed character area specific information might be cross-referenced or summarised as part of site or neighbourhood specific design and planning guidance statements (i.e. as policy or supporting text) in the Local Plan.
- Area-wide and/or more specific guidance could identify a requirement for subsequent masterplanning exercises and schemes to make explicit reference to the Heritage Strategy including the relevant character area information.

Masterplanning

Future masterplanning exercises should make detailed reference to character area descriptions as part of the briefing phase of the project. Opportunities to realise the recommendations for each character area should be identified and tested / developed at an early stage. Where appropriate, reference should also be made to the wider heritage themes in 4.4.

Scheme development and planning applications

Material in support of planning applications should make direct reference to the Heritage Strategy and the specific character area assessments and guidance. Planning Statements and Design and Access Statements should provide a very clear narrative which describes the design process in this context and establishes a very clear response. In some cases, information in the Heritage Strategy could form a starting point for the preparation of a heritage assessment.

4.4 HERITAGE THEMES

In addition to the character area specific recommendations in chapter 3, there are five heritage themes which require consideration in the development of policies and masterplans, and the development of schemes. These elements will be critical to inform the thematic and place specific guidance within the OPDC’s Local Plan and the Old Oak Masterplan.

The themes draw on the more specific findings and recommendations in chapter 3 including the following:

- Grand Union Canal;
- Rail heritage;
- Industrial heritage;
- Residential enclaves; and
- Scrubland and open space.

## GRAND UNION CANAL

The Grand Union Canal is the key recognisable heritage feature within the OPDC area and provides an opportunity to enhance local identity as the OPDC area is developed.

### 1. Heritage assets

Section 4.2 identified a recommendation to designate a single Conservation Area for the whole of the OPDC extent of the Canal to ensure consistency of approach. This is a key strategic recommendation and would play an important role in influencing wider masterplanning recommendations for the canal corridor.

Section 4.2 also recommends the potential designation of a number of Locally Listed buildings and Other Buildings of Local Heritage Merit. In line with best practice, it is recommended that OPDC undertake consultation on the prospective designations in due course.

### 2. Consider the essential character of the canal

The canal was designed with a single towpath on its southern side and is characterised by a strong sense of enclosure in certain sections.

From a heritage perspective, it is recommended that the diversity of different sections of the canal - as open or enclosed; vibrant or tranquil - is maintained as far as possible. As such, there would be merit in establishing a balance of hard edges and building backs, softer green edges, building fronts and new spaces. It is the balance of these characteristics which is important in historic townscape terms. The preparation of a new Conservation Area appraisal and associated guidance (see above) would provide a means to explore this in more detail alongside future masterplanning exercises.

A wider debate is required in relation to the potential addition of a second “towpath” or similar public space to the north of the canal given the opportunity for the canal to form a sustainable movement corridor for the Old Oak and Park Royal area.

Future proposals should seek to celebrate views of the bridges which cross the canal as important moments defining the length of the canal. This could form a key element in the legibility and wayfinding strategy for the area, and could also help to define a hierarchy of space as part of a public realm strategy.

### 3. Enhance access to the canal

Opportunities exist to enhance physical access to the towpath, typically at points of road crossings which form historic routes through the area (e.g. Abbey Road, Acton Lane, Old Oak Lane and Scrubs Lane). These points of crossing could form opportunities for active “moments” or larger destinations on the canal and could align with the OPDC's emerging work on nodes and routes.

Opportunities exist to create better access for sites to the north of the canal, either as a modest semi-public or public space, as a building address, or within the building as a change of level.

Other opportunities exist to improve lighting, surface treatment and signage strategies. More views of the canal should be opened up from the bridges where possible.



**RAIL HERITAGE**

The development by competing railways after the 1840s has shaped the growth of Park Royal and Old Oak Common. The railways provide a link to national railway heritage including the famous engineer Isambard Kingdom Brunel . They have also restricted movement, with limited crossing points. The physical heritage is in the viaducts, bridges and passageways, as well as the celebrated Holden tube stations.

The adjacent drawing highlights the extent of rail lands in the area. It also highlights urban blocks which are relatively inaccessible in relation to their adjacency to rail infrastructure on one or more sides.

**Rail heritage recommendations**

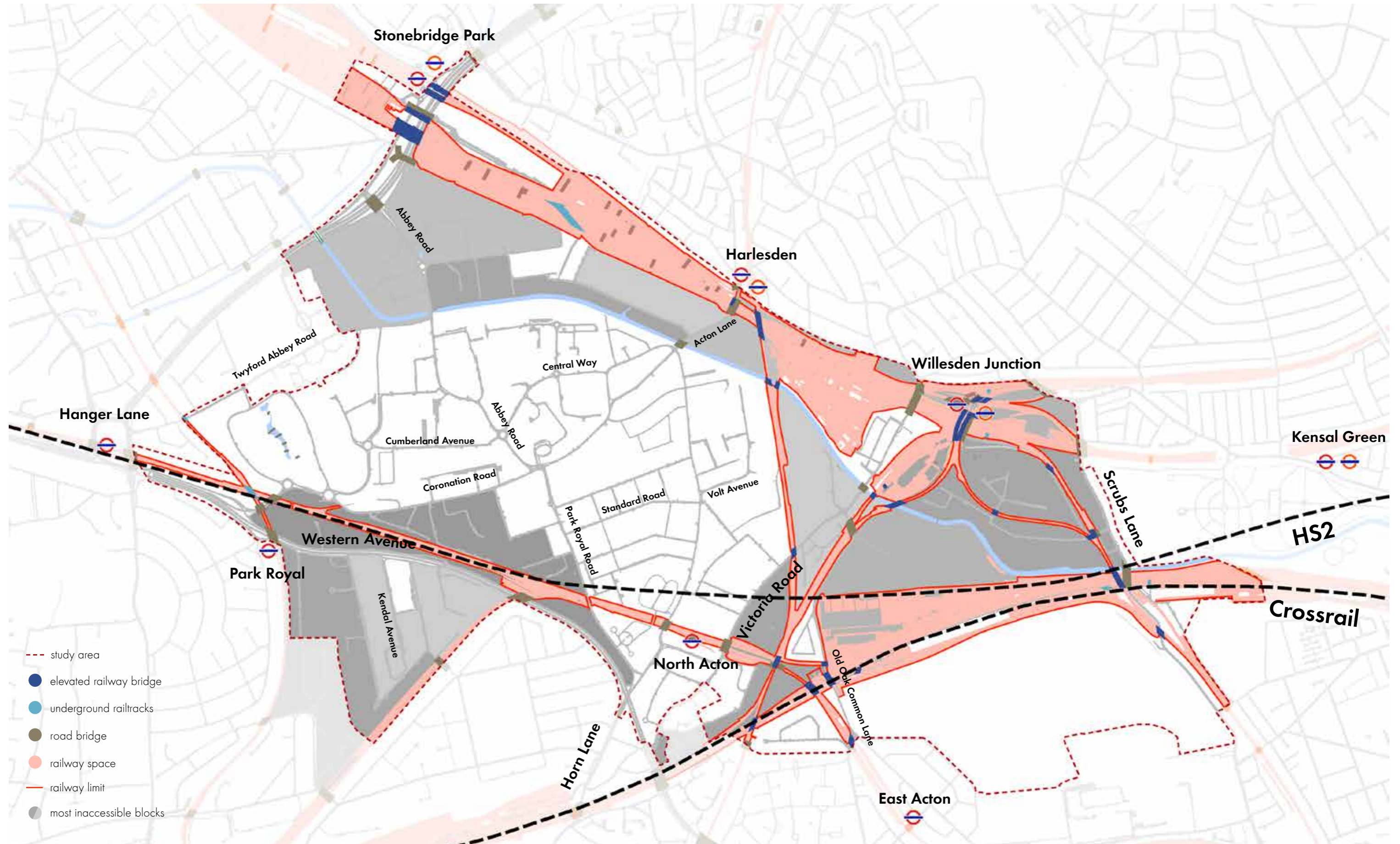
**1. Recognise the railway heritage**

Policies and masterplanning exercises should promote an understanding of the railway heritage and its influence on the area through interpretation signs, trails and online galleries. Where appropriate, distinctive assets such as bridges, structures, stations and signal boxes should be celebrated by enhancing their setting and revealing their significance. There is an opportunity for new development, such as new stations, to be of the highest possible quality that is inform by the character of the railways particularly rail related local and national heritage.

**2. Consider environmental opportunities associated with retained embankments and edges**

Embankments and rail land are enduring historic characteristics of the area. Opportunities to positively respond to the retained embankments should be considered. For example, a proactive landscape strategy could identify nature conservation and habitat opportunities, or open space adjacent to development parcels. The appearance of bridge abutments and soffits could also be improved.





INDUSTRIAL HERITAGE

The area has a remarkable industrial legacy, ranging from Victorian plain brick boxes though to expressive, generously glazed buildings with art deco or ‘moderne’ touches. Many of these older buildings have been re-purposed for a mix of occupants.

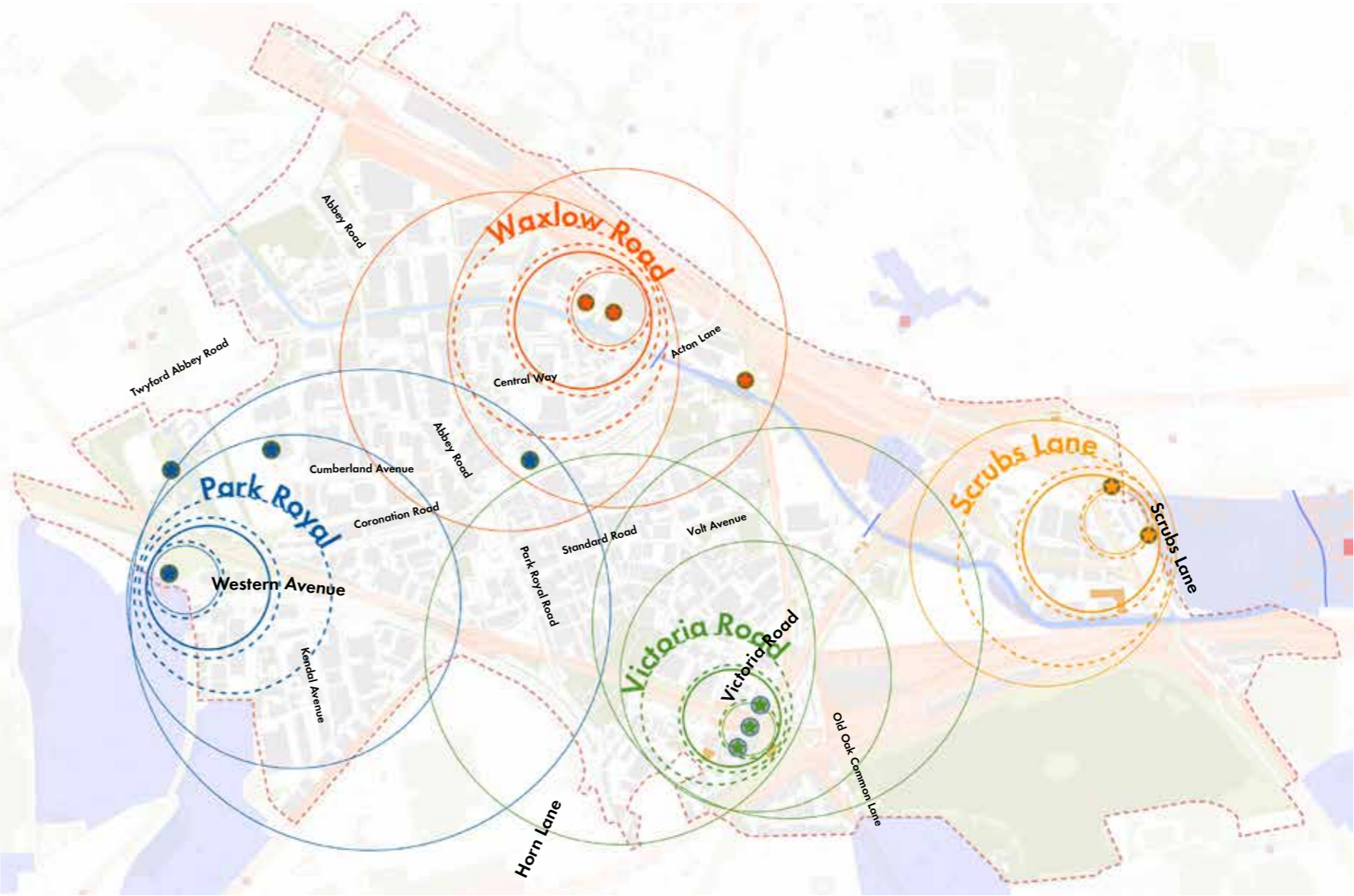
In addition to the physical heritage, it is important to consider the social and economic dimension of the industrial heritage, reflecting the particular narratives of growth.

