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PARK ROYAL DEVELOPMENT FRAMEWORK PRINCIPLES | DRAFT 25-05-2018

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Revisions tracker	Revision	Date
Development Framework Principles - DRAFT	-	11-05-2018
Development Framework Principles - DRAFT	A	22-05-2018
Development Framework Principles - DRAFT	B	25-05-2018

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1.0
INTRODUCTION

1.1 About the Park Royal Development Framework Principles

Park Royal Centre is a designated neighbourhood centre sitting at the heart of London's largest industrial area. Old Oak and Park Royal Development Corporation's (OPDC's) Local Plan proposes an ambitious vision for Park Royal Centre to accommodate a minimum of 1,400 new jobs, 650 new homes and 3,000sqm of additional A class floorspace. The Local Plan vision recognises the important role that the supermarket (ASDA) and Central Middlesex Hospital (CMH) play as anchor uses, but also identifies the need for transport, public realm and built environment enhancements to improve the function, quality and health of this place for employees and residents.

The purpose of this project is to develop principles and site specific guidance for Park Royal Centre and key routes (referred to as the 'Big X') in Park Royal. This work will include identifying and proposing development options for priority sites within the Park Royal Centre area to accommodate required land uses and supporting plans to enhance healthcare provision across the Central Middlesex Hospital (CMH) site. The work will also propose improvements to the movement network and public realm within the 'Big X' and the town centre.

1.2 About this document

The Development Framework Principles form part of the evidence base to support OPDC's Regulation 19 version of the Local Plan. This document also starts to establish the building blocks for the development of a Park Royal Supplementary Planning Document (SPD). It is an incredibly exciting opportunity to plan for some of the crucial 'early moves' in a bold and ambitious project, whilst also shaping the area's long-term trajectory as a designated neighbourhood centre within a unique industrial context. The document must combine new ways of delivering industrial, town centre and mixed-use floorspace with a robust market understanding. Translating the urban design aspirations and spatial possibilities to robust, deliverable proposals will be important so that public sector partners such as Central Middlesex Hospital, private landowners including ASDA, and other developers can realise the potential of the area.

1.3 About the team

The team is led by architecture and urbanism practice We Made That, and includes health and care expertise from Oslo-based Nordic - Office of Architecture working with London and Oslo-based Haptic Architects and Alan Baxter Associates providing transport expertise. AspinallVerdi and Stockdale support the design team. They have been appointed by Old Oak and Park Royal Development Corporation (OPDC), Brent Council, Brent CCG and London North West Healthcare NHS Trust to produce guidance for Park Royal Centre, the 'Big X' and supporting plans to reconfigure and enhance healthcare provision across the Central Middlesex Hospital (CMH) campus that sits within the study area.

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2.0
CONTEXT

2.1 Location and understanding the area

Park Royal Centre is a designated Neighbourhood Centre and identified as a stand alone 'place' in OPDC's Local Plan. It is located at the heart of London's largest industrial estate, of which the majority is designated as a Strategic Industrial Location (SIL).

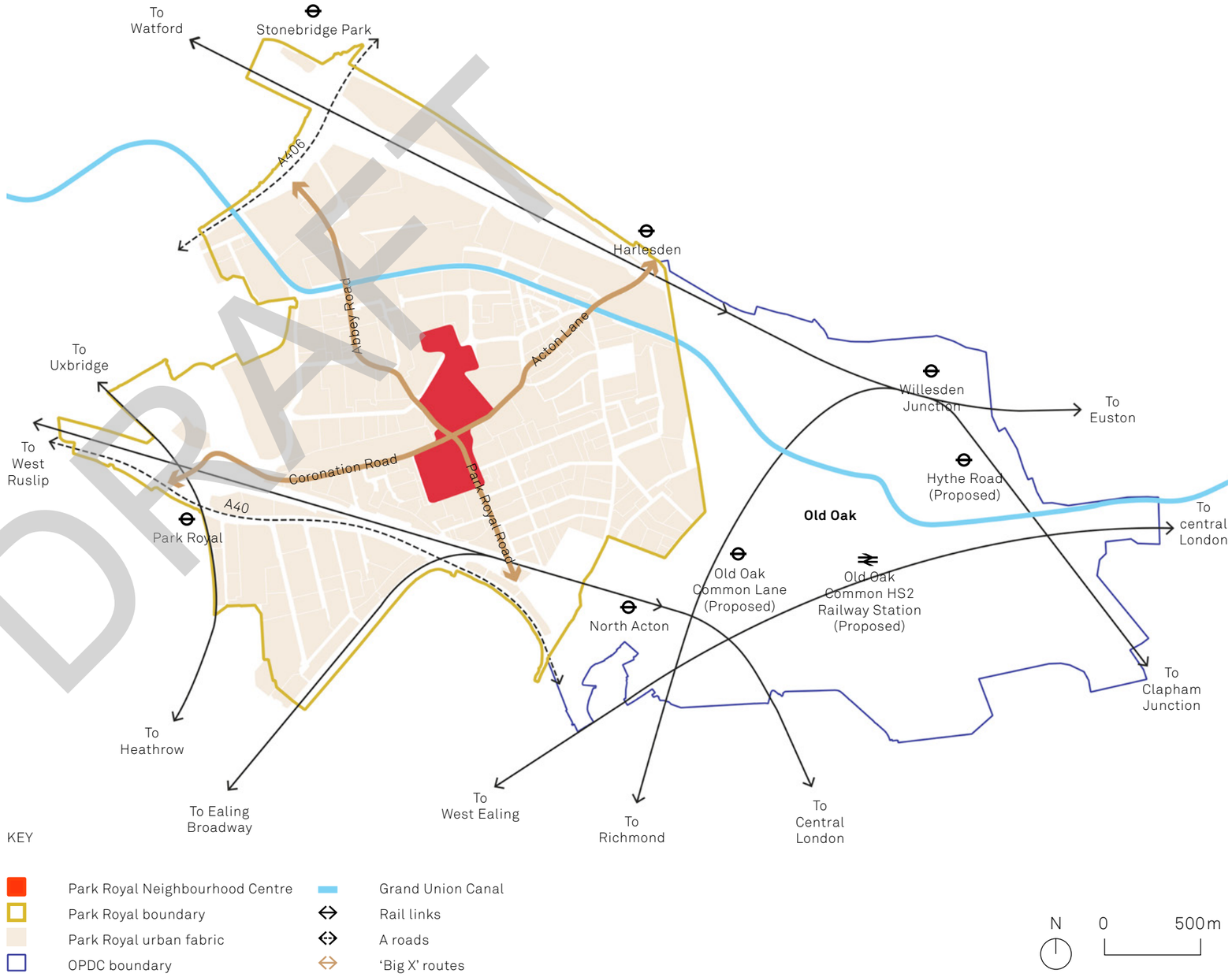
In the middle of Park Royal Centre is the junction of Abbey Road, Acton Lane, Park Royal Road and Coronation Road – which are the roads referred to as the 'Big X'. The roads of the 'Big X' connect Park Royal Centre to Harlesden station in the north-east, North Acton station to the south-east, Park Royal station to the south-west, and Stonebridge Park station to the north-west.

The local highway network has good strategic connections, as Park Royal is wrapped by the A40 to the south and the North Circular (A406) to the west – both part of the Transport for London Road Network (TLRN) and enabling onward vehicular connections. These strategic routes experience significant vehicular traffic, with congestion an issue.

Rail provision is generally good in the area with several major tube lines enabling journeys to many key destinations within London. However, stations are located on the perimeter of Park Royal and so are outside of normal catchments by foot as all are a significant walking distance from Park Royal Centre.

The Grand Union Canal is a key historic feature in the area and provides a valuable green and blue link to the east and west. Park Royal Centre is dominated by two key anchor uses, a supermarket (ASDA) and Central Middlesex Hospital.

To the east of Park Royal Centre is Old Oak, where there are plans for a new High Speed 2 (HS2) station and the potential for the delivery of a significant number of new homes and jobs.



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2.2 Existing land uses

The two largest single land uses within the Park Royal Neighbourhood Centre are Central Middlesex Hospital (CMH) and a large ASDA supermarket. CMH consists of a number of components including parts of the main hospital building and the old Refectory and Birthing Centre which are currently under-utilised. On Acton Lane, Vishram House and Victoria Care Centre provide residential extra care. Located on Central Way is the Mental Health Centre. Luma Apartments on Central Way is the only other existing residential use.

ASDA is the dominant land use to the south and a key attraction for visitors. The store has a significant amount of surface car parking and the site is currently under-utilised with vacant land on the south-western corner.

A-class uses including banks and cafes are clustered around the junction and along Park Royal Road. New A-class uses are also planned for the ground floor of Vishram House. Surrounding the centre, there are industrial uses.



Key

- Town Centre uses (A)
- Retail park / large retail warehouse (A)
- Standalone warehouse (B)
- Industrial estate (B)
- Dense light industrial (B)
- Open industrial land (B)
- Large utilities site / bespoke premises (B)
- Business centre (B)
- Businesses in primarily residential area (B)
- Hotel or standalone office building (C1)
- Healthcare (C2)
- Residential (C3)
- Public services (D1)
- Other
- Vacant lot
- Draft Neighbourhood Centre boundary in OPDC local plan (2017)

Source: Updated in 2018 from Park Royal Atlas, GLA 2014

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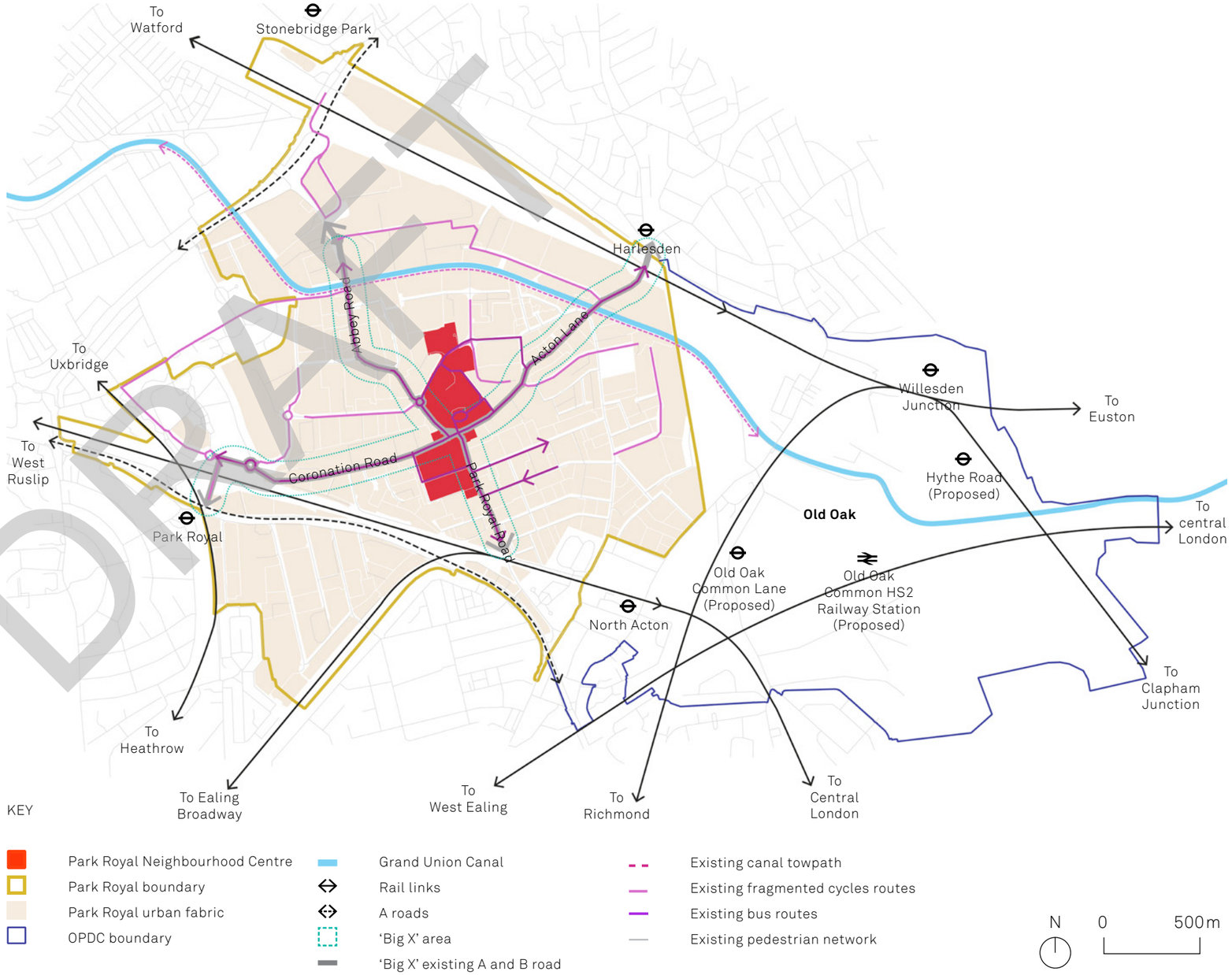
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2.3 Existing movement network