1. Heritage assets:

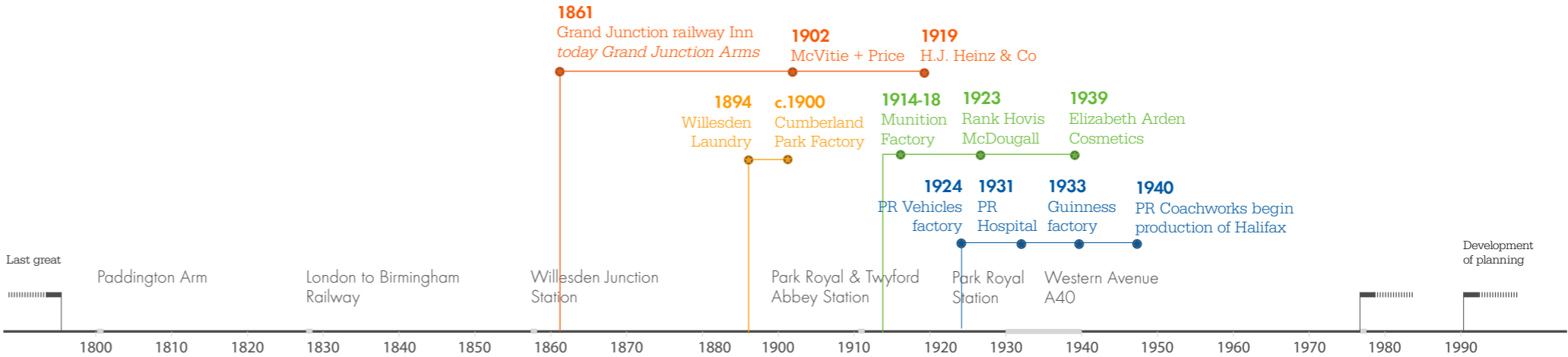
As noted in section 4.2, opportunities exist to identify locally listed buildings and other buildings of local heritage interest. In this context, it is recommended that OPDC adopts a proactive policy position in demonstrating and promoting the re-use of buildings, and retaining the predominant historic streetscape character.

There should be a presumption in favour of the retention and re-use of designated and non-designated assets. Clusters of retained buildings could play a role in strengthening the identity of key streets and “nodes”. Examples include Scrubs Lane and St Leonard’s Road.

All new development should look to enhancing the setting of heritage assets, by better revealing their significance. Where appropriate, proposals should seek to open up views of key buildings as a way of assisting wayfinding or reinforcing local character



Growth points



## 2. Respond to street character and surroundings:

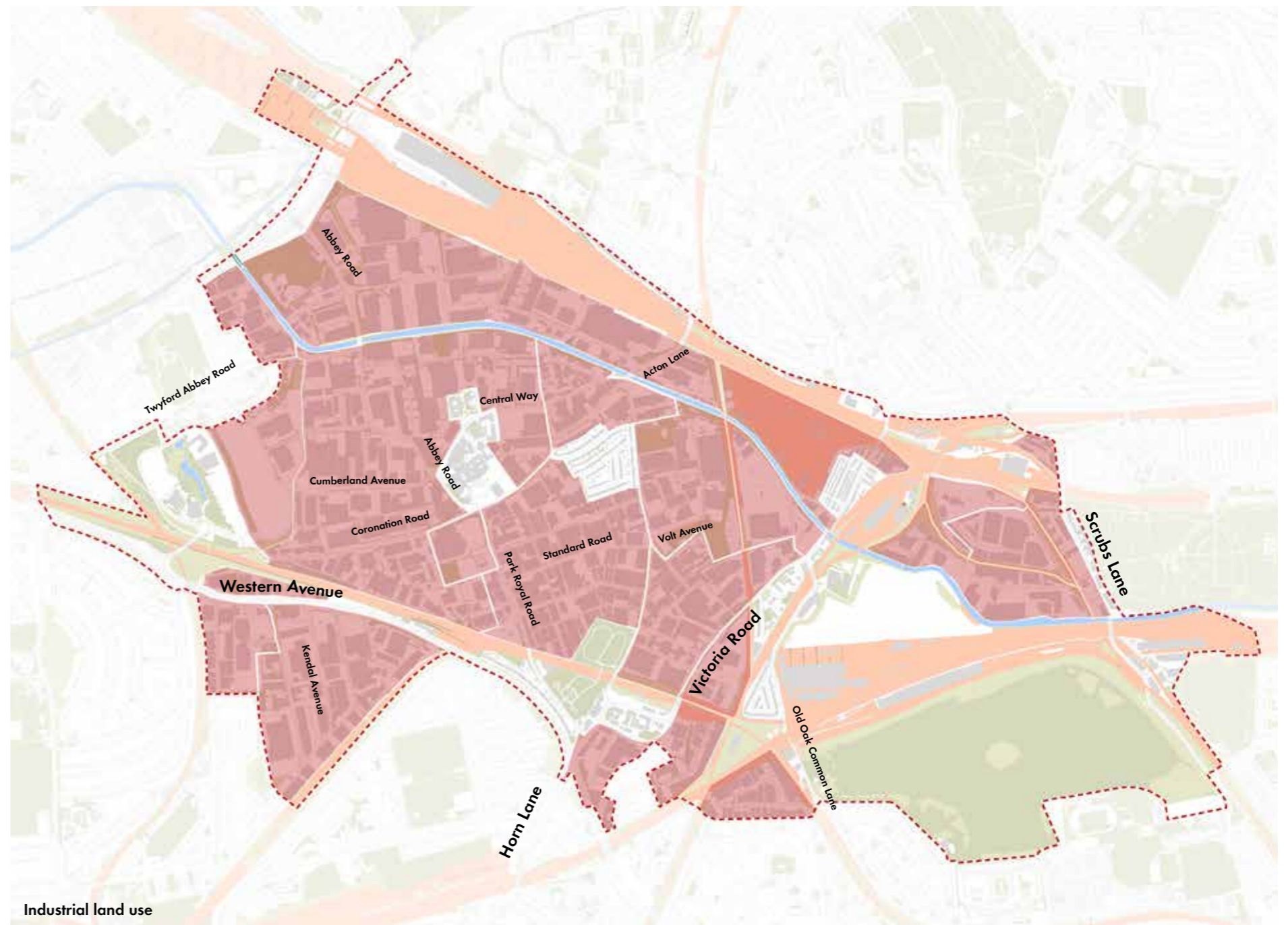
Development proposals should seek to strengthen street character and appearance by responding to their surroundings. Where the existing area exhibits a positive historic relationship between buildings, streets and spaces, proposals should seek to reflect this hierarchy and character, even if individual buildings are not worthy of retention. In other cases, street or plot lines might seek to improve the relationship with the street even if existing buildings incorporate large setbacks or excessive parking.

## 3. Celebrate the industrial narrative:

Planning policy should see to conserve and enhance the industrial character of the OPDC area. Masterplans and individual schemes should demonstrate an appreciation of the historic evolution of the site and its context. In addition to the retention / re-use of assets and opportunities to reflect historic layout principles, proposals should consider reference to the naming of spaces and streets based on significant historic activities, businesses and production.

Where appropriate, development proposals might also reference the industrial vernacular through rhythms, materials, colours and profiles.

It is recommended that historic characteristics and growth inform area-wide / site specific public art and public realm strategies. For example, the significant former activities could be recorded or embedded in the public realm.



RESIDENTIAL ENCLAVES

Much of the housing stock dates from the late Victorian and Edwardian period and includes early estate dwellings as well as speculative development. The residential areas of Park Royal are mostly of historical rather than architectural interest. For the most part they are simply detailed and follow the conventions of working class housing of the day. But they are all shaped by their industrial surroundings; many are hemmed in by railway lines, such as the triangle at Wells Road. Others were built directly by the larger companies to house their employees, as at Oak Lane (railways) Wesley Avenue (paper and stationery) or West Twyford (brewing). Now that much of the old industry such as the Wesley works and the Guinness brewery has disappeared, the housing takes on a greater heritage significance.

Recommendations

1. Protect or enhance the setting of historic residential enclaves

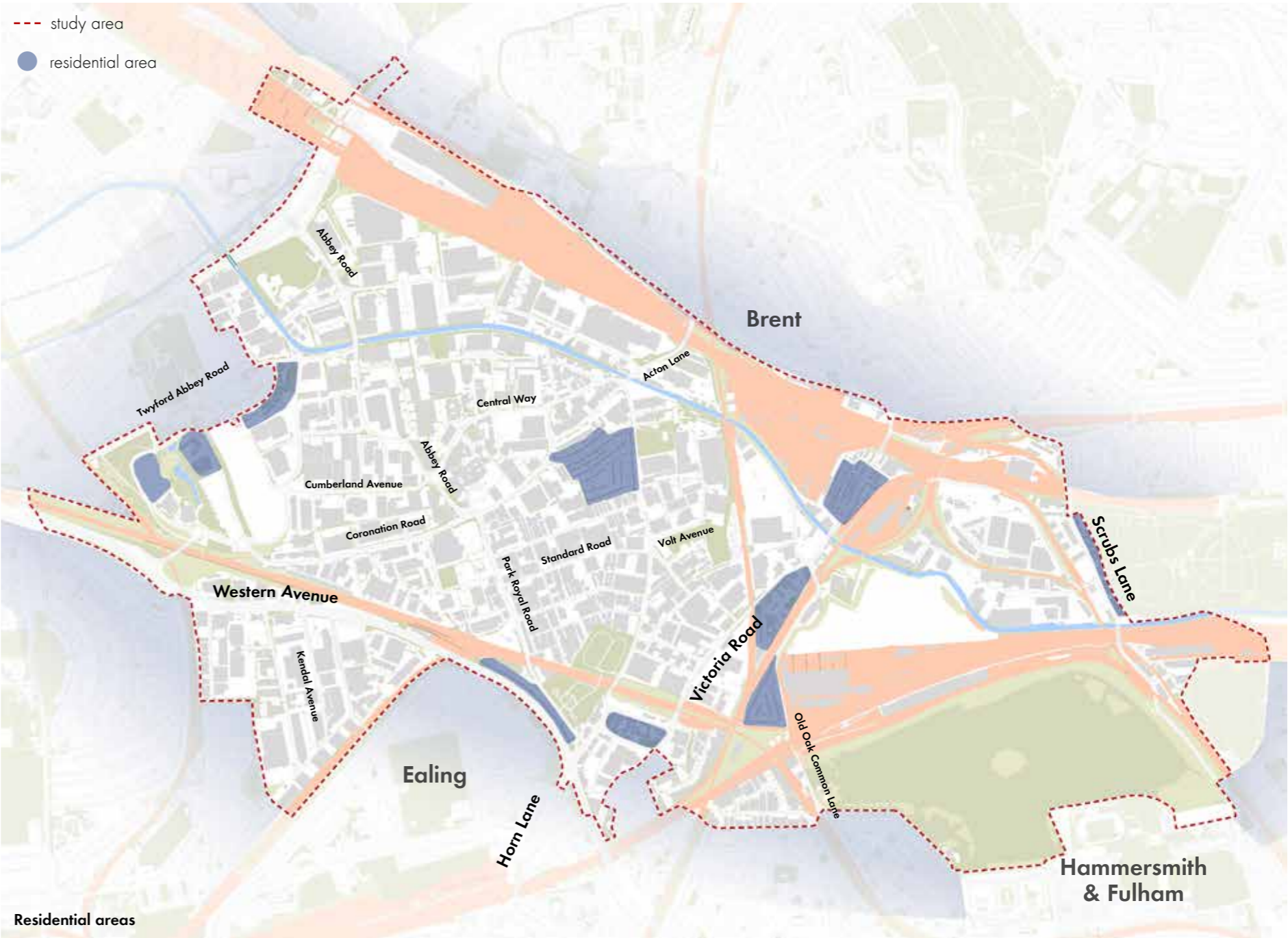
Proposals should seek to enhance the public realm and accessibility within and around residential enclaves. Where adjacent uses or activity are likely to change, consideration should be given to the integration of existing housing with their surroundings with an appropriate transition in scale and mass.

2. Design guidance for alterations to residential properties

Specific design guidance could be prepared focusing on alterations to existing residential properties, with a view to restoring their original appearance.

3. Historical interpretation

Investigate ways of communicating and promoting the heritage interest of the residential streets and their connections to their surroundings.





Goodhall Street



Wesley Avenue



Wells House Road



Goodhall Street



Lakeside Drive



Victoria Road



Midland Terrace



Channel Gate Road



Shaftesbury Gardens



Goodhall Street

**SCRUBLAND AND OPEN SPACE**

**1. Respect the historic landscape forms**

Further work will be required to help define a clear strategy to protect the historic cores of the Wormwood Scrubs landscape. There is an opportunity to consider its future character in the context of its historical evolution.

As part of this, further work might be required to reflect on the condition of the more modern edges to the scrubs and how they could be improved to support the historic character of the landscape and the future role it will play. Planning policy should reflect the outcomes of this future work.

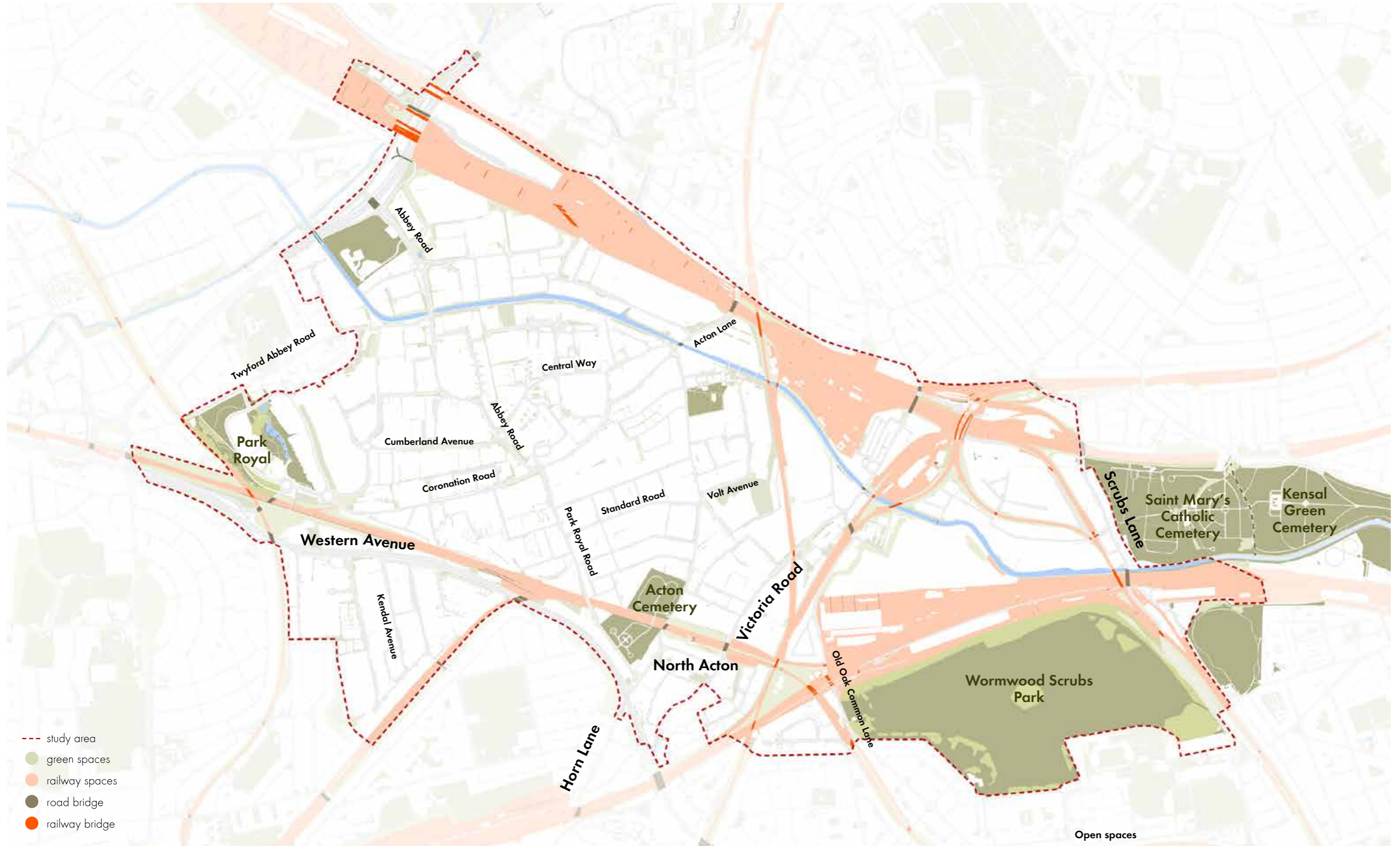
**2. Celebrate Old Oak Common**

Opportunities to emphasise the historic form of Old Oak Common through the masterplan and public realm interventions should be identified. This might include an improved definition of the landscape origins of the area such as Acton Wells and Stamford Brook through the masterplanning of the area. The People's Garden, which occupied 50 acres of the Scrubs during the late 1800s, should be celebrated and remembered through public realm strategies.

**3. Landscape links**

There is wider potential as part of ongoing scheme development and masterplanning exercises to celebrate the landscape linkages that historically existed - in particular across rail lines.





4.5 CONCLUSIONS AND NEXT STEPS

Park Royal has not stood still since the late 19th century, when the area began its startling transformation from a quiet rural area into an industrial powerhouse. The four themes followed in this report – canal, railways, a place of work, and a place to live – have illustrated the exceptional nature of the study area.

Much of the workers housing and the inter-war industry was plain and unassuming. Houses followed the conventions of the time. Factories and sheds were built quickly, and were mostly plain and functional, not intended to last. Materials were often basic, with minimal insulation. Yet the simplicity of the buildings has been a strength; those factories have been re-purposed have proved surprisingly adaptable to new uses. There is scope for more of them to be adapted, and to provide a continuum with the new development that is to come.

Heritage values

Aesthetic

Some of the buildings have architectural flourishes –art deco or moderne detailing, or a touch of classicism. None are thought sufficiently remarkable to meet current listing criteria (which are exacting for 20th century buildings) and many have been altered, but a number of buildings contribute greatly to the present-day character of the area and the local list could be expanded. Some buildings, such as those in Acton Lane, Scrubs Lane and Victoria Road, have an added group value. In some places, materials have weathered with age e.g along the canal, and the railway lines, contributing to the area’s appeal.

Historical

This report has documented some of the extraordinary activity that has taken place across the study area.

There is room for further, deeper research on individual sites but the overall picture is one of energetic, albeit unplanned and largely unregulated growth that is of itself historically interesting.

The area can be seen as microcosm of the way various forms of transport – first canal, then rail and highway - and have conditioned subsequent development.

The wartime role of the area in two world wars – hastily built munitions factories in the First World War, and then in 1939-45, the transfer of peacetime plants to the making of aircraft components and other military requirements – is another fascinating part of the Old Oak and Park Royal story.

The study area is also important historically as the home of a large number of famous products, and for the extraordinary span of activities.

Communal

Park Royal and Old Oak Common provided work for thousands of Londoners, most of whom lived locally. The area resonates with the household names of the largest manufacturers – Heinz, Guinness and McVities and many of them provided housing and social facilities for their workers. The vestiges of Old Oak Common and the greater expanse of Wormwood Scrubs also have communal significance through innumerable public and family events.

Much of the radical change in the area has taken place in living memory and there is scope for an oral history project, perhaps on the lines of the various Heritage Lottery Fund supported projects. The HLF has published good practice guidance to assist in the preparation of an application which involves “recording, archiving or interpreting people’s memories” (HLF, Oral History Good practice Guidance, 2014). For example, HLF funded a project in which the memories and stories of the people who built and

defined the character of London’s Chinatown were captured and shared with younger generations.

Evidential

The area is fast changing. Where buildings cannot realistically be re-used, there is a strong case for preservation by record, as well as drawing on the area’s past to inspire new work, whether through architecture, materials, signs, layout or landscape design.

Opportunities exist for policies in the Local Plan and masterplanning exercises to embrace these heritage values. The coming years will be critical in shaping the future character of Old Oak and Park Royal, and it is intended that the heritage strategy will go a significant way in informing and influencing the development of guidance and schemes for the area. The heritage Strategy is intended to directly inspire and help identify projects which support the ongoing enjoyment of the historic environment. There is inspiration throughout the document of positive opportunities to celebrate the heritage of the area but the table overleaf includes some examples.

Next steps

The following next steps are envisaged:

- Publication of the report as part of the Regulation 19 Local Plan.
- Additional work as required in relation to recommendations relating to Conservation Areas and building designations. This is likely to include targeted consultation.
- Utilising information with this heritage strategy to inform regeneration projects such as the Great Place scheme.

Positive opportunities/ potential projects
Using the heritage of the area as inspiration for regeneration projects which can engage and support local businesses, communities, artists and arts/ cultural organisations i.e. the Great Place Scheme.
Opportunity for new rail infrastructure, such as new stations, to be of the highest possible quality given the railway heritage of the area.
Restoring/celebrating historic bridges or buildings, including creative approaches to wayfinding, public art/realm and lighting.
Developing landscaping strategies inspired by the heritage themes.
Improving and creating new public realm and public art, including lighting installations, and drawing inspiration from the history of the area.
Signage/use of hoarding as a way to communicate the history of the area.
Naming of spaces and streets based on significant historic activities, businesses and production.
Using heritage as a theme for local events and to bring people together.
Continuing to capture and record the stories of the people of the area and how it will change over time (e.g through film, photography, oral history, a publication).
Local walks/tours, open days, talks, exhibitions and tools/publications that help people to learn about local history.



Mural on Hythe Road bridge by  
former Rolls Royce building

APPENDIX

# STAKEHOLDER WORKSHOP

OLD OAK AND PARK ROYAL HERITAGE STRATEGY WORKSHOP | WEDNESDAY 20 JULY 2016

Overview

Allies and Morrison Urban Practitioners were commissioned in early 2016 by the Old Oak and Park Royal Development Corporation (OPDC) to prepare a Heritage Strategy for the Old Oak and Park Royal area. This work involves an assessment of existing heritage assets in Old Oak and Park Royal and recommendations on the incorporation of heritage into future developments across the OPDC area. An aim of the strategy is to capture the story of Old Oak and Park Royal in the context of a constantly evolving area where future development and change is anticipated.

A consultation event was held on Wednesday 20th July 2016 at The CoClub, in the locally listed Perfume Factory on Wales Farm Road to present information on the work that has been undertaken so far, and more crucially, to learn from local residents and interest groups about the important historical threads that contribute to the character of the area in which they live and work. The feedback given will help inform the preparation of the Heritage Strategy. The event was well-attended by 15 people who represented ten local organisations. These were:

- Canal and River Trust
- Grand Union Alliance
- Hammersmith & Fulham Historic Buildings Group
- London Borough of Hammersmith & Fulham
- The Island Triangle and Residents Association
- Hammersmith Society
- Just Space
- Ealing Civic Society
- Wells House Residents Association
- PLP Architecture

The event began with a presentation of the work undertaken so far in the preparation of the Heritage Strategy. Following the presentation, three groups participated in a round-table discussion structured around five themes, each focusing on the existing character and the future opportunities relating to that theme. The themes were:

- Grand Union Canal
- Rail heritage
- Industrial heritage
- Residential enclaves
- Scrubs and open space

People also had the opportunity to consider other themes that are significant to the area. Notes were made on a large-scale map of the area. A representative from each group summarised their discussions to the wider group at the end of the session.