The ‘Big X’ Junction – the meeting of Coronation Road/ Park Royal Road/ Abbey Road/ Acton Lane – has an offset configuration causing vehicle congestion in Park Royal. The staggered layout is inefficient and difficult to cross for both pedestrians and cyclists and contributes to a poor quality public realm. There is also an issue with on-street and on-pavement parking along these routes.

The bus routing in Park Royal is complex with loops at Central Middlesex Hospital and ASDA. At the Hospital the loop, bus stands and terminating services create an inefficient road arrangement.

The roads along the ‘Big X’ are generally traffic dominated with narrow footways. Parking and loading on or adjacent to footways creates a conflict between vehicles, pedestrians and cyclists. Existing cycle routes in Park Royal are fragmented. On-street cycling is variable in quality, with lanes or shared paths discontinuous, provided on one side only, and sometimes with informal car parking along them.



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2.4 Existing open spaces and amenity

Currently there are very few open spaces within the Neighbourhood Centre. There is a significant forecourt area outside the entrance to Central Middlesex Hospital, however the configuration of the bus interchange and its design treatment detract from its potential amenity value.

Along the ‘Big X’ routes, there are a number of underused or poorly defined verge spaces, of which many suffer from a lack of maintenance.

There are a number of locations with mature plane trees including Acton Lane. These trees enhance the pedestrian experience and make a positive contribution to the local amenity.

Passing under the northern arms of the ‘Big X’ is the Grand Union Canal. The Grand Union Canal performs many valuable functions including its roles as an ecology asset, conservation area, walking and cycling route and corridor for water transport. Parts of the canal are currently, underutilised due to its inaccessibility and limited natural surveillance. Other existing open spaces close to the ‘Big X’ include Acton Cemetery and Wesley Playing Fields.



↑ Open space located outside Central Middlesex Hospital that is compromised by bus movements and its design which lacks seating and places to gather



↑ The Grand Union Canal is an important ecological and recreation asset



↑ Verges and small green spaces along Abbey Road



↑ Significant mature Plane trees line Acton Lane, however, the streetscape is dominated by parking and poor frontages

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2.5 Existing character

The ‘Big X’ is formed by four busy roads dominated by industrial traffic, with Park Royal Centre at their meeting point. The surrounding industrial uses are diverse and support a number of important employment clusters within the area. The building types range from large modern sheds to more fine grain historic buildings such as those around Minerva Road. There are also key heritage assets that contribute to the unique identity including the Grand Union Canal and Grand Junction Arms Public House.

Along the ‘Big X’, there are issues with poor quality frontages, a lack of passive surveillance and issues with parked vehicles on narrow footways.

The character of the Neighbourhood Centre is dominated by ASDA, CMH and the main junction. There are a number of cafés and banks serving local residents, the hospital and businesses. There are also heritage assets including the Refectory, and three industrial buildings along Park Royal Road.



↑ The Grand Union Canal is a significant heritage asset



↑ Conflict between the footway, yard activities and parking along Coronation Rd



↑ Fenced yards along the Abbey Road create poor a poor pedestrian environment



↑ The Grand Junction Arms Public House contributes to the unique local identity

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3.0
VISION FOR
PARK ROYAL CENTRE

"Thriving, connected
& balanced"

A strengthened and diversified range of new uses, services and amenities, including new town centre uses, workspaces and homes, alongside the anchor uses of Central Middlesex Hospital and ASDA will support a more vibrant and coherent neighbourhood centre. Improvements to the transport network will support walking and cycling, deliver enhanced bus services and ensure the road network keeps Park Royal moving, better connecting businesses, employees, residents and visitors with their destinations.



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Support a growing and diverse economy with a better town centre

Development should deliver a mix of uses appropriate to supporting the industrial estate, businesses, health and residential uses, including 3,000sqm of additional A class floorspace (consisting of large and small units), as well as community and leisure provision, and a mix of other uses to contribute to the vitality and viability of the Neighbourhood Centre and the delivery of 1,400 new jobs by:

a. Ensuring a comprehensive and coordinated approach is taken to the development of key opportunity sites such as ASDA and Central Middlesex Hospital in order to deliver re-provision and increased town centre floorspace;
b. Promoting additional sites suitable to be redeveloped to provide additional capacity for town centre uses as identified overleaf;
c. Diversifying the services, amenities and D-class and other appropriate town centre uses within the Neighbourhood Centre to support new and existing industrial, health and residential uses;
d. Delivering new compatible industrial uses along Western Road to help protect SIL and manage the transition between the town centre and SIL;
e. Establishing a well-defined building line with double-sided, where appropriate, active and/or positive frontages on Coronation Road, Park Royal Road, Acton Lane and Abbey Road;
f. Providing positive frontages onto Western Road, Central Way and other routes within the Neighbourhood Centre to create a better relationship within the surrounding SIL;
g. Delivering some visual and physical permeability between buildings; and
h. Ensuring that any petrol station is designed to resiliently address the needs of vehicles in the 21st century and provide rapid electric charging points and hydrogen refuelling stations, designed to accommodate both normal vehicles and freight lorries.

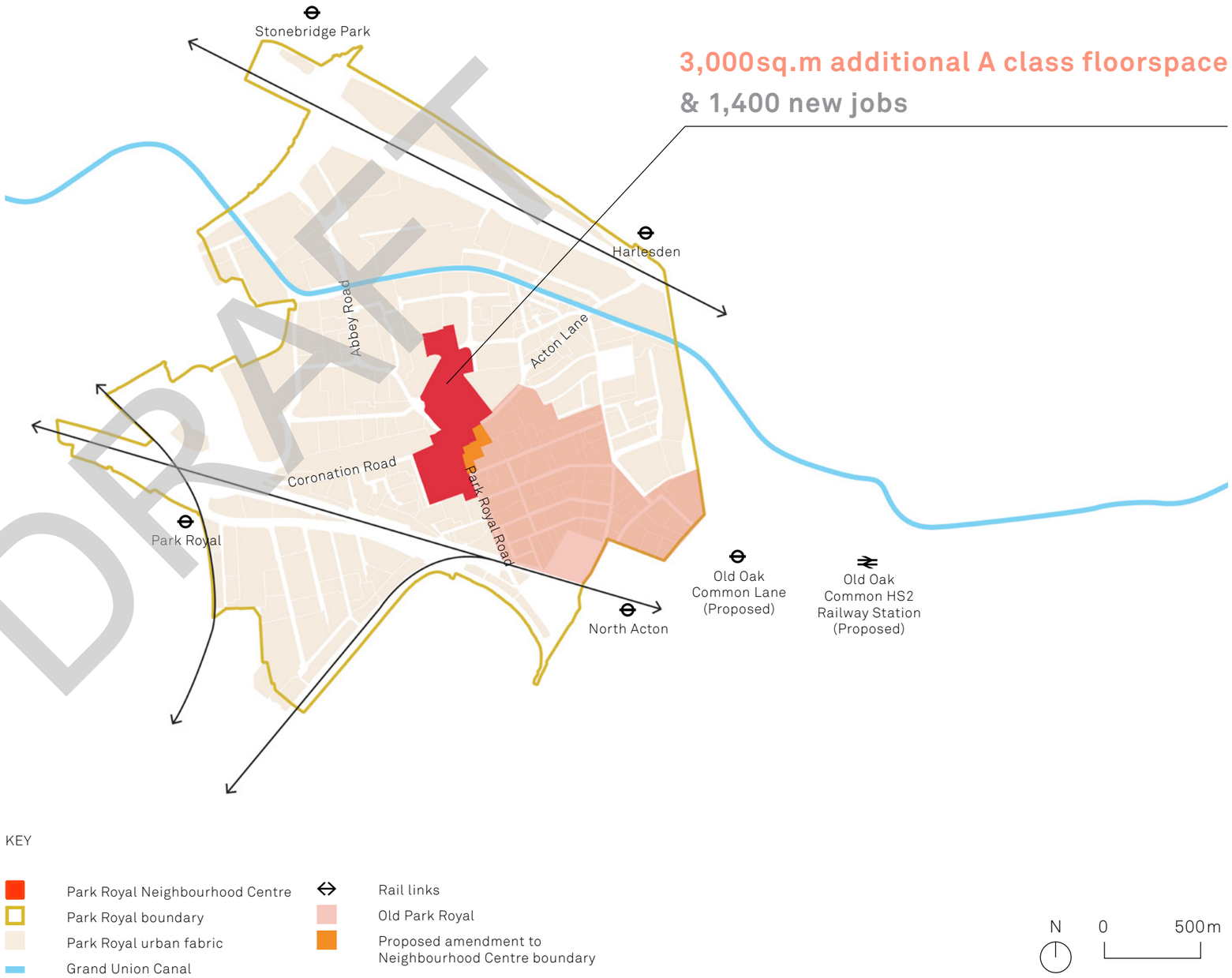
Supporting text

Justification:

1.1 The context for Park Royal Centre is unique as it primarily serves a catchment of businesses and employees. Intensification of industrial sites across Park Royal SIL will result in a growing number of businesses and a minimum of 10,000 new jobs, and there is a need to provide the right type and range of amenities to support this growth.

1.2 OPDC's research identifies specific requirements for additional retail, services and food and drink establishments in this location. A more diversified town centre, including D class uses, is needed to meet the needs of the employees, businesses, and residents. This mix of uses could deliver 1,400 new jobs.

1.3 The town centre boundary has been assessed to ensure there



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is enough capacity within the boundary for this range of uses and to support growth in the surrounding industrial area. Based on a detailed analysis and assessment (see Appendix 2), a revised town centre boundary is recommended as identified overleaf.