Consultees were asked to summarise their discussions to the wider group at the end of the session.

This report gives a summary of the key points discussed at the event and is structured around the themes discussed.



1. Grand Union Canal

Existing character

The Grand Union Canal is a defining physical feature of the area and a vital artery that should be valued. The bends in the canal offer a “journey experience”; the changing view causes the user to experience its distinctive character at different sections. Piecemeal development along the river reflects the former fragmented approach to development during the early 1900s. Consultees commented on the historic working character of the canal which they felt was important, and there was an appreciation for the canal’s strong link with industry, as industrial units back onto the canal and can be seen from the towpath.

Concerns were raised regarding the conflict between cyclists and pedestrians moving along the canal. Cyclists tend to pass pedestrians at great speed, so a challenge is to reconcile the needs of different types of users, ensuring safety is a priority. Another concern is the existing entry and exit points to the canal, which are often substandard and provide infrequent access. The strategy may provide an opportunity to make recommendations to improve this by considering former footpaths and links to the canal. One group discussed how the canal feels like a wind tunnel, closed and narrow, and that some sections could be opened up to make them lighter and help to achieve a better sense of open space. It was also suggested that previous legislation (1878 Enabling Act?) recommended the towpath to be on both sides of the canal. This was an interesting insight that will necessitate further research.

Future opportunities

There was general consensus that the remaining section of the canal within the London Borough of Brent should be designated as a Conservation Area, and that assessments should follow the strategy that examines the character of the canal in greater depth. One group discussed the ‘fuzzy boundaries’ that exist beyond the canal and towpath, which should be

considered and defined. The Conservation Area should be a much wider corridor that encompasses nearby buildings and spaces. It was suggested that there is an opportunity for a joined up and overarching policy that encompasses all sections of the canal which fall into the OPDC area. This could include identifying ‘blue-field’ sites; a term coined to describe brownfield sites situated next to stretches of water.

The strategy should recognise the changing nature alongside the canal, specifically the stretches of “countryside context” and links to its former working character. There is an opportunity to preserve and enhance the feeling of connection with industry.

There is an opportunity to improve connections to the canal by providing access between and through buildings. Interaction with the canal should be encouraged, and public walkways on both sides of the canal could support this.

Detail of the canal architecture e.g. the lockgates and bridges, could be restored and future development should make the canal feel lighter and give a better sense of open space.



## 2. Rail heritage

### Existing character

There was consensus that the railways contribute significantly to the area's character. The bridges, embankments, cuttings and stations are important elements of its character, and help to build a picture of the history of the railway lines in the area. These should be recognised in the strategy. Those who attended the event have fond memories of the railways, including memories of steam trains travelling through Willesden Junction, and people coming out to see the troop trains at Willesden Junction station. The existing residential enclaves are a reminder of the area's close links with its railways, and provide an interesting example of workers housing, middle management and senior management housing.

### Future opportunities

One group discussed the possibility of highlighting the bridges and other structures to make them a more prominent feature in the landscape. There was agreement that the railway lines and sidings have rich biodiversity links and that this should be acknowledged and protected. Railway stations, including Willesden Junction and Hanger Lane, were mentioned as potential buildings for local listing. The strategy presents a real opportunity to build a narrative around the complex network of railway lines crossing each other. The open sites of the former sidings and sheds, which are now lost, provide a potential opportunity to reflect the history of the railways.

## 3. Industrial heritage

### Existing character

The swathes of industry that characterise the area create an atmosphere of activity and excitement. Industrial areas around Park Royal and North Acton provide employment and offer a wide variety of uses that benefit the local community. The artist's studios in Scrubs Lane and Hythe Road were highlighted as being worthwhile small buildings that contribute positively to the community and townscape. There are a diverse range of industrial buildings, including Allnatts, which are off the shelf 'instant' factories that were popular during the early 1900s. There was a concern that some of these historic industrial buildings will be demolished, including the warehouse on the Car Giant site, which will be lost for HS2 enabling works. However, there was also recognition that in parts of the area, preservation is more likely to be by record rather than physical conservation and re-use, and therefore, it is very important to tell the story of the area, i.e. through interpretation.

### Future opportunities

Consultees are keen that buildings and positive features with heritage value are identified and retained where possible. The Heritage Strategy will identify buildings that will be recommended for Local Listing. Historic industry should inform the scale of buildings and the materials of new buildings. Development should be uniquely 'West London', reflecting the rich industrial heritage specific to Old Oak and Park Royal. People mentioned the opportunity for conversion of the Allnatt buildings and to use old warehouses as a base for taller elements. Generally, people feel the strategy provides an opportunity to set a high standard that is a benchmark for the study of other industrial areas in the future.

## 4. Residential enclaves

### Existing character

The residential enclaves are often separated from nearby industry and other housing by main roads and railways. The relative isolation of the residential enclaves are celebrated and viewed positively, heightening the sense of community and the distinctiveness of each area.

There was much discussion surrounding the nature of these enclaves. Some residents have lived in the same houses all their lives, and are the third generation living in the area. The residential areas are ethnically diverse and previously, Irish families who worked at the railways nearby, lived in the railway cottages. The Railway Club, which was a former church and school, was mentioned as being the heart of the railway cottage community before it turned to housing. There were also allotments for workers cottages. Some attendees commented on the inadequate social infrastructure for these enclaves today; people now have to travel a long way to get to school, and there are very few amenities close-by.

The lighthouse on the top of 1 Wells House Road, which was only removed fairly recently, was also a topic of discussion among some of the groups.

### Future opportunities

There is an opportunity to include adjoining residential areas that are outside the OPDC in the strategy; they were built at very different times and so offer insight into the evolution of housing development in the area. It was acknowledged that changes within the OPDC area have an impact on residential areas adjacent to it, such as Hanger Hill Garden Estate and Harlesden, Brent, and that this should be considered in the strategy.

It was suggested that Wells House Road could be designated as a group of buildings for Local Listing, and other residential enclaves should also be

considered. There is an opportunity to relate new development, including the heights, scale and form, to the existing enclaves, considering also what industry would be most appropriate alongside these existing residential areas. People identified the opportunity to improve the social infrastructure and transport links for these residential enclaves, highlighting the poor transport connections despite the extensive network of railway lines. There was some concern that the conservation area status is not translating into adequate protection of the residential areas, and residents would like to see stronger protection.

## 5. Scrubland and open space

### Existing character

Wormwood Scrubs contributes significantly to the character and identity of the area and this should be recognised. There are several local nature reserves on the Scrubs that provide habitats and contribute positively to the biodiversity in the area. There is concern that Silver Birch Wood, located on the edge of the canal by the Old Oak Common sidings, is thinning and will soon be lost. People acknowledged the number of views from Wormwood Scrubs, including views north and east towards the Shard, and felt that these should be protected. People feel the area currently lacks green space.

### Future opportunities

There is an opportunity to respect the very special nature of Wormwood Scrubs, and to deal with the tension of development along its northern boundary, which could dictate a soft edge. It is important to understand more fully how development can relate well to Wormwood Scrubs. All existing open spaces should be protected, including the canal, which some felt should be considered an open space in the same way a green space is (as defined by the Local Plan). There is an opportunity to increase the number of open spaces alongside construction of new housing developments. There is also an opportunity to improve biodiversity and to support bigger habitats.

## 6. Other themes

People were also given the opportunity to suggest other themes that they feel help to characterise the Old Oak and Park Royal area. People mentioned film heritage, transport, and the food industry in particular.

### Transport heritage

The area has a long aviation history; the Acton Aerodrome was located on the site of the Heron Road trading estate and established in 1910. This was also where the Ruffy Baumann School of Flying was located, and George Lee Temple became the first British man to fly upside down. Wormwood Scrubs was also the site of various transport endeavours, including parachuting and flying, and was also used by the military during the 1900s. The area also has a significant car manufacturing heritage, with various firms locating at Park Royal including Renault and Rolls Royce. Consultees felt this rich history of transportation and innovation could be celebrated through future interventions.

### Film heritage

The area has always had close links to the film industry. The BBC's Television Rehearsal Rooms were located on Victoria Road in North Acton and The Castle pub was a popular place for actors to gather and socialise. The Park Royal area has been the location for many scenes in a variety of films and TV shows, including Shaun of the Dead (2004) filmed on Coronation Road, Derailed (2004) at Central Middlesex Hospital and scenes from Silent Witness, filmed around Acton and Park Royal. The Ealing Film Office and Black Island Studios are also located in the area, the A+M building is used for prop production, and the Old Oak Lane conservation area is also regularly used for filming. The role of the film industry in the heritage of the area will be explored further in the Heritage Strategy.

## Food industry

The area was known as 'London's Kitchen', and many large brands located here during the 1900s, including Heinz, Walls, Guinness, Cerebos salt, Lyons biscuits, McVities and Walter's toffee manufacturers. Consultees liked the idea of food being celebrated through public realm interventions.

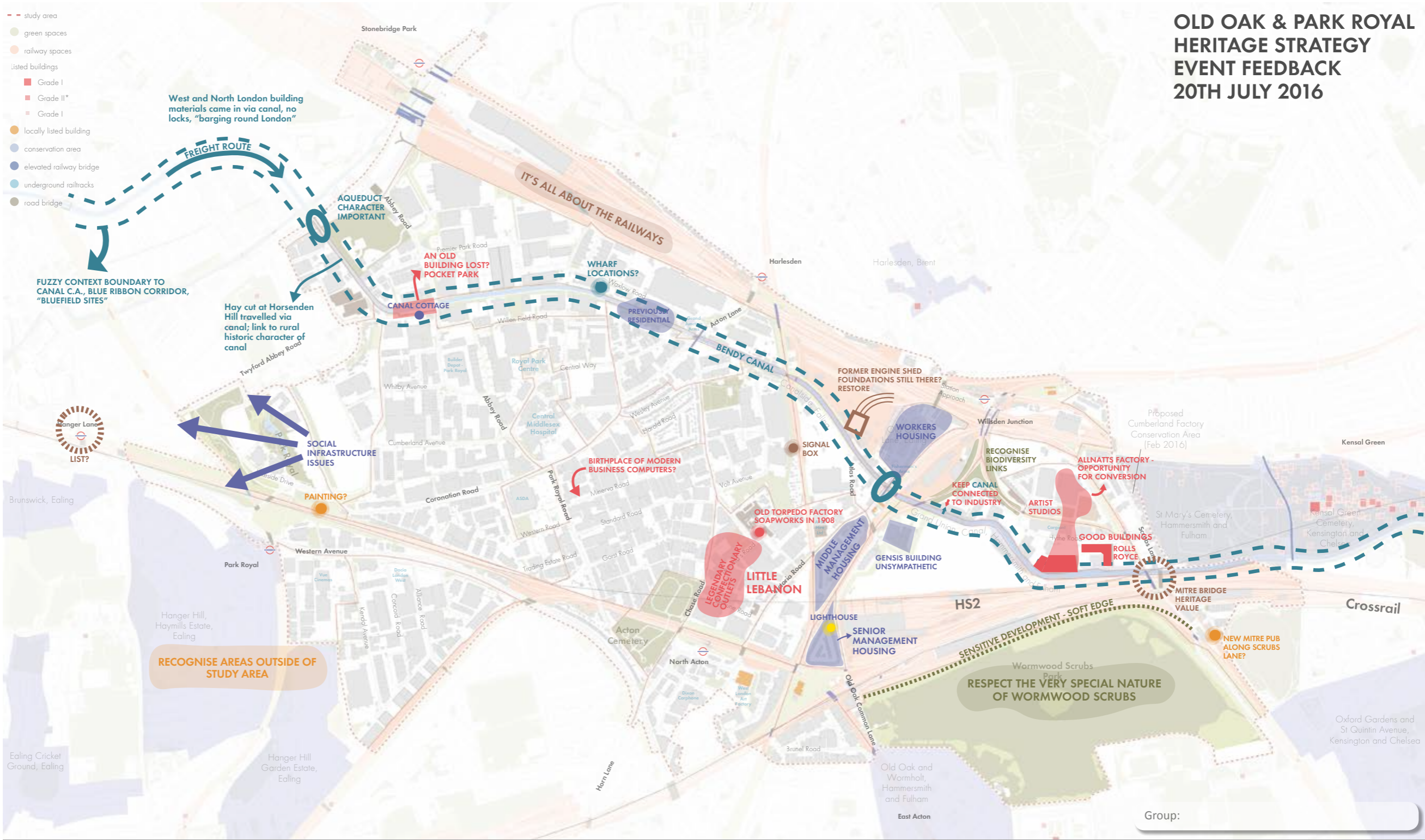
### Other comments

There is an opportunity to record buildings and scenes, and to remember the heritage of the area through changes to the public realm, including art, signage, street names and buildings; to tell the complex story of the area in a simple and interactive way. Trails around the area, relating to the themes of film and transport, could also help to achieve this. People felt it was important to give newcomers an instant memory or knowledge of the area by animating the space.

## Conclusion

The workshop event revealed that there is a real sense of optimism and a genuine appreciation of the work that is being undertaken. It was a valuable opportunity to learn from those who live and work in the area what they consider to be the important elements of the Old Oak and Park Royal story. This report has summarised the feedback received and will help to inform the preparation of the Heritage Strategy. Thank you to all those who attended, for your active participation and valuable insights.

OLD OAK & PARK ROYAL  
HERITAGE STRATEGY  
EVENT FEEDBACK  
20TH JULY 2016



1. GRAND UNION CANAL

**EXISTING CHARACTER:**  
Bendy, flat, speedy cyclists, connected to industry, wind tunnel, "journey experience", vital artery

**FUTURE OPPORTUNITIES:**  
Single CA area for canal and wider CA corridor, integrated strategy needed, recognise changing character alongside, identify 'blue-field' sites, restore detail of canal architecture, make the canal feel lighter, open up space, create more connections to canal, freight on the canal, think King's Cross, record former working character

2. RAIL HERITAGE

**EXISTING CHARACTER:**  
Rich rail heritage, bridges, embankments, cuttings, stations, steam trains through Willesden Junction, watching the troop trains at Willesden Junction station, link to railway worker housing in enclaves

**FUTURE OPPORTUNITIES:**  
Consider listing of railway stations, highlight bridges and other structures, recognise biodiversity along railway lines and sidings, build a narrative around the network of railway lines

3. INDUSTRIAL HERITAGE

**EXISTING CHARACTER:**  
Buzz, activity, worthwhile uses, employment hub, so much going on, community benefit

**FUTURE OPPORTUNITIES:**  
Identify buildings of interest and positive features, create 'West London' development, old warehouses as base for taller elements, history to inform scale and materials of buildings, set a high standard that is a benchmark for other industrial areas

4. RESIDENTIAL ENCLAVES

**EXISTING CHARACTER:**  
'Island' character celebrated, diverse, life-long residents, sense of community, quirky features, poor social infrastructure in places, distinctive

**FUTURE OPPORTUNITIES:**  
Relate new developments (height, scale, form) to existing enclaves, consider Wells House Road as group of buildings to be locally listed, improve social infrastructure, consider appropriate industry adjacent to residential areas

5. SCRUBLAND AND OPEN SPACE

**EXISTING CHARACTER:**  
Scrubs contributes to character of area, views north from the Scrubs, several local nature reserves, Silver Birch Wood in decline, lack of green space, railway sidings rich in biodiversity

**FUTURE OPPORTUNITIES:**  
Deal with tension of development along northern boundary of the Scrubs and how it relates, protect existing open space (including canal), increase biodiversity, bigger habitats, respect very special nature of the Scrubs

6. OTHER

National listing needs to be considered  
Tell story of area through public realm, give an instant memory - art, signage, street names etc.

**OTHER THEMES:**  
1. Food industry - 'London's Kitchen', Heinz, Walls, Cerebos salt, McVitie's, Guinness and more  
2. Film connections - BBC Rehearsal Rooms, Ealing Film Office, Silent Witness, A+M building etc.  
3. Transport heritage - Routemaster buses, Acton Aerodrome, car manufacturing, Ruffy Baumann School of Flying, Rolls Royce, Renault and more...

APPENDIX

# PROPOSED HERITAGE DESIGNATIONS

EXISTING AND PROPOSED HERITAGE DESIGNATIONS

Existing Conservation Areas

- 1. St. Mary’s Catholic Cemetery
- 2. Old Oak Lane, London Borough of Ealing
- 3. Canalside (northeast part), London Borough of Ealing
- 4. Grand Union Canal, London Borough of Hammersmith & Fulham

Proposed Conservation Areas

- 1. Cumberland Park Factory
- 2. Grand Union Canal
- 3. St. Leonard’s Road area

Proposed Areas of Local Character

- 1. Wells House Road
- 2. Standard Road area

Current locally listed buildings

- 1. Elizabeth Arden Factory, 140 Wales Farm Road, W3 6UG
- 2. Signal box, opposite side of railway line to Makro car park
- 3. Willesden Junction electricity sub-station, to the east of Willesden Junction station
- 4. Electricity sub-station, south of Wells House Road
- 5. Canal Cottage by Grand Union Canal
- 6. Grand Junction Arms pub
- 7. Victoria Terrace, Old Oak Lane
- 8. Network Rail’s Willesden Junction Maintenance Depot, Old Oak Lane

Buildings to consider for statutory listing

In addition to their consideration for local listing, the following should be considered for statutory listing:

- 1. Old Torpedo Factory, St. Leonard’s Road, NW10 6ST
- 2. Pair of early Gothic style stone chapels, one is Anglican and the other a non-conformist chapel, Acton Cemetery
- 3. ‘Cross of Sacrifice’, War Memorial, Acton Cemetery
- 4. Canal Cottage by Grand Union Canal, Twyford Abbey Road (already locally listed)

Proposed locally listed buildings

- 1. The Castle pub, Victoria Road, North Acton, W3 6UL
- 2. North Acton Station, Victoria Road, W3 6UP
- 3. A+M building, The Royals, Victoria Road, NW10 6ND
- 4. Metal Refinery, Bashley Road, NW10 6SN
- 5. Old Torpedo Factory, St. Leonard’s Road, NW10 6ST
- 6. Former Rotax Works, 1 Chandos Road, NW10
- 7. 5 Bashley Road, NW10 6SD
- 8. The Print House, St. Leonard’s Road, NW10 6ST
- 9. Europa Studios, Victoria Road, NW10 6ND
- 10. Former Engineering Works, 18-19 Hythe Road, NW10 6RT
- 11. Electricity sub-station, Hythe Road, NW10 6RT
- 12. Former Rolls Royce factory, Hythe Road, NW10 6RR
- 13. Former Engineering Works, 44 Hythe Road, NW10 6RS
- 14. Former Gate and Shutter works, south of 1-10 Enterprise Way, NW10 6UN
- 15. 1-17 Farley building, Brunel Road, W3 7XR

16. Willesden Junction Bakerloo and Euston-Watford low-level platform canopies and east bridge, NW10 4UY

17. Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY

18. Harlesden station, Acton Lane, NW10 8UP

19. Anglican and Non-Conformist chapels, Acton Cemetery, W3 6XA

20. ‘Cross of Sacrifice’, War Memorial, Acton Cemetery

21. Former Railway Institute, Goodhall Street, NW10 6TT

22. Fisherman’s Arms, Old Oak Lane, NW10 6EJ

23. Stoke Place, off Old Oak Common Lane, NW10 6EH

24. 308-310 Elveden Road, NW10 7ST

25. McVities building, Waxlow Road

26. Former print works, corner of Twyford Abbey Road and Rainsford Road, NW10 7XE

27. The Old Refectory, Central Way, NW10

28. Scrubs Lane overbridge, NW10 6QE

29. Mitre Bridge, NW10 6QE

30. West London Line overbridge, NW10 6QE

31. Kew Curve Grand Canal rail bridge

32. Railway Bridge No 8B near Channel Gate Road

Other buildings of local heritage interest

- 1. 26-30 Scrubs Lane, NW10 6RA
- 2. Wimpole House, 1 Bashley Road, NW10 6TE
- 3. Acton Business School, School Road, NW10 6TD