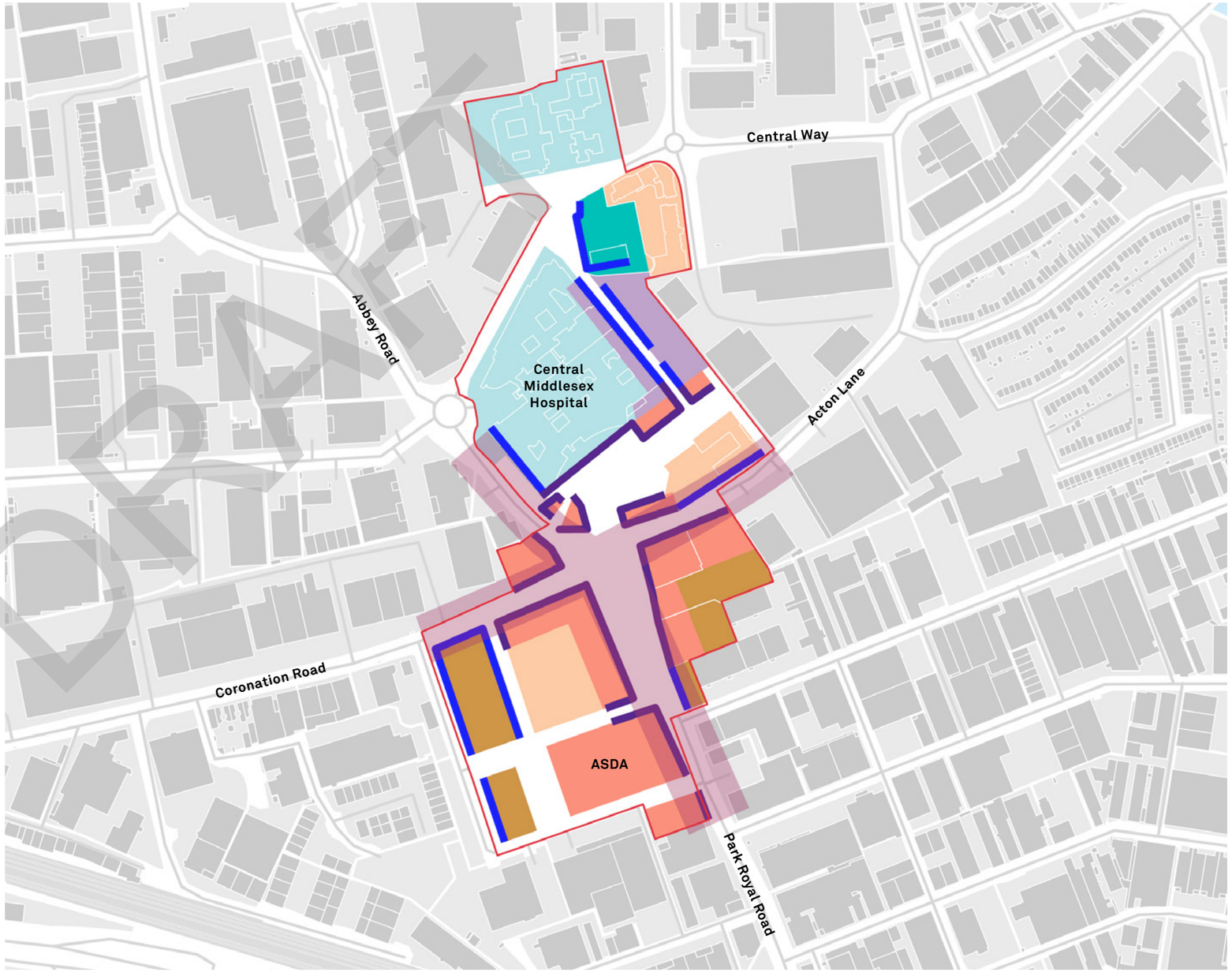
1.4 New employment uses within the Neighbourhood Centre will help meet the ongoing demand for space in Park Royal, and more strategically in London, manage the transition between the town centre and SIL.

1.5 The ASDA site offers the greatest potential for large-scale redevelopment, complemented by other opportunities across Park Royal Centre. A mix of town centre uses, primarily focussed on reproviding existing retail floorspace, the delivery of new A use class floorspace, alongside complementary residential, social infrastructure and industrial uses. Given the vehicle movements generated by the petrol station, consideration needs to be given to reducing impacts on air quality and supporting a transition to the use of alternative fuels.

1.6 Given the potential scale of the opportunity, future development of the ASDA site requires a considered and comprehensive approach. Comprehensive redevelopment would help deliver an optimal layout and amount of development to help support the viability of delivering improvements to the road junction.

1.7 The current ASDA building arrangement gives the area an undefined urban structure which negatively impacts on the area's sense of place, vibrancy and creates an immediate barrier for those walking and cycling to visit the store. Redevelopment on this site must bring the building line forward to Park Royal Road and create more continuous ground floor active/positive frontages.

1.8 Introduction of more balanced active/ positive frontages will aid coherence and support other principles in relation to connectivity. Ground floor active/positive frontages along the identified areas of Abbey Road, Acton Lane, Park Royal



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Road, Coronation Road and Western Road will help balance the centre and better integrate it with SIL. A gap in the frontage have been allowed to create permeability, including east-west connections within the ASDA site, but additional gaps may be required to break up the massing along significant stretches of frontage. Indicative locations for these gaps are shown in the diagram overleaf.

Relevant information
Supporting Appendix 2 - Neighbourhood Centre Boundary Analysis

Principle 1 precedents



↑ **Caxton Works, London** (Studio Egret West)
Industrial units animate the street scape of this mixed use development with residential above



↑ **Here East, London** (Hawkins/Brown)
Ground floor retail mixed with employment and industrial space above



↑ **Manchester Studio** (Hawkins/Brown)
Multi-level studio refurbishment with offering employment frontage



↑ **Aylesbury Estate, London** (Levitt Bernstein)
New community day centre attached to residential development facing onto a public space

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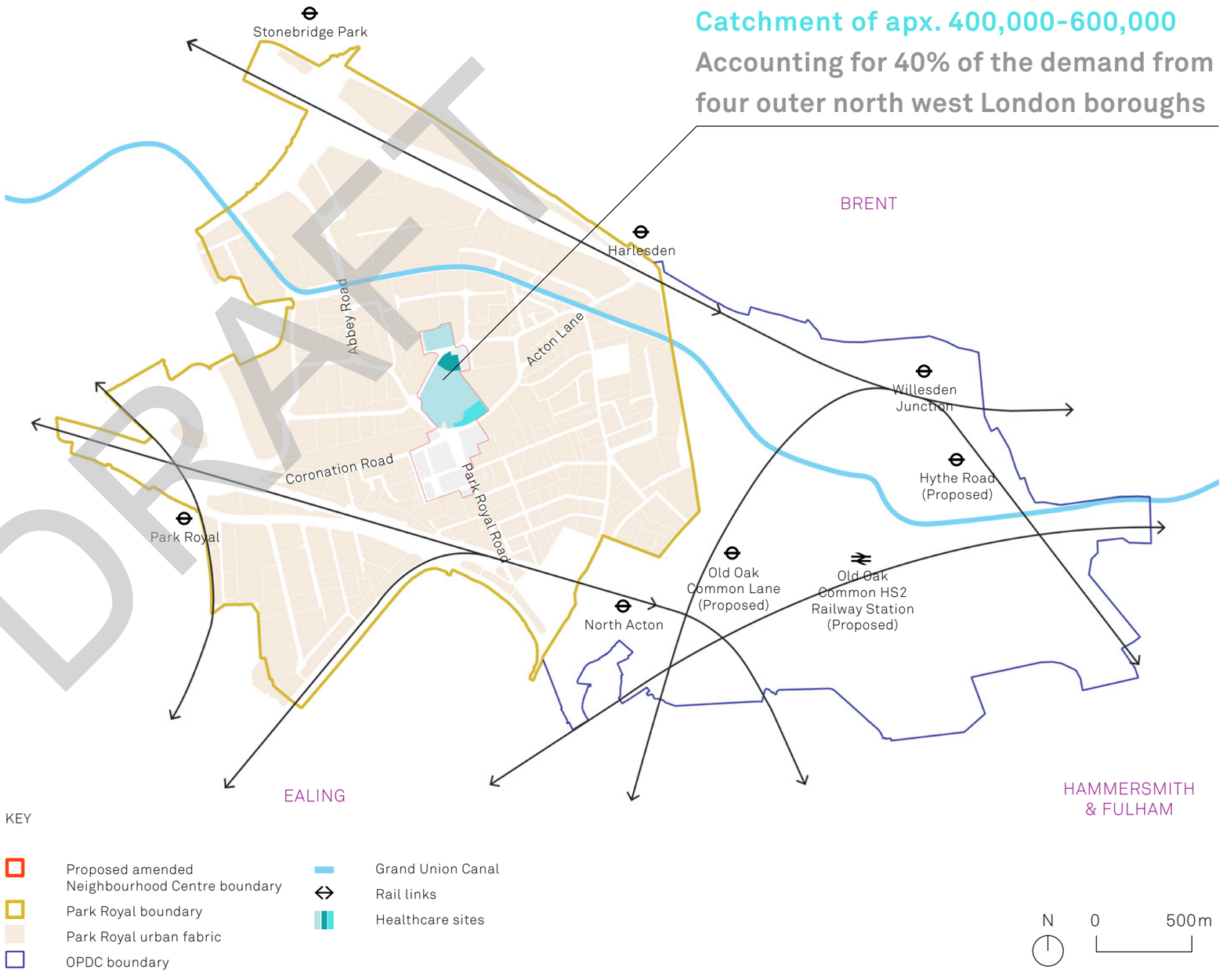
Integrate health & wellbeing uses in the Neighbourhood Centre

Development should support the optimisation and integration of a range of healthcare provision to create a 'Health and Care Hub', such that health and wellbeing uses become a better-valued part of the centre along with other complementary uses by:

a. Proactive planning of a hospital in the city, with better integration, including;
   - Creation of a 'health and care hub' that is predicated on a mix of uses including; health, knowledge, self-care and wellness, including coordinated governance and operation across statutory, public and private care providers;
   - Introduction of a clear urban structure within the site with a hierarchy of pedestrian routes, cycle lanes, designated vehicular and bus movement routes and shared surfaces connecting the site to its surroundings; and
   - New active and/or positive frontages as part of the wider Neighbourhood Centre encouraging legibility within site and with wider context;

b. Creating a diversity of land uses, including;
   - Academic: In line with the hospital's aspirations to be named as a university hospital, explore development opportunities that would enable for training of healthcare professionals and Research & Development facilities;
   - Business: Explore development opportunities for associated business uses, research (ie. Biobank), manufacturing (ie. Pharmaceuticals) and other supporting retail;
   - Clinical: As well as core statutory care, provide development opportunities for non-statutory care including private patients clinics; and
   - District: Explore and quantify opportunities for delivering key worker housing, accommodation for training and private residential;

c. Better utilisation of land/ buildings to unlock opportunities to optimise the use of the site and help plan for growth, including;
   - Rationalisation of existing transport movements, whilst ensuring enhanced bus infrastructure to support existing and planned bus services between Park Royal, Old Oak and other key destinations;
   - Re-utilisation or redevelopment of former Maternity Ward and Refectory buildings;
   - Improved entrances and façade activation of the perimeter of ACAD and BCAD buildings; and
   - Extensions and new buildings, including a new front door for CMH which integrates & connects with new complementary uses;