4. 4-46 (even) Midland Terrace, Victoria Road, NW10 6LB

5. Former Chase House, 55-61 North Acton Road, NW10 6PH

6. 63 North Acton Road, NW10 6PJ

7. 65 North Acton Road, NW10 6PJ

8. 23-25, 27-29, 31-33, 42-45 and 49 Brunel Road, W3 7XR

9. Former engineering works, 2 Salter Street, NW10 6UN

10. Brett’s Villas, Park Royal Road, W3 6XD

11. 154, 159, 160, JSP House, Dukes Road, W3 0SL

12. Terraced houses on Wesley Avenue, Harold Road, Newark Crescent and North Acton Road

13. Railway Cottages within Old Oak Lane CA

14. Factory building, Waxlow Road, NW10 7NU

15. Wendover Court, Western Avenue, W3 0TG

16. Former Compton works, Chase Road, NW10 6HZ

17. 51, 47-49, 39-43 Park Royal Road

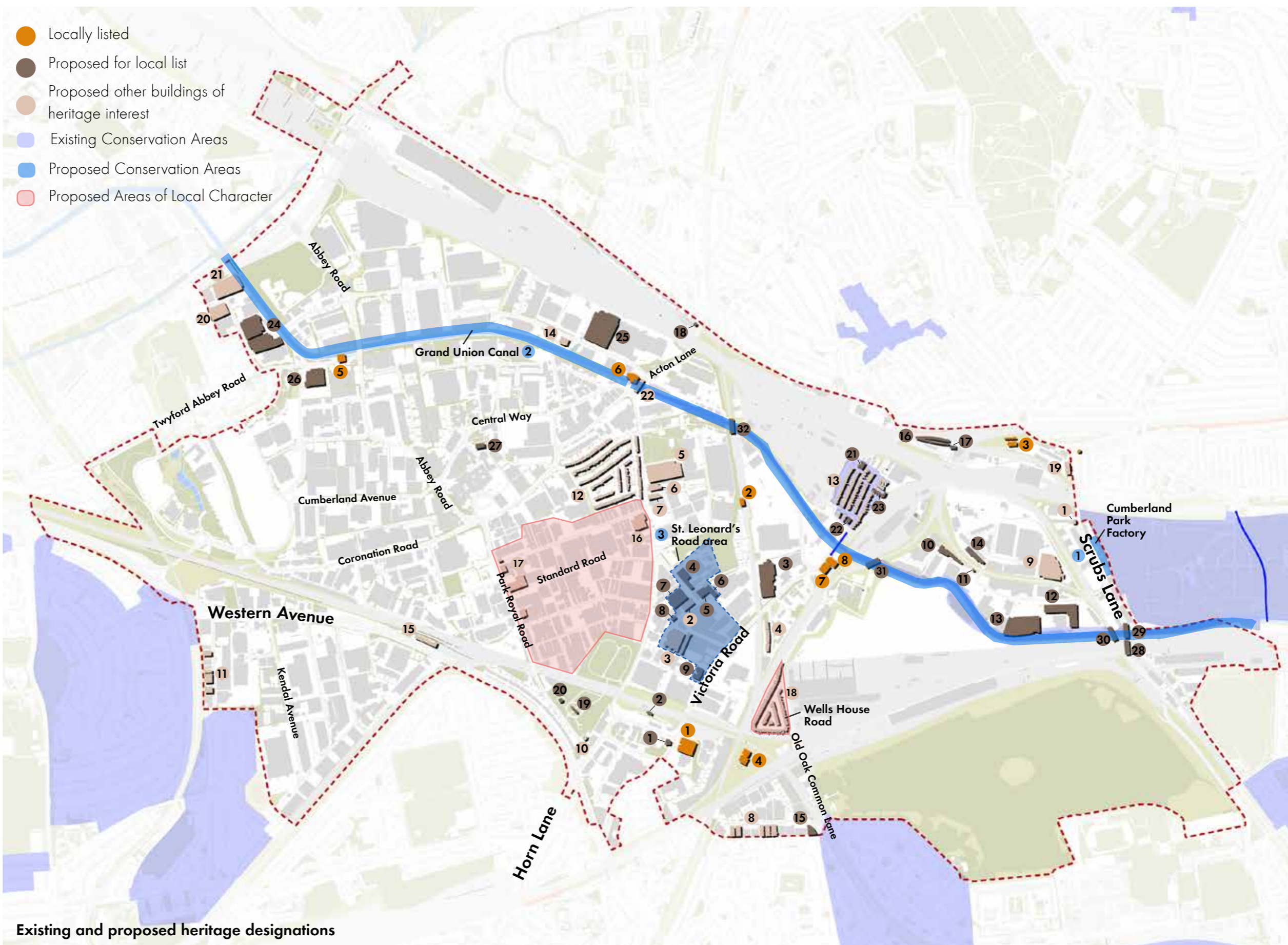
18. Wells House Road terraces, NW10 6ED

19. Chandelier building, Scrubs Lane, NW10 6RB

20. Dan House, Elveden Road, NW10 7ST

21. 304-306 Elveden Road, NW10 7SY

22. Acton Lane Road bridge over Grand Union Canal NW10 7NH

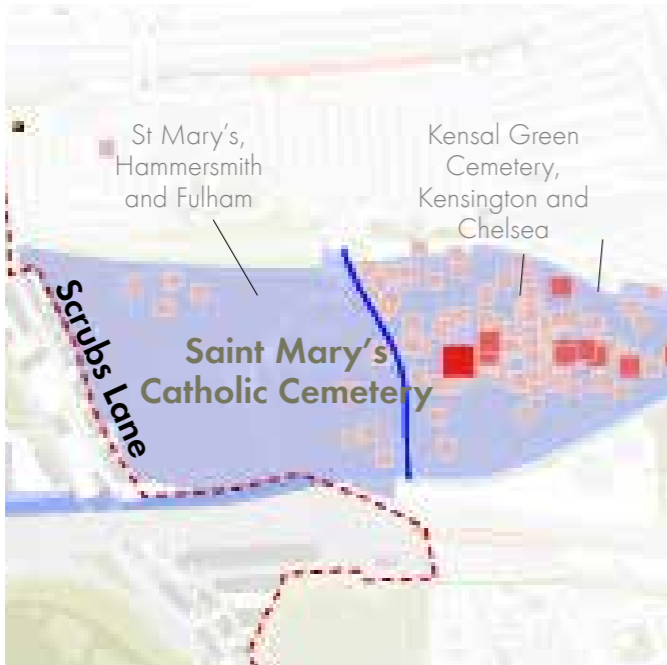


CONSERVATION AREAS

Existing Conservation Areas |

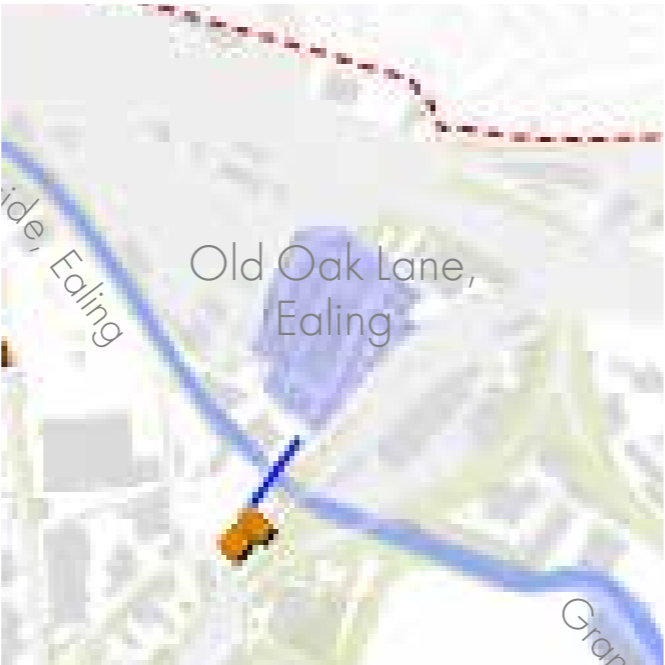
Definition

Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.



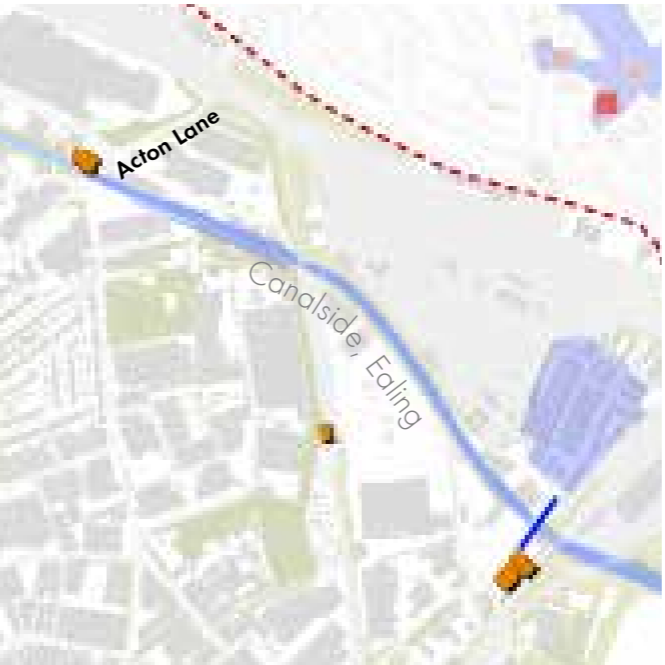
1. St. Mary's Catholic Cemetery

This conservation area is situated in LB Hammersmith and Fulham and was designated in April 1989. The current 'Conservation Area Character Profile' was issued in July 1998. The Roman Catholic Cemetery was consecrated in 1859. The defining feature of the conservation area is its "openness" - a key characteristic with a layout more logical than picturesque. The area also includes several mortuary chapels and mausolea which are Grade II listed as well as the Belgian War Memorial (c. 1920). The Crematorium (1938-9) and chapels are identified as being of local interest.



2. Old Oak Lane, London Borough of Ealing

The Old Oak Lane Conservation Area Appraisal was published in March 2007 by LB Ealing. The area's special interest is defined with regard to "the survival of Old Oak Lane Estate in more or less its original form as a planned workers development is a rarity". The CA was first designated by LB Hammersmith and Fulham in 1990. The area was transferred to Ealing in 1994 following an administrative boundary change and was extended to include Goodhall and Stephenson Streets.



3. Canalside (north-east part), London Borough of Ealing

The north-east part of the Canalside conservation area is situated in the conservation area and was designated by LB Ealing in 1993/4. A Conservation Area Appraisal was prepared by The Conservation Studio in 2009 and focuses on the greater part of the canal in Ealing, to the west of Park Royal. Tree and shrub growth, the Grand Junction Arms, the historic canal wharves at Old Oak Lane and the historic bridges are some of the area's defining characteristics.



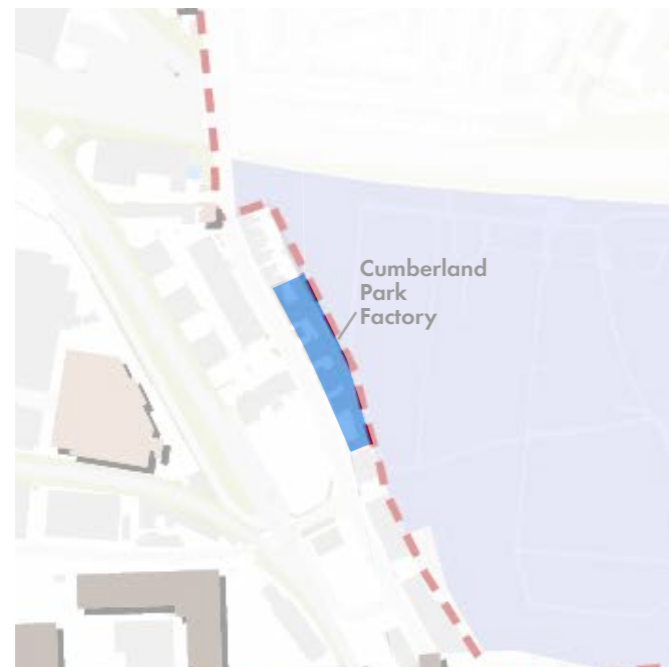
4. Grand Union Canal, London Borough of Hammersmith & Fulham

LB Hammersmith and Fulham designated the Grand Union Canal Conservation Area in July 2012. The canal extends from Old Oak Lane to the Borough boundary. At the time of writing, no conservation area appraisal had been prepared and as such no statement of significance exists. Borough-wide Draft Local Plan Policy RTC 1 provides general statement on working with partners to enhance and increase access to, as well as use of, the River Thames and Grand Union Canal. The policy encourages development of vacant and underused land along the Canal "taking account of local context and character". It also seeks to ensure the improvement and greening of the canalside tow path.

## Proposed Conservation Areas |

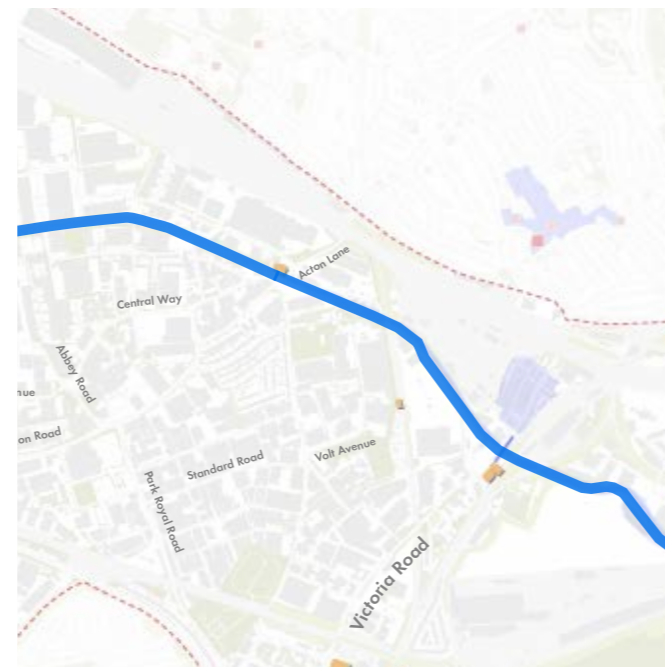
### Definition

Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. At Old Oak and Park Royal, the conservation area boundaries are drawn around buildings and spaces of intrinsic interest or group value, and where the evidence of the area's past is manifest.



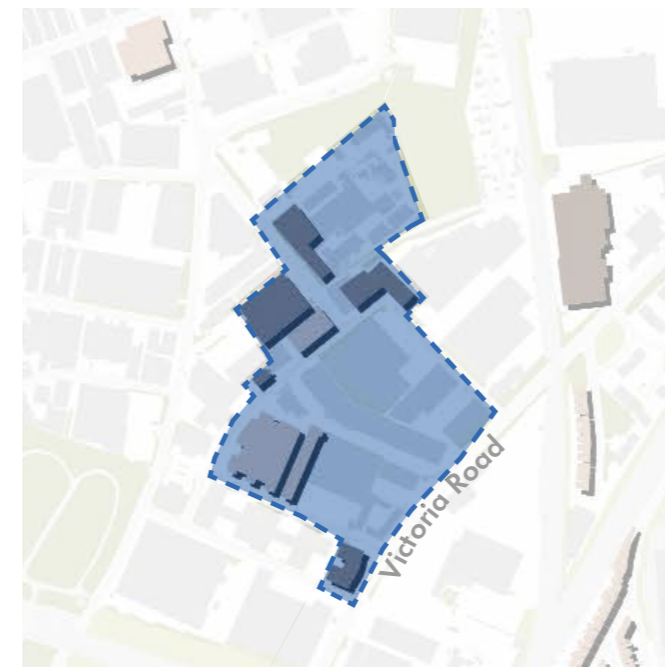
### 1. Cumberland Park Factory

The Cumberland Park buildings are considered to be of group value and are the best surviving ensemble of industrial structures in the OPDC area. The buildings form a clear edge to the Roman Catholic Cemetery to the rear and are considered to be of special interest. OPDC consulted on the potential designation of the Cumberland Park Factory alongside the Local Plan consultation in February 2016. The Heritage Strategy endorses the proposed designation as set out in chapter 3.