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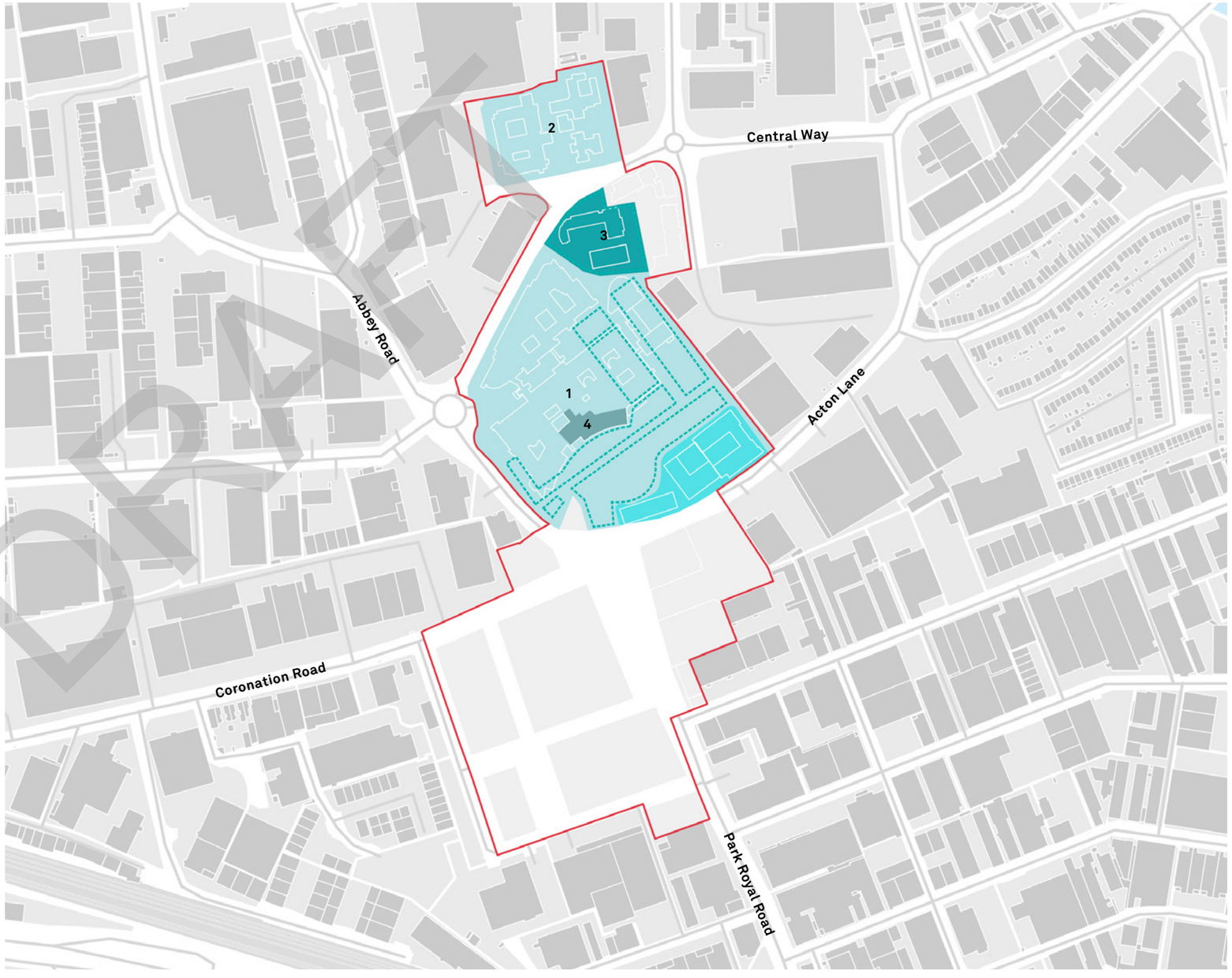
d. Providing amenity for all with a holistic strategy, predicated on health, well-being and knowledge sharing, that:
   - — Considers ground and upper floors as part of a vertical integrated strategy that caters for a range of amenities and outdoor open spaces across the site, including gardens, terraces, sport and games areas;
   - — Delivers a strong overall public realm for all residents, patients & general public comprising healthy streets, generous pavements, seating, diverse range of green spaces to create a strong sense of place;
   - — Includes outdoor spaces for patients that are dementia friendly, safe and promote well-being, seamlessly connected to the hospital buildings; and
   - — Is integrated with the extra care facilities, surrounds and the hospital in order to provide a higher quality of life for the extra care residents.

Supporting text

Justification:

1.1 The CMH site is currently underutilised. Parts of CMH are currently vacant, although a new Primary Care Centre (Park Royal Medical Practice) opened in Spring 2018 providing vital front line services for residents and workers in Park Royal. Park Royal Medical Practice currently has a list size of 6,400 patients (as of May 2018) with the capacity to expand up to 15,000 patients to meet the needs of OPDC's growing population. All phases of the population growth envisaged within Park Royal and North Acton can be accommodated through the expansion in capacity of the new Park Royal Medical Practice and increasing the capacity in other existing healthcare infrastructure

1.2 CMH has a significant role in terms of its number of employees/visitors, its function, and land take within the centre. Changes here can transform the relationship between hospital and rest of town centre to create a health and care hub which is fully integrated within its



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context, contributes to an easily accessible and inclusive network of 'healthy streets' and supports wider health and wellbeing outcomes. Extra care facilities in Park Royal Neighbourhood Centre accommodate 220-360 older, vulnerable residents with heightened care needs which amounts to around 30% of the boroughs residential nursing care. The cluster is therefore an important asset.

1.3 At present, the bus routing at Park Royal is overly complex, with loops at CMH and Asda and there is potential to rationalise car parking and 'back of house' functions. These interventions would unlock potential development opportunities around the CMH site (as identified overleaf) and provide opportunity to create a better civic open space and integrated with other public open spaces within the centre. Any reconfiguration should enable current and future bus network to be appropriately provided for, and is subject to approval from relevant stakeholders and further engagement to understand any specific requirements related to this.

1.4 Optimising site around the CMH site could deliver potential opportunities for other health related services such as training or research and development facilities or other complementary residential accommodation or staff amenity uses.

1.5 Re-utilisation or redevelopment of former Maternity Ward and Refectory buildings could also provide capacity for other complementary uses.

1.6 Principle 7 provides further detail on the wider strategy for open space provision across the centre. The hospital has a number of existing open spaces and could make a contribution towards the wider network of spaces.

Principle 2 precedents



↑ **St.Olavs Hospital, Trondheim** (Nordic)
Generous hospital forecourt offers a public realm amenity space



↑ **London Cancer Hub, Sutton** (Haptic/Nordic)
A clear urban structure with a hierarchy of pedestrian, cycle lanes, designated vehicular and bus lanes and shared surface



↑ **Dumfries & Galloway Royal Infirmary, Scotland** (Ryder Architecture)
Legible entrance with high quality public realm separating vehicular and pedestrian movement



↑ **Therapeutic hospital courtyard** (Haptic/Nordic)
Courtyard gardens on the CMH site used as amenity spaces for patients that are dementia friendly, safe and promote well-being

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Deliver new and much-needed homes

Development should deliver a minimum of 650 homes in Park Royal Neighbourhood Centre. This should further support the health and wellbeing aims in Park Royal Centre where new residential development could benefit from proximity to the hospital, and may include non-conventional accommodation such as extra care, key worker and build to rent schemes where appropriate, to reflect the unique environment of Park Royal by:

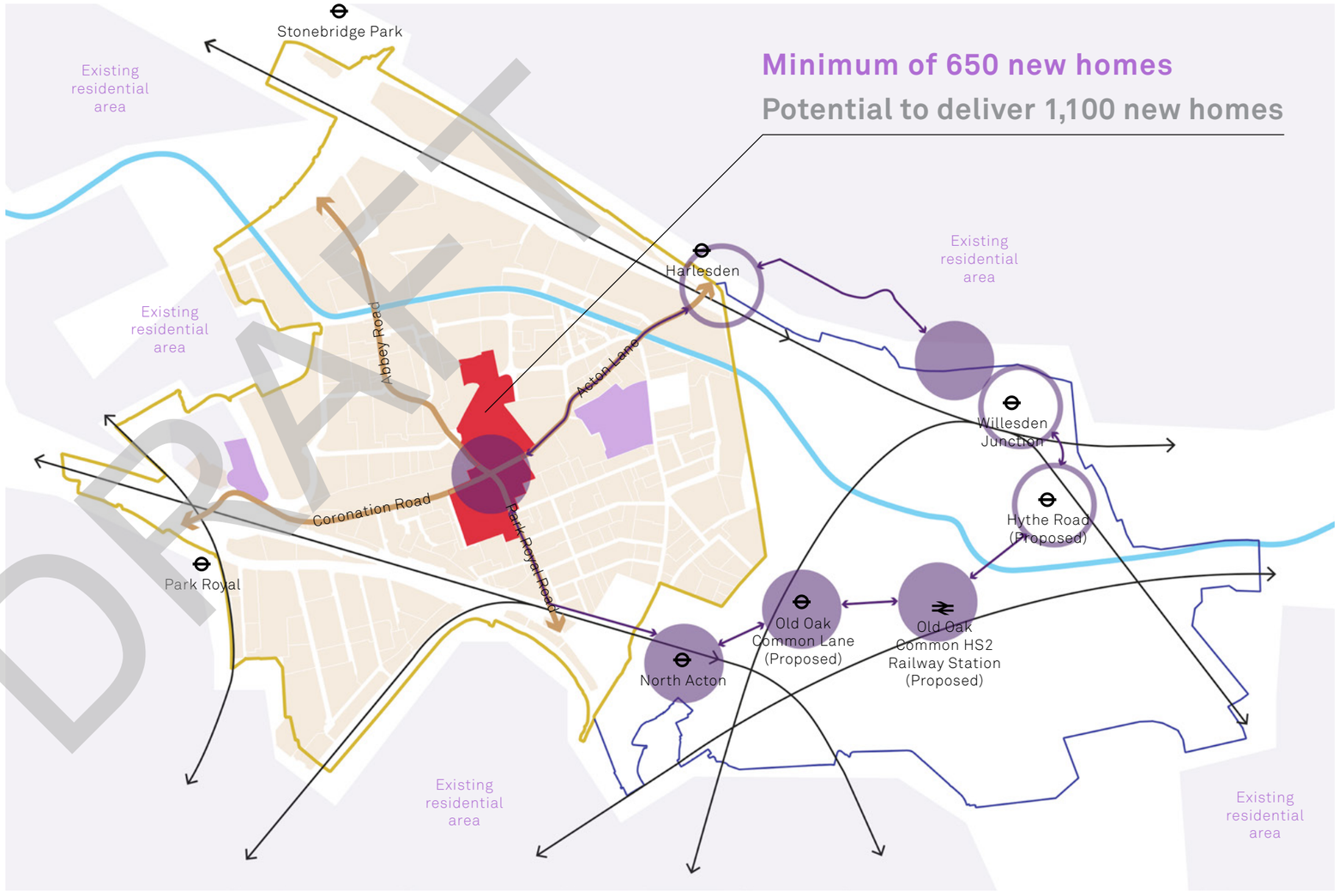
a. Delivering residential uses above ground floor town centre frontages;
b. Supporting residential development clustered around Coronation Road, Acton Lane and Park Royal Road;
c. Supporting the delivery of a housing and community/ workspace focused cluster on the Former Maternity Ward and Refectory site;
d. Considering the long-term strategy for clustered residential uses along side Luma Apartments and Park Royal Mental Health Centre;
e. Managing heights and massing such that:
   — Locations of taller buildings be considered in terms of their visual impact and potential for improving wayfinding across the wider area;
   — New buildings support local legibility and secure wider benefits for the area and community; and
   — The range of building heights respond to the context, including a taller building on the north-eastern corner of the ASDA site, with carefully articulated massing rising towards the junction, where this:
   — Facilitates an improved junction and new open space;
   — Creates a positive, well defined street edge;
   — Improves way finding and legibility of the town centre;
   — Meets relevant planning considerations
f. Ensuring a comprehensive and coordinated approach is taken to the development of the ASDA site to optimise the site's development capacity; and
g. Applying the Agent of Change principle to ensure:
   — New development does not materially affect the ongoing functioning of existing employment uses and/or town centre uses; and
   — New development does not cause unacceptable harm to the amenity of existing uses.

Supporting text

Justification:

1.1 The ASDA site includes land which is currently vacant or used for surface car parking, so there is potential for this land to be used more efficiently to deliver much needed new homes.

1.2 An assessment of the ASDA site and the anticipated delivery of extra care housing



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on Acton Lane, indicates that there is capacity for around 650 homes. However, there are other potential sites identified within the centre that could deliver more homes and capacity could be increased up to 1100 new homes. Further work is required to understand the deliverability of these other sites and appropriateness of these sites is subject to relevant planning considerations being applied, therefore a minimum target of 650 homes is suggested.

1.3 Any residential development should be prioritised above the new town centre frontages along Coronation Road, Acton Lane and Park Royal Road because these face onto other town centre uses surrounding the junction, such as the hospital and other supported housing units.

1.4 The predominant shoulder height of development could be within the range of 6-8 storeys, but given the presence of and opportunity to retain proposed local heritage assets, such as the Refectory building, building heights may range from 1 storey upwards. All relevant planning considerations would apply when assessing the appropriate height of buildings on individual sites.



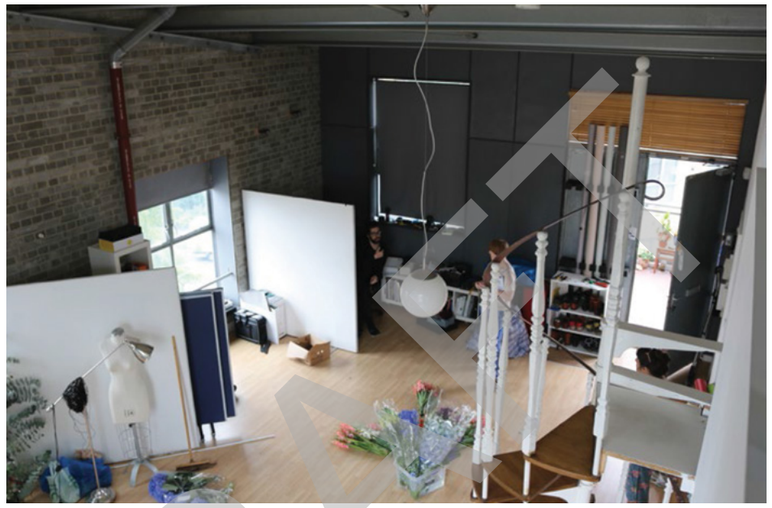
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Principle 3 precedents



↑ Krøyers Plads, Copenhagen (Vilhelm Lauritzen Architects)
Blocks arranged around a semi-public courtyard



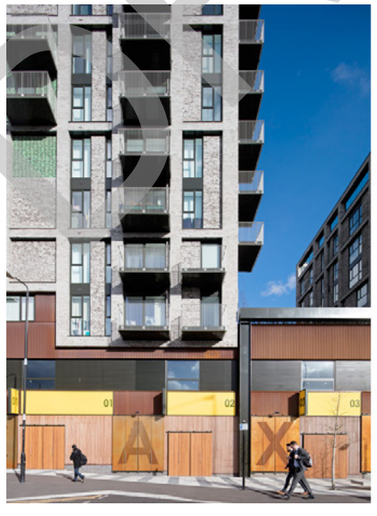
↑ Westferry Studios, Limehouse
A purpose built development with 29 work/live units and 9 commercial B1 units



↑ Upper Richmond Road, London (AHMM)
Articulated roofscape of tall building



↑ Lock-keepers, Bromley-By-Bow (Allies & Morrison)
Negotiation from low rise industrial uses to taller residential building with consideration to mitigating surrounding employment activity





↑ Caxton Works, Canning Town (Egret West)
Legible commercial and studio space integrated at ground floor level

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Connect local neighbourhoods by addressing severance

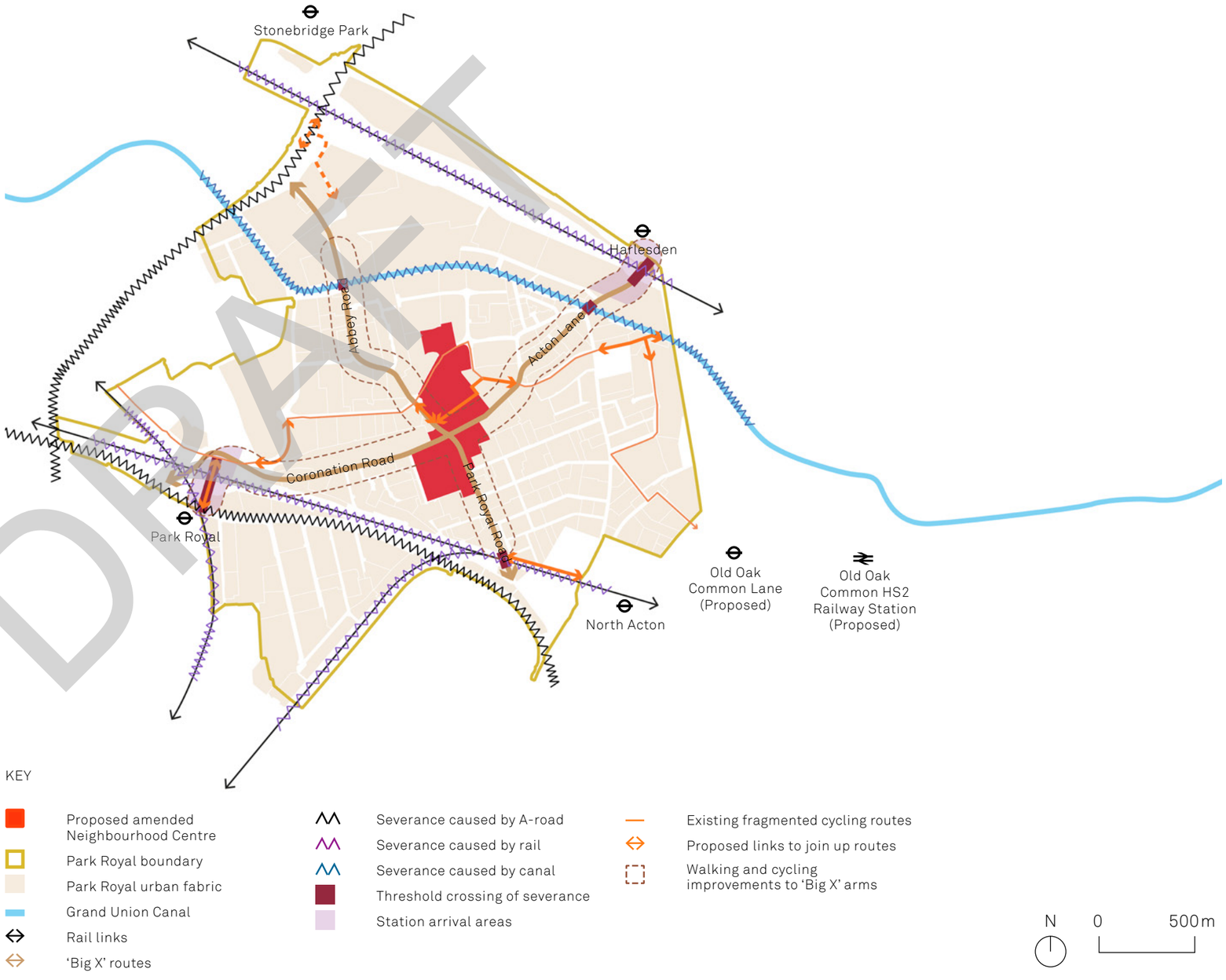
Development should facilitate the delivery of a high-quality network of safe, pleasant, legible, low-pollution walking and cycling routes that contribute towards healthy local streets and provide opportunities for businesses and services in Park Royal to be within reach of more people by active travel. Improvements to local routes should encourage walking and cycling and the use of public transport over private vehicles, thereby relieving pressure on the road network for freight and commercial traffic by:

a. Ensuring the safeguarding and creation of new links within/ through the Neighbourhood Centre particularly through CMH, ASDA and connections into the surrounding employment areas;
b. Creating alternative cycle/ pedestrian links to ensure all areas are connected for pedestrians and cyclists, particularly to/from stations, to Park Royal Centre, the Grand Union Canal and Old Oak
c. Creating new and improved cycle lanes to provide continuous two-way cycle routes in all directions. This is enabled by junction improvements, carriageway widening, and the removal of car parking;
d. Ensuring sufficient cycle parking is provided to encourage and support people to use this form of transport;
e. Improving connectivity and coherence through tactical enhancement to the public realm along the 'Big X' arms including new and improved pedestrian crossings, new tactile pavers, and removal of guardrail;
f. Enhancing pedestrian and cycle entries at the canal and improvements to the Acton Cemetery link to achieve wider connectivity to Old Oak;
g. Enhancing onward connections to North and Stonebridge Park station
h. Enhancing the station arrival and public realm at Harlesden Station – Acton Lane approach;
i. Creating a better quality bridge connection and station arrival at Park Royal station supported by better public realm fronted by active uses;
j. Enhancing bus infrastructure to support existing and planned bus services between Park Royal, Old Oak and other key destinations; and
k. Working with the local highway authority to ensure that car parking is rationalised to create space for walking and cycling improvements.

Supporting text

Justification:

1.1 The 'Big X' provides the more direct route to stations and bridges and therefore it is important that walking and cycling links are good quality. Currently, the quality of on-street cycling provision varies along the 'Big X' and other routes, with lanes or shared paths discontinuous,



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provided on one side only, and sometimes with informal car parking along them.

1.2 Cycle provision is the most complete along Abbey Road, with lanes provided on both sides for long stretches. North of the canal, however, the provision is poorer and consists of a shared footway/ cycleway on the east side only. As Abbey Road approaches the 'Big X' Junction there is a southbound lane only.

1.3 Cycle provision is the poorest along Park Royal Road, with only some Advanced Stop Lines (ASLs) provided, and no lanes.