### 2. Grand Union Canal

The canal currently benefits from two conservation area designations which cover the LB Ealing and LB Hammersmith & Fulham sections of the OPDC area. The LB Brent section of the canal, west of Acton Lane is not designated and so options exist to designate either the LB Brent section of the canal or a single Conservation Area for the whole of the OPDC extent of the canal. The Grand Union Canal is a significant heritage asset which has the potential to play a major role in the regeneration of the Old Oak and Park Royal area.



### 3. St. Leonard's Road area

The proposed conservation area represents the best preserved part of a much wider area of intensive industrial activity in the early 20th century. The area is notable for a cluster of early 20th century industrial buildings and is of high sensitivity to change. The buildings along St Leonard's Road form a consistent edge against the pavement, consistent with its original layout. The boundary is tightly drawn around the most distinctive survivors from the period, most of which also have group value. The boundary also includes later buildings of little or no architectural interest that could be replaced without loss of significance to the conservation area. Further work is required, particularly to assess the buildings north of Bashley Road. The boundary currently excludes the Boden building.

AREAS OF LOCAL CHARACTER

Proposed Areas of Local Character | 

**Definition**  
Areas of Local Character are areas with discernable architectural, historic or community interest, where the buildings of note have some group value or common associations, but are less exacting than the requirements for conservation area designation. The areas would have the status of non-designated heritage assets, to be treated as a material consideration in any planning application. They would not however carry the statutory weight or responsibilities of designated assets.



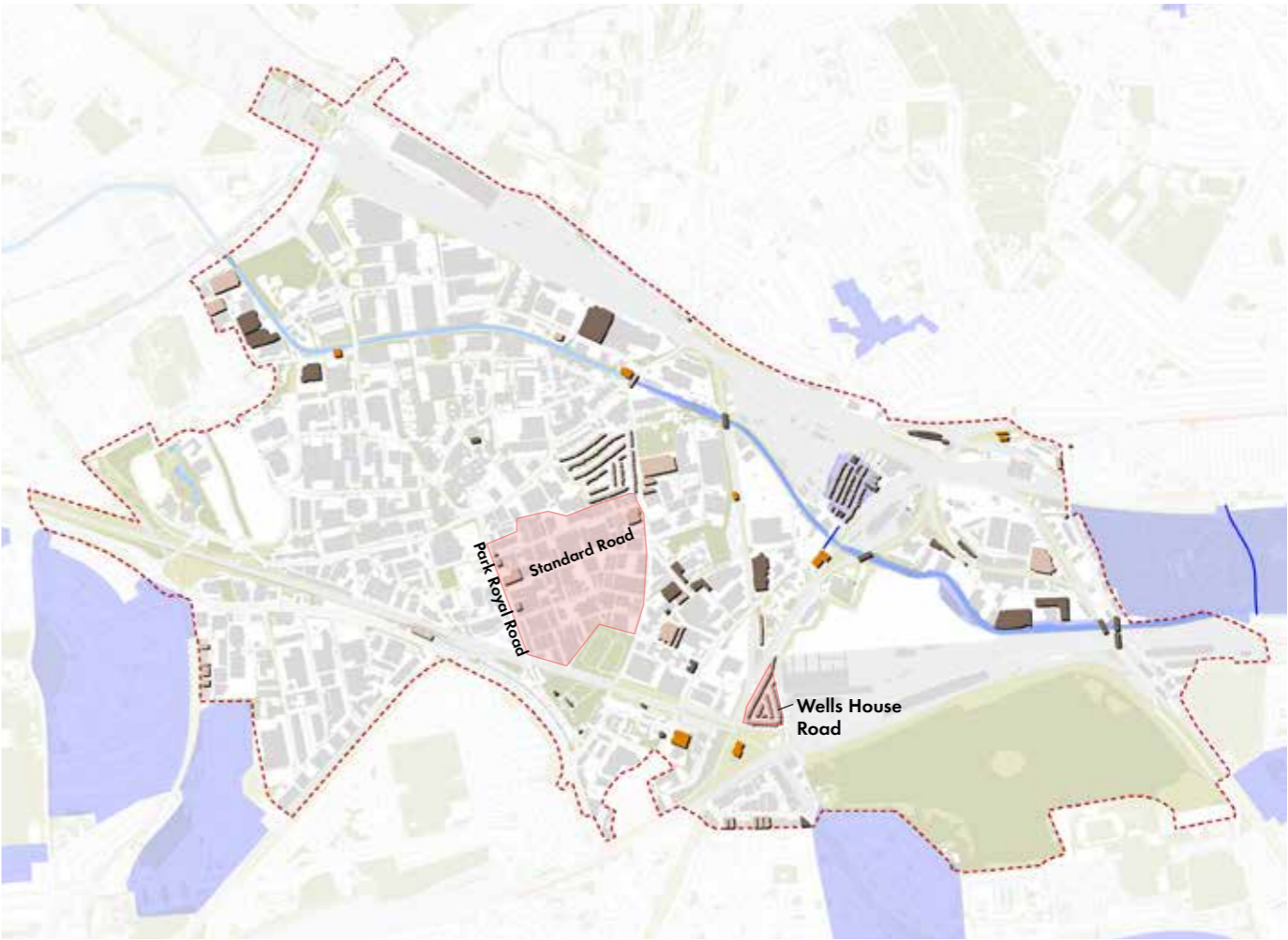
1. Standard Road area  
Park Royal

The fine-grained nature of the area, the regular street pattern and small plot sizes are distinctive to this area and perhaps more significant than the preservation of the individual buildings themselves. Opportunities exist to retain the broad relationship between the streets and buildings.



2. Wells House Road  
Old Oak Common

It is recommended that consideration is given to the potential identification of the Wells House Road area as an Area of Local Character. A largely intact enclave of Edwardian terrace houses in an unusual plan form, resulting from its confined triangular site. Its character does not prevent (or place any special requirements) on domestic extensions or alterations, nor does it prevent development in its setting.



EXISTING BUILDING DESIGNATIONS

Current locally listed buildings | ●

**Definition**  
Locally listed buildings are non-designated heritage assets and impose no special responsibilities on their owners for repairs or minor alterations. They are buildings and structures of townscape, architectural or historic merit identified by the former planning authorities, in consultation with local amenity groups. There will be a presumption in favour of retaining such buildings and of sustaining their local interest (see for example p.44 Hammersmith and Fulham SPD Planning Guidance July 2013).



1. Elizabeth Arden Factory, Wales Farm Road W3 6UG

The Elizabeth Arden Factory was built in 1939 at 140 Wales Farm Road, and was designed by Wallis, Gilbert & Partners. It was constructed on previously undeveloped land but in an area that was growing rapidly. It is a two storey building with a range of offices and a single storey north-light shed behind. It has been heavily altered throughout the years, with the removal of the central tower and partial rendering of the facade.



2. Acton Canal Wharf signal box, opposite side of railway line to Makro car park

The box was built around 1895 and refurbished and extended recently to provide facilities for the signalman on duty. According to railway enthusiasts, this is one of only two boxes that has a rarer type of block instrument still in use that has no 'Line Clear Release' on section signals. The other of this kind is at Neasden Junction.



3. Willesden Junction electricity sub-station, to the east of Willesden Junction station

One of ten sub-stations built c.1916 for the electrification of the London & North Western Railway. It is an imposing brick building with round headed windows and a monitor roof. It is currently derelict.



4. Electricity sub-station, south east of Wells House Road

The sub-station was built between 1894 and 1913, with later additions. It is presently overgrown and derelict, located on a raillocked triangle of land. According to the 'Old Oak Outline Historic Assessment', it has a monitor roof structure with parallel 'aisles'. The structure is identified as a 'transformer station' on the 1974 Ordnance Survey, but not on previous maps.



**5. Canal Cottage by Grand Union Canal  
Twyford Abbey Road, NW10 7DE**

The oldest 'industrial' building in the area, the Canal cottage was built in the 1830s and is thought to have been a lengthman's cottage, located at Twyford Abbey Road.



**6. Grand Junction Arms, Acton Lane  
NW10 7AD**

The Grand Junction Arms (formerly known as Grand Junction and Railway Inn) was built in 1861 on the site of a beer-house. The building was altered during the inter-war years with a new facade and is a local landmark. Today the pub still fronts onto Acton Lane but also has a presence on the north side of the Grand Union Canal.



**7. Victoria Terrace, 2a/b-8a/b Old Oak Lane  
NW10 6EG**

A group of four late Victorian terraced houses of 'Tyneside Flat' type. Characterised by their original Flemish bond brickwork, they were built between 1896 and 1915. They were originally built as workers' housing, possibly for employees of the Willesden Paper & Canvas Works or the North & South West Junction Railway, and are therefore partly valued for their historical associations.



**8. Network Rail's Willesden Junction Maintenance Depot, Old Oak Lane, NW10 6EJ**

A 1960s building probably designed by the British Railways Western Region Architect's Department. It is a two-storey building with dark brick and shuttered concrete in a Brutalist style. It is possibly the office, amenities and workshop block for the Freightliner depot to the north, which opened in 1968.

PROPOSED BUILDING DESIGNATIONS

Proposed locally listed buildings | ●

**Definition**  
Proposed locally listed buildings are those that on the basis of current information appear to meet the general criteria for local listing, however internal inspection and thorough consultation is required. They are significant in their locality as part of the rapid development of the Old Oak and Park Royal area and are thus of greater historic interest than they might be elsewhere. Locally listing a building does not guarantee its retention.



1. The Castle pub, Victoria Road, North Acton W3 6UL

A successful example of the application of a Victorian ‘free style’ to a public house. Built during the inter-war period to serve the surrounding industrial area of North Acton, this is one of the few character buildings remaining in the area. It has a spirited and eclectic design, combining mock-Tudor decoration with small-paned windows, brick render and half-timber decoration. The corner turret is a local landmark. It has a rich social history as the former popular destination for actors from the BBC Television Rehearsal Rooms adjacent.



2. North Acton Station, Victoria Road W3 6UP

The ticket office is an attractive example of Edwardian Great Western Railway London suburban station, opened in 1904. It is a simple red pavilion with a hipped tile roof. The waiting room has been demolished but parts of the platform canopies survive. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.



3. A+M building, The Royals, Victoria Road NW10 6ND

The Chesebrough Manufacturing Co moved from Holborn to Victoria Road, Acton in 1923. In 1978 the factory made Vaseline and Q-tips products, employing c.350. The building dates to the 1930s and is a steel framed, brick clad building with original large steel windows. It has art deco and classical detailing with giant order pilasters, modillion cornice to side elevation and contrasting bands of white render, also used in spandrel panels. The A&M building is positioned on a wedge-shaped site, parallel to the railway line and facing south at an angle to Victoria Road. This gives the building some prominence in the townscape.



4. Metal Refinery, Bashley Road NW10 6SN

This is an impressive two-storey symmetrical red brick building constructed in 1925. It is loosely classical in style, with red brick contrasting with artificial stone pilasters, pediment and architraves. It was likely this was used for offices; there are a number of buildings to the back of the site, associated with the metal refinery, that require further assessment.



**5. The Old Torpedo Factory, St. Leonard's Road  
NW10 6ST**

It is believed to have been built on the site of a soap works between 1921 and 1931. The symmetrical red brick building is three storeys and is a local landmark. The claimed military association needs research.



**6. Former Rotax Works, 1 Chandos Road  
NW10 6NF**

A three-storey red brick building constructed before 1920 and subsequently used for the manufacture of aircraft engines. Although altered (the windows have been replaced) the building is of historical interest and has been included predominantly for its historical significance. Rotax Ltd. was located here during the 1900s manufacturing equipment for aircraft. It was one of 26 aviation-related firms based in and around Park Royal in 1958.



**7. 5 Bashley Road  
NW10 6SD**

A 1960s building with an unusual facade in an art deco vein, with contrasting green and white tiles. The building seems to have been rebuilt behind the frontage block.



**8. The Print House, St. Leonard's Road  
NW10 6ST**

An early 20th century commercial building on St. Leonard's Road and distinctive from other buildings in the character area. It is one of the earliest commercial buildings in this part of Park Royal.