1.4 Cycle provision is poor along Coronation Road, with only an eastbound cycle lane, and a section of shared footway. Cars frequently park along the sections with cycle lane.

1.5 Cycle provision is poor along Abbey Road, with only an eastbound lane, with cars often parking informally along it. North of the canal, there is a section with lanes in both directions.

1.6 There is some notable off-street cycle provision. The Grand Union Canal is a significant asset, being a direct route to Central London. There is also some off-street provision at First Central.

1.7 The priority is to improve the 'Big X' to better support pedestrians and cyclists. However, alternative links would also provide positive additions to the network and enable a 1.5-2 km/20-25 walk or a 7-10 minute cycle from Park Royal to Oak Old Common (depending on specific destination).

1.8 Cycle parking is minimal, with 8 Sheffield stands (16 spaces) outside the Central Middlesex Hospital. There is also some cycle parking at the stations, most notably North Acton.

1.9 The existing bridge to Park Royal station is narrow and in poor condition. This contributes to a general poor station arrival with lack of generous forecourts. Additionally, the approaches from Harlesden and North Acton are compromised by poor public realm and uninviting environments.



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Principle 4 precedents



↑ Camden, London
Clearly demarcated cycle path, soft segregation and stepped track running alongside main roads providing a direct route between centres



↑ Castle District, Sopron
Shared footway/cycleway separated from vehicular traffic



↑ David Byrne Bike Racks, Brooklyn
Bespoke cycle stands incorporated into lettering provide multiple functions of parking, signage and public art



↑ Bow bridge, London
A shared pedestrian and cycle bridge providing a legible route across severance caused by road or waterways



↑ New Road, Brighton
High quality paved shared surface for pedestrians, cyclists and vehicles



↑ Towpath Cafe, London
Route along the canal is activated by canalside cafe/retail uses at key points near bridges

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Keep Park Royal moving

Development should provide for continued business vehicular traffic, enhancing freight movement across the 'Big X' junction, that supports intensified industrial and employment uses, whilst also seeking bus infrastructure upgrades to improve speed, reliability and the quality of the user experience, including to forthcoming new transport hubs by:

a. Simplifying bus movements through the Neighbourhood Centre, including;
   - — Removal of the loop within the hospital forecourt, with buses instead routed in a loop around Acton Lane. Correspondingly, the roundabout at the hospital forecourt can be removed as part of an optimised arrangement
   - — Removal of the ASDA loop and integration of services at stops along Park Royal Road and Coronation Road (with additional services at ASDA due to extended routes).

b. Supporting and safeguarding an extended 7 bus route as direct link between Old Oak and Park Royal;
c. Extending the existing movement network and provide street types suitable for a new mixed use neighbourhood. Street types should be delivered based on the expected vehicle flows, access requirements and cater specifically for the needs of uses that line particular streets;
d. Coordinating with traffic management measures required to Chandos Road to provide proposed bus service 7 with 2-way access route to Park Royal from Victoria Road;
e. Realigning the 'Big X' junction to provide traffic capacity benefits, enable improved public realm and improve the setting for town centre opportunity sites; and
f. Removal of car parking to help free up road capacity/space and ease bus movement.

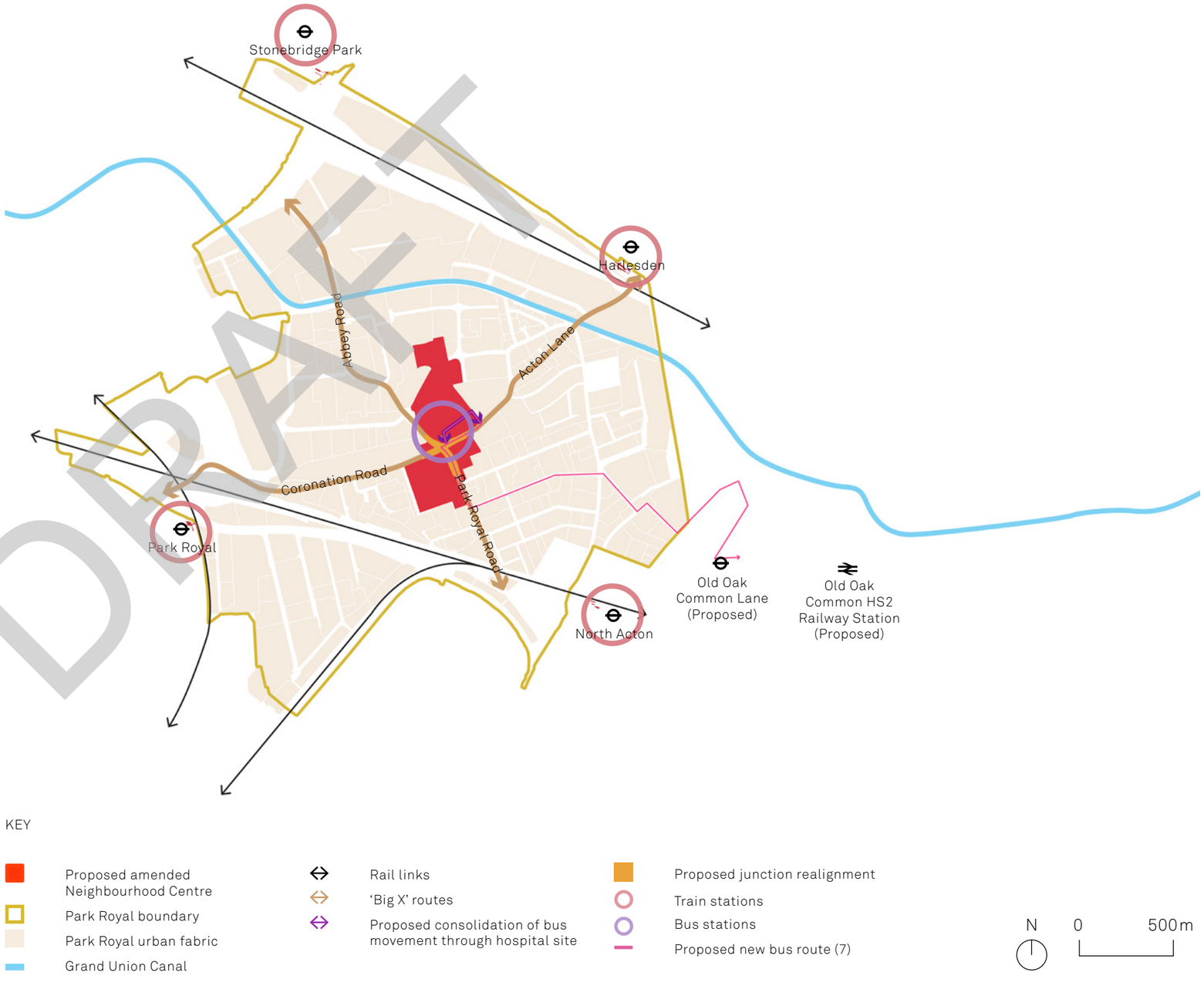
Supporting text

Justification:

1.1 There is a dependency on buses within Park Royal due to the distance of the rail stations,. Currently there are seven services which serve the arms of the 'Big X', with the Central Middlesex Hospital and to a lesser extent the ASDA as the key destinations within Park Royal Centre. Buses service destinations within West London, Central London, and local rail stations. Two of the services, the 187 and 228, are terminating services at the hospital.

1.2 Bus routing is largely along the arms of the 'Big X', with some routes using additional streets such a Central Way, Standard Road and Minerva Road.

1.3 At present the bus routing at Park Royal Centre is overly complex, with loops at the Central Middlesex Hospital and ASDA. The highways arrangement is space hungry



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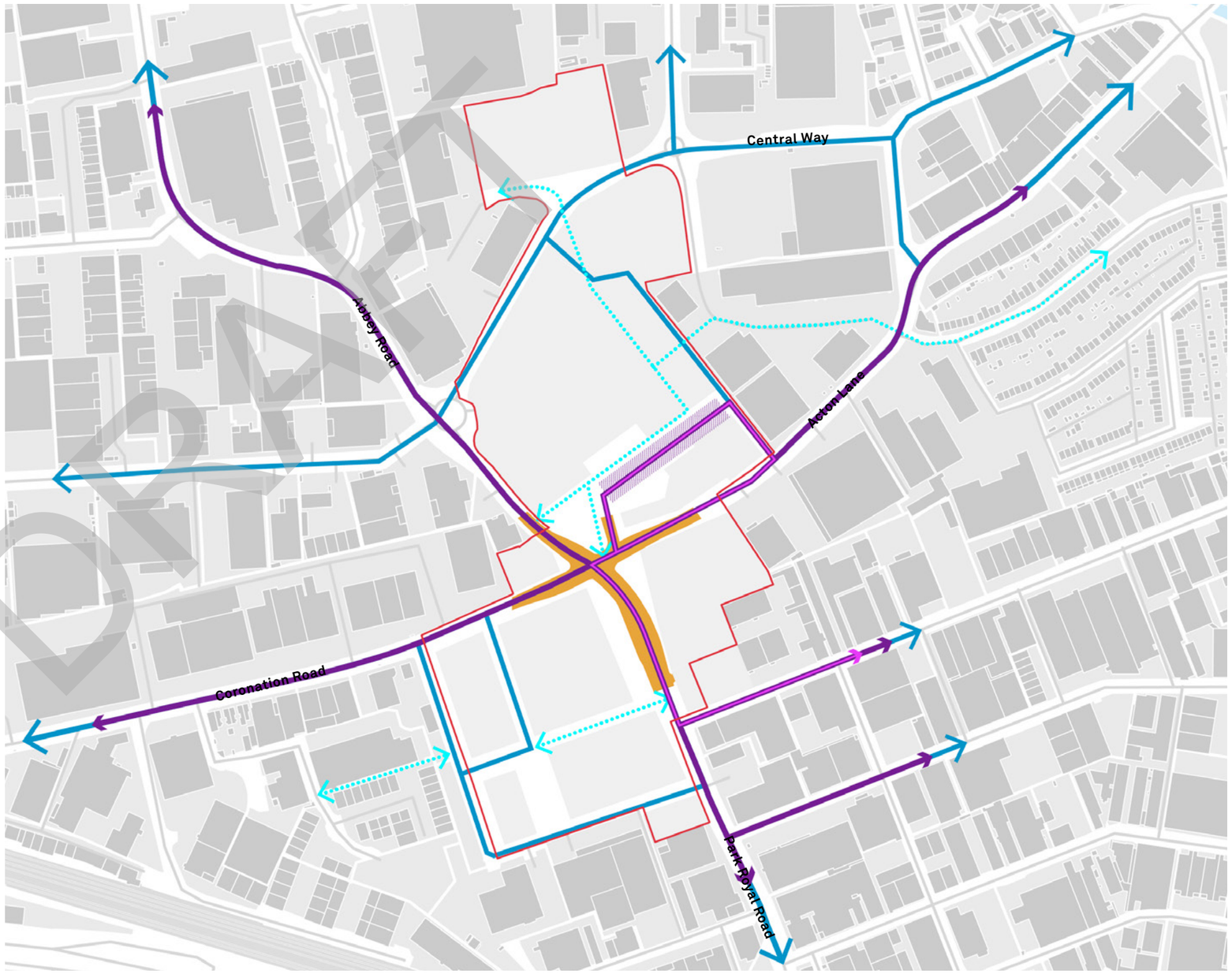
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and detracts from what is otherwise a large public space in the centre of Park Royal. Rationalising the bus movements would provide opportunities to unlock development potential and create a better civic open space and integrated with other public open spaces within the centre. Any reconfiguration should enable current and future network requirements to be appropriately provided for