**9. Europa Studios, Victoria Road  
NW10 6ND**

A former confectionery works, the 1930s steel framed, red brick building is three storeys high and is a positive contributor to the street-scene. The bow-fronted facade is unusual.



**10. Former Engineering Works, 18-19 Hythe Road,  
NW10 6RT**

Built between 1894 and 1913, no. 18 comprises several phases, the earliest of which is probably the two-storey double-fronted house to the west (now Beck's Cafe).



**11. Electricity sub-station, Hythe Road  
NW10 6RT**

A red brick, three-storey high tower-like building with recessed bays and reinforced concrete sills. It was probably built in the early 20th century.



**12. Former Rolls Royce factory, Hythe Road  
NW10 6RR**

A purpose-built maintenance depot of 1939-40 in Moderne style. The central bays around the entrances have double height square columns and decorative spandrel panels. The cladding is a recent addition. The building has historical significance as the former Rolls Royce factory, employing 750 workers at its peak. The factory on Hythe Road closed in 1982.



**13. Former Engineering Works, 44 Hythe Road  
NW10 6RS**

Built in 1913, these are two-storey red brick factory buildings that back onto the canal and later became part of the former Rolls Royce complex. The building has been included for its historical significance.



**14. Former Gate and Shutter works, south of 1-10  
Enterprise Way, NW10 6UN**

Built between 1894 and 1913, it is one of the earliest groups of buildings in its vicinity. The buildings have been included for their historical significance. Botswick Gate and Shutter Co. moved to Salter Street in 1907 and specialised in collapsible gates and a number of other goods invented and patented by entrepreneur Jabez Bostwick. Bostwick gates are still used today. The company ended their operations in the 1970s, but the original buildings still remain.



**15. 1-17 Farley building, Brunel Road  
W3 7XR**

A well preserved art-deco style symmetrical building with Flemish bond brickwork and original metal windows, brick walls and steps. The building has a distinctive curved frontage and has a positive relationship with the street. It was historically occupied by a cabinet works.



**16. Willesden Junction Bakerloo and Euston-Watford  
low-level platform canopies and east bridge,  
NW10 4UY**

Well preserved wooden canopies with cast iron columns and timber valances. They are of historical interest as a survivor of the 1910 Low Level station on the Watford DC line.



**17. Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY**

Located between the high and low level platforms and built c.1912, red-brick building with terracotta details and a hipped slate roof.



**18. Harlesden station, Acton Lane NW10 8UP**

Opened in June 1912, the ticket office is a single-storey red brick building with stone dressings and a hipped slate roof. Jacobean architecture with mullion and transom windows. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.



**19. Anglican and Non-Conformist chapels Acton Cemetery, W3 6XA**

These are a pair of early Gothic style stone chapels, one is Anglican and the other is a Non-Conformist chapel, built in the late 1800s. Both chapels, linked by a porte-cochere, were designed by the Borough Surveyor, Daniel Ebbetts. Acton Cemetery opened in 1895 on former farmland belonging to Lower Place Farm.



**20. Cross of Sacrifice, Acton Cemetery W3 6XA**

The Cross of Sacrifice was erected by Imperial War Graves Commission to honour those who lost their lives in WWI and WWII.



**21. Former Railway Institute, Goodhall Street  
NW10 6TT**

A key building of local interest in the Old Oak Lane Conservation Area that has a strong physical presence and which represents its former important social function. It is a brown brick building with red brick dressings. It has been significantly altered to the rear but is capable of repair and re-use.



**22. Fisherman's Arms, Old Oak Lane  
NW10 6EJ**

A well preserved inter-war addition to the area in the Old Oak Lane Conservation Area. The building is of brown brick with a hipped tile roof and mullioned bay windows.



**23. Stoke Place, off Old Oak Common Lane  
NW10 6EH**

A pair of short terraces in the Old Oak Lane Conservation Area. Doors and windows have been replaced but the original designs could be reinstated..



**24. 308-310 Elveden Road  
NW10 7ST**

A pair of symmetrical inter-war buildings with streamlined windows and flag poles and art deco features. The buildings are part of a small group of factories in Elveden Road from the same period.



**25. McVities building, Waxlow Road  
NW10 7NU**

The only historic survivor from McVities biscuit works. This building dates from the 1930s and is made of smooth red brick (Accrington or similar) with stone dressings.



**26. Former print works, corner of Twyford Abbey  
Road and Rainsford Road, NW10 7XE**

The building was constructed in the 1930s / 1940s and faces the canal. It is of brown brick with metal windows and vertically expressed stair cores. It used to be the former printworks for the Radio Times.



**27. The Old Refectory, Central Way  
NW10**

The building was constructed in 1908 as the dining hall of the Willesden workhouse, as part of a second phase of works. It has two storeys and is made of stock brick with red brick dressings. It has a hipped slate roof with lower sections, and large diocletian windows at the upper level. It is now part of the Central Middlesex Hospital and the principal survivor from the former workhouse.



**28. Scrubs Lane over bridge  
NW10 6QE**

The Scrubs Lane over bridge carries Scrubs Lane over the Great Western main line, and was reconstructed by the GWR in c.1905. It is a single-span bowstring truss bridge, constructed of steel with purple and red engineering brick abutments. The structure has a degree of aesthetic value and is a local landmark. It is believed to be contemporary with Mitre Bridge.



**29.Mitre Bridge  
NW10 6QE**

Reconstructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. It is a colourful hogback overbridge with flanged steel plates. It is part of a group of bridges with different designs within a small section of the canal area.



**30.West London line overbridge  
NW10 6QE**

The bridge carries the Clapham Junction branch of the North London line over the Great Western main line. It is likely to have been constructed by the L&NWR. It is a single-span skew bridge with braced steel trusses and is part of a group of bridges with different designs within a small section of the canal area. It supposedly dates to c.1908 and replaces a four-arched bricked bridge.



**31. Kew Curve Grand Canal rail bridge  
NW10 6EJ**

A bow string truss construction with brick abutments, it may date back to the early 20th century. It is a characteristic example of railway engineering.



**32.Railway Bridge No 8B  
Near Channel Gate Road**

The skew bridge is the oldest bridge along this stretch of the Grand Union Canal. It is an example of high quality Victorian brickwork, particularly in the underside of the brick arches. It is a significant contributor to the experience of the canal from the towpath.

Other buildings of local heritage interest | ●

Definition

These are buildings of lesser interest, or which may have been extensively altered, but which are part of the Old Oak and Park Royal story. The main purpose of the category is to signal the role of the buildings in the evolution of the area and to help reinforce local identity. Where buildings cannot, or need not, be retained, provision may be sought for their recording, or to serve as a stimulus to placemaking.



1. 26-30 Scrubs Lane  
NW10 6RA

Three late-19th C shop units with accommodation above, with a stone plaque reading ‘Cumberland Park’. The brown brick building has decorative red brick embellishments and stone lintels. There are some surviving ground floor elements.



2. Wimpole House, 1 Bashley Road  
NW10 6TE

The building has been included for its historical significance as a representative example of saw tooth industrial roofing. These were once widespread in the area, but now rare. It was also one of the earliest buildings constructed in the St. Leonard’s Road area, predating the Torpedo Factory, and formed part of an ‘alpax works’ (foundry and engineering) in the 1930s.



3. Acton Business School, School Road  
NW10 6TD

The building has been included for its historical significance, as a representative example of 1930s manufactory. In the mid 1900s the building was used as a rubber works, and was adjacent to Acton Wells School. The chimney is a local landmark.



4. 4-46 (even) Midland Terrace, Victoria Road  
NW10 6LB

A group of late Victorian terraced houses with back gardens, constructed for railway middle managers. The repetition of paired bays and gables provides a consistent rhythm in the terrace.



**5. Former Chase House, 55-61 North Acton Road  
NW10 6PH**

A 1930s/40s building with a double height red-brick columned facade. The size of the glazed openings confirms its steel-framed structure.



**6. 63 North Acton Road  
NW10 6PJ**

One of the earliest buildings to be constructed in the Powergate Business Park character area, it is an example of a saw-tooth roofed building, once common but now rare in the area. The building was constructed in the late 1920s. The building has been included for its historical significance and was formerly used as a 'kapok down works'.



**7. 65 North Acton Road  
NW10 6PJ**

A three-storey building with original steel windows to the rear and an unusual entrance with a cut away corner. The building was originally the site of a millbank works (slate slabs) but later formed part of a confectionary works, shown on a 1954 Ordnance Survey.



**8. 23-25, 27-29, 31-33, 42-45 and 49 Brunel Road,  
W3 7XR**

A group of late 1920s brick industrial buildings; the Westway Industrial Estate was developed by Hillier, Parker and May in 1927. The units are in red, brown and grey brick laid in Flemish bond, with steep windows and white embellishments. They are amongst the last survivors from the original Estate.



**9. Original engineering works, 2 Salter Street  
NW10 6UN**

May be an original engineering works with triangular saw-tooth roof, constructed by 1933. The building has been included for its historical significance.



**10. Brett's Villas, Park Royal Road  
W3 6XD**

Victorian symmetrical pair of villas in stock brick with original sash windows (only at No 1) and a hipped slate roof.



**11. 154, 159, 160, JSP House, Dukes Road  
W3 0SL**

A group of buildings constructed c.1930s and retains original steps, brickwork and brick-on-edge parapets which contribute positively to the streetscene. The buildings are in contrast to the larger modern commercial units nearby.



**12. Terraced houses on Wesley Avenue, Harold Road,  
Newark Crescent and North Acton Road**

Rows of terraced housing which have historic associations, having been constructed in the 1930s for employees of Harold Wesley stationery manufacturers.



**13. Railway Cottages within Old Oak Lane CA  
NW10 6TT**

Rows of terraced housing within the Old Oak Lane Conservation Area, including houses along Goodhall Street, Stephenson Street, Webb Place and Old Oak Lane.



**14. Factory building, Waxlow Road  
NW10 7NU**

A red-brick, gable ended and buttressed factory which dates from the early 20th century. It is located close to the canal and has historic associations with McVities.



**15. Wendover Court, Western Avenue  
W3 0TG**

Constructed in the c.1930s, it is a symmetrical red-brick building with art-deco features and is a familiar landmark to Western Avenue.



**16. Former Compton works, Chase Road  
NW10 6HZ**

The building was rebuilt after bomb damage in WWII and has a striking presence on Chase Road. The symmetry of the facade is its best feature, with the emphasis given to the central entrance. All the windows have been replaced.



**17. 51, 47-49, 39-43 Park Royal Road**  
**Interwar buildings of group value**

These are interwar industrial buildings of group value with attractive brick facades, mostly in a loosely classical idiom. Their former uses include the manufacturing of safety glass and radiators for automobiles. 51 Park Royal Road was previously a bank and general food store, serving local workers around Park Royal.



**18. Wells House Road terraces**  
**NW10 6ED**

A distinctive triangular cul de sac of around 125 Edwardian terrace houses, hemmed in by railway lines to the west and south-east and Old Oak Common to the east. Built in c.1908 on the former site of Wells House Farm close to Acton Wells springs.



**19. Chandelier building, Scrubs Lane**  
**NW10 6RB**

A five storey 1960s building with an expressed precast concrete frame. The Chandelier building is of a simple and functional design that seems capable of having a new lease of life. It does not have any evident group value but like many of the more recent buildings in the study area, it represents an investment in embedded energy that could be recycled.



**20. Dan House, Elveden Road**  
**NW10 7ST**

A two-storey factory constructed in c.1930s. It is a red brick building with distinctive expressed rounded corner to office frontage. It has group value with other factories of a similar date in Elveden Road.



**21. 304-306 Elveden Road  
NW10 7SY**

This is a two-storey factory constructed in c.1930s with red brick laid in flemish bond. The steel windows are in 'moderne' style. The building has group value with other factories of similar date in Elveden Road.



**22. Acton Lane Road bridge over Grand Union Canal  
NW10 7NH**

The Acton Lane Road bridge has group value with the Grand Junction Arms. The bridge is constructed with purple brick with cast iron panels and has been widened and reconstructed. It was known as "The Red Bridge" by residents of the Lower Place community.



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