1.4 Park Royal currently has a low number of employees within a commutable travel time of 1 hour by car, largely due to traffic congestion within London, which is identified as a weakness in the OPDC Industrial Estate Research Study (2016). However, many of these employees live within walking and cycling distance and these journey times would be reduced if alternative modes of transport were used

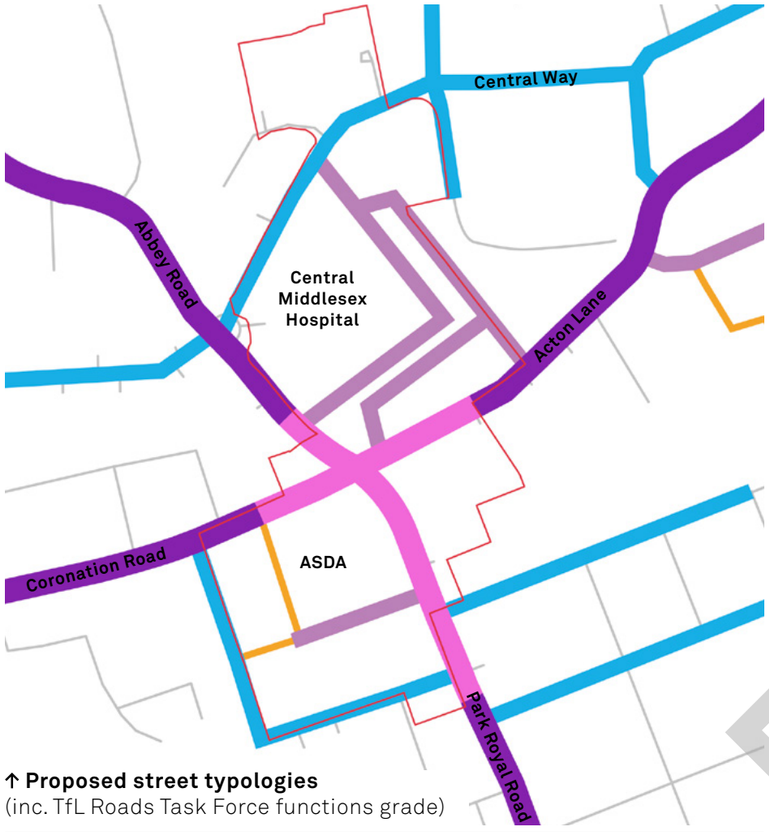
1.5 The local highway network has good strategic connections, as Park Royal is wrapped by the A40 to the south and the North Circular to the west - both Transport for London Road Network (TLRN), enabling onward vehicular connections e.g. for freight. These strategic routes experience significant vehicular traffic, with congestion an issue.

1.6 The arms of the 'Big X' experience notable vehicular traffic, although substantially less than the A roads. The busiest arms are Acton Lane and Abbey Road. The number of vehicles travelling through the 'Big X' junction is 1721 in the AM peak and 1887 in the PM peak. The existing staggered junction is inefficient, and creates poor quality public realm. Previous work in the Park Royal Transport Strategy proposed reconfiguring the junction, shifting the northern end of Park Royal Road to directly align with Abbey Road.



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Principle 5 street typologies



↑ Proposed street typologies
(inc. TfL Roads Task Force functions grade)

Street type	Description
Commercial high street (TfL RTF: M2/P2)	An active high street with a fine grain supporting commercial and civic uses, providing a strong focus for residential and working communities
Connector (TfL RTF: M2/P1)	An urban-scale street providing a pedestrian friendly environment whilst ensuring connections with the wider transport network
Working street (TfL RTF: M1/P1)	A robust street type which is both adaptable in accommodating a range of intensified employment uses and can afford possibilities for complementary uses
Neighbourhood street (TfL RTF: M1/P1)	Quiet, safe and desirable streets where public realm and architecture are closely integrated
City place (TfL RTF: M1/P3)	Spaces of importance which support the identity of a place and provide a place for people to gather

Principle 5 precedents



↑ Commercial High Street: An active high street with a fine grain supporting commercial and civic uses, providing a strong focus for residential and working communities



↑ Connector: An urban-scale street providing a pedestrian friendly environment whilst ensuring connections with the wider transport network



↑ Working street: A robust street type which is both adaptable in accommodating a range of intensified employment uses and can afford possibilities for complementary uses



↑ City space: Spaces of importance which support the identity of a place and provide a place for people to gather

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Create a legible identity for Park Royal

Development should improve the image and perceptions of Park Royal Industrial area through intervening at key arrival points, thresholds and other secondary routes through a range of pre-development, small scale wayfinding and larger public realm projects by:

a. Transforming the experience of entry into Park Royal Industrial Estate via Coronation Road/ Park Royal Road/ Abbey Road/ Acton Lane and when approaching from other secondary routes;
b. Celebrating and enhancing infrastructure at key thresholds to include the four key bridges at Coronation Road/ Park Royal Road/ Abbey Road/ Acton Lane;
c. Conserving and enhancing heritage including supporting a narrative of making, production and local history that offers future generations an interpretation of how Park Royal has evolved;
d. Contributing towards a useful and compelling wayfinding strategy that is able to support the diverse uses within and around Park Royal Centre;
e. Delivering well-designed buildings within the Neighbourhood Centre, including marker buildings, which successfully establish legibility in the approaches along Coronation Road/ Park Royal Road/ Abbey Road/ Acton Lane and when approaching from other secondary routes; and
f. Delivering well-orientated buildings that assist with natural navigation and intuitive wayfinding within the Neighbourhood Centre which are supported by active and/ or positive frontage outlined in previous principles.

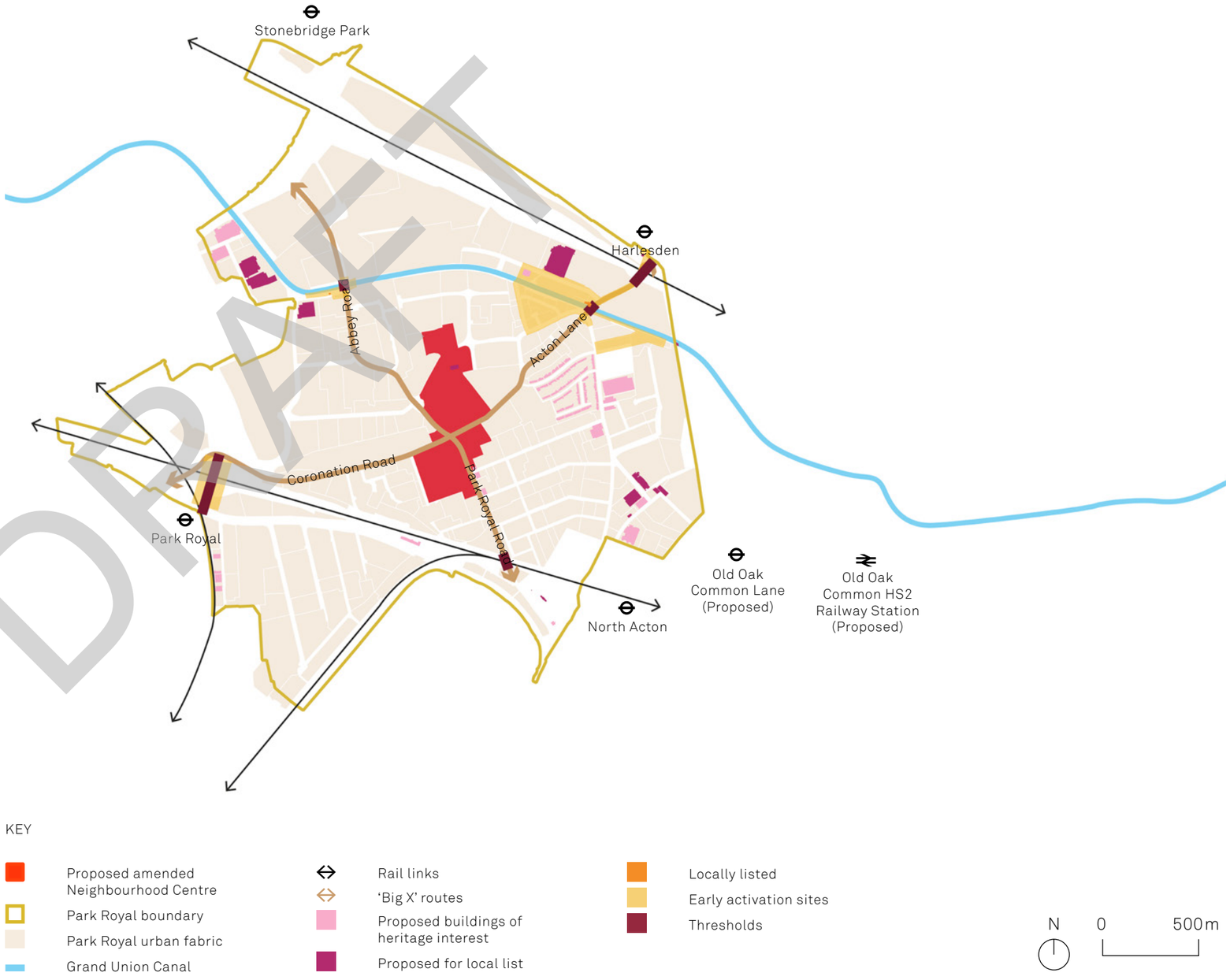
Supporting text

Justification:

1.1 Key station entrances provide important urban frontages, ensuring movement into Park Royal area is positively perceived.

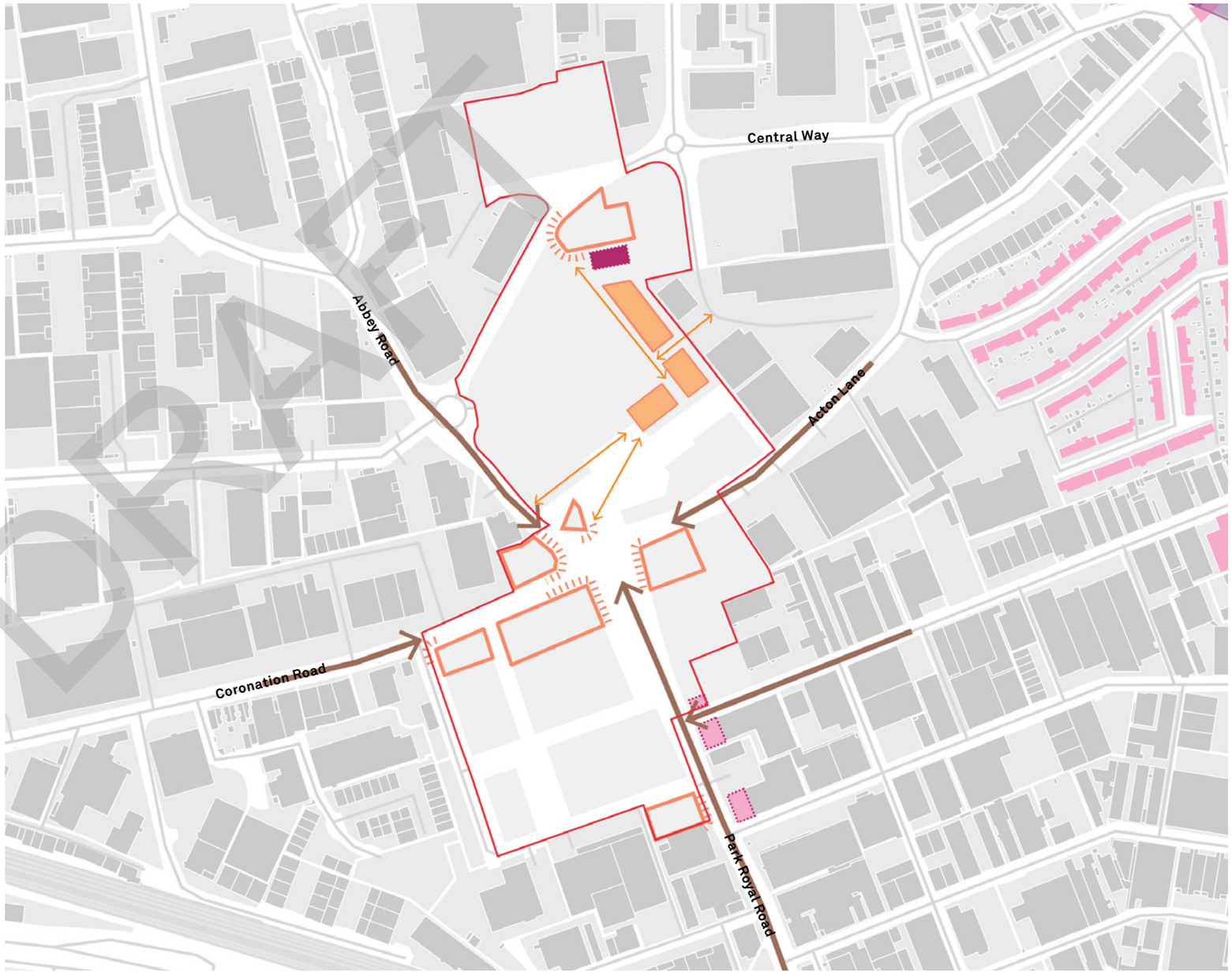
1.2 Active frontages which are well oriented create vibrant town centres which spill out into the space between buildings, and in combination with heritage buildings, can create a distinct urban character through improving their setting and incorporating new development.

1.3 Key approaches have been established through a movement hierarchy within the Neighbourhood Centre and the quality of buildings will be of significant importance in ensuring a successful and legible centre Marker buildings should give particular consideration to architectural detailing and materials and celebrating the heritage assets/identity of the area.



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KEY

- Proposed other buildings of heritage interest
- Proposed for local list
- Major buildings and frontage located on key corners and views
- Orientation of building important for intuitive wayfinding within larger site footprint
- Key corners
- Establishing long approach views with new development
- Opportunity for clearer navigation within larger sites
- Supported by sensitive use of buildings of heritage interest
- Proposed amended Neighbourhood Centre boundary

N 0 200m

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Principle 6 precedents



↑ Sugar Hill Housing, Harlem NY (David Adjaye Architects)
Housing, a preschool, and a 17,000 square foot cultural institution



↑ Trafalgar Place, London (dRMM Architects)
A marker corner aids wayfinding into depth of development plot with positive frontage



↑ Shoreham Street, Sheffield (Project Orange)
Working with exisiting elements of industrial heritage and working yard arrangements



↑ Brandhorst Museum, Munich (Sauerbruch Hutton)
Open corner and characterful cladding creates visual landmark



↑ Blackhorse Lane, London
Key placemaking markers on routes to and from the station to better connect residential and employment areas



↑ Kalkbreite Building, Zurich (Müller Sigrist Architekten)
Landscaped staircases lead to housing and gardens above a tram depot

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Improve open space and amenity

Development should contribute to the delivery of more attractive, greener and better-integrated public realm to address the current deficit. This will improve the quality of life of new and existing residents through promoting recreational facilities and active use of amenity space. Together, amenity spaces should form a linked network along improved walking and cycling routes by:

a. Delivering street greening along existing 'Big X' routes where this does not impact on movement;
b. Delivering a range of safe, pleasant and direct pedestrian and cycle routes to existing and new open spaces;
c. Requiring new development to contribute to delivering network of diverse multi-functional publicly accessible open spaces within Park Royal Centre, including green and hard landscaped public open space and private amenity space;
d. Making significant contributions towards achieving a sustainable place by using green infrastructure to improve air and noise quality;
e. Providing appropriate levels of soft and permeable surfaces within new development to contribute to area- wide blue and green infrastructure; and
f. Providing facilities at and connections to the Grand Union Canal.

Supporting text

Justification:

1.1 There is limited existing open space within the Development Framework area. A number of significant open spaces and the Canal exist within close proximity. These have a role to play as the residential and working populations increase.

1.2 The open space network within the Neighbourhood Centre needs to serve an increased resident and working population in the future. Along with new development, a diverse set of new local open spaces should be provided that cater for a range of uses. Local open spaces should be designed and programmed to be mindful of adjoining development uses including hard and soft spaces for a range of mobilities.

1.3 The area is currently heavily trafficked, with significant freight vehicular movement generated by the business community in Park Royal. Public realm improvements must mitigate the air and noise impact of traffic.

1.4 Coordinated canal activity and accessibility of the canal should be curated in order to maximise its value to a wide community as an open space that offers the potential for public spaces along its length that connect to development sites.



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KEY

- Public open space
- Private communal open space
- Linking employment and homes with amenity through high quality and well defined public realm
- Proposed amended Neighbourhood Centre boundary

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Principle 7 landscape priorities



↑ Proposed tree and SUDS strategy

KEY

- Street trees
- Priority locations for increased tree planting and incorporation of vegetated SUDS/ green infrastructure
- Street planting employed as noise and air pollution buffer
- Neighbourhood Centre boundary

Principle 7 precedents



↑ Woolwich Square, London (Witherford Watson Mann)
Public realm improvement along busy high street



↑ Kings Cross, London
New connections to and across canals and waterways



↑ Edgware Road Station, London (Biotecture)
Green wall animates building frontage and provides a more lively backdrop to the public space and sequesters air pollution



↑ Square des Freres, Montreal (Affleck de la Riva)
Rainwater garden planting interrupts and softens an urban public open space and offers sustainable urban drainage solutions

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Deliver an ambitious mix of industrial uses

Development should deliver a range of industrial uses with a positive relationship between SIL and the rest of the Neighbourhood Centre by:

a. Ensuring industrial floor space is maintained and, where viable, development in the Supporting Areas for Industrial Intensification should deliver an increase in industrial floor space;
b. Maintaining a mix of space types and sizes to meet the needs of current and future businesses;
c. Delivering shared facilities, where possible, to create a more efficient and intensive use of space;
d. Separating accesses to reduce conflict between servicing, visitors and employees;
e. Exploiting transport accessibility through increased density in areas with good transport access;
f. Creating better places through the introduction of active and/or positive frontages, upgrading the public realm and the creation of a cohesive street character; and
g. Encouraging landowners, occupiers, and developers to intensify sites and work together to support viable routes to delivery.

Supporting text

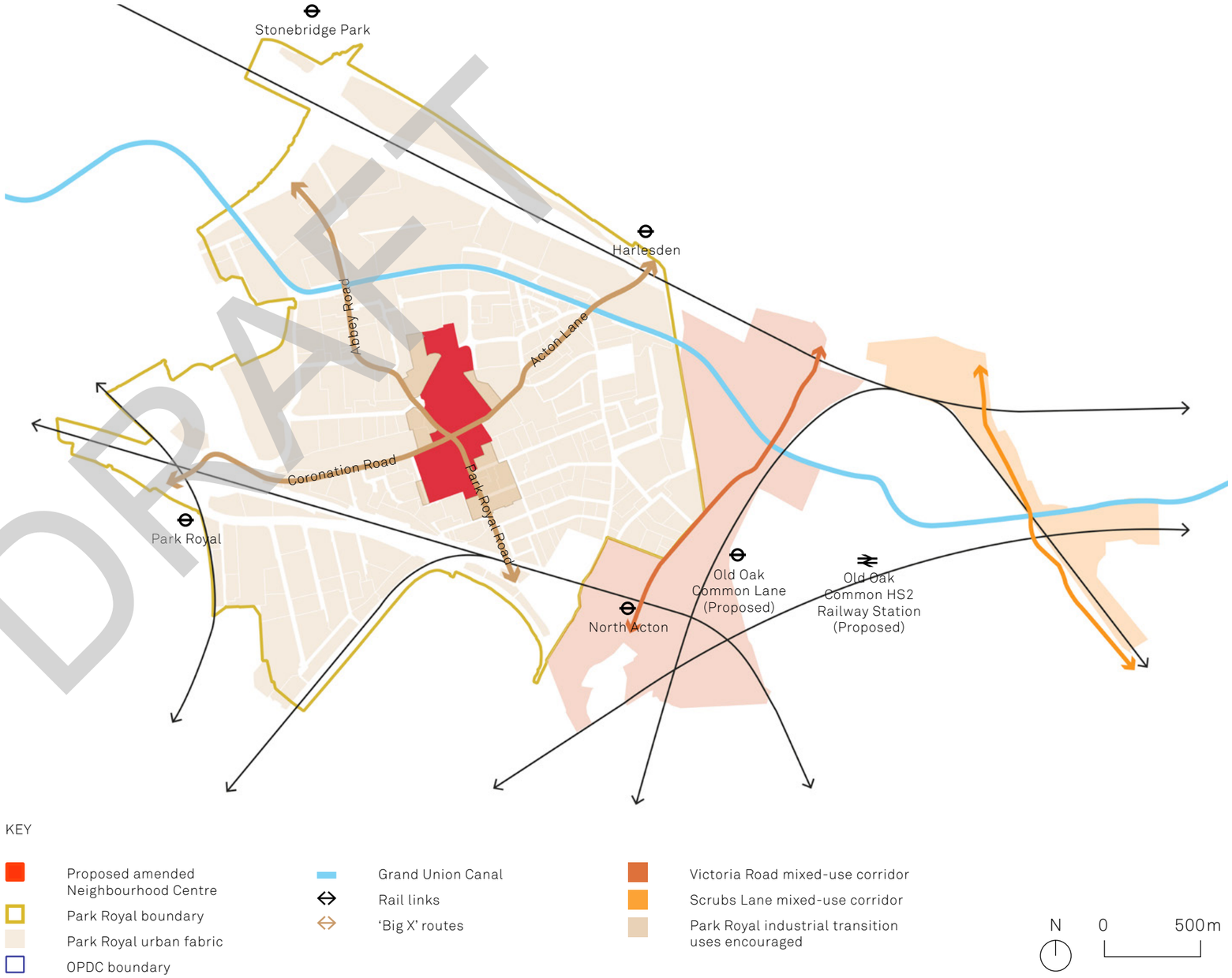
Justification:

1.1 The changing economic and spatial context in London is putting new demands on the city's industrial areas. Park Royal is anticipated to change spatially and economically over the course of the Local Plan period.

1.2 Adjacent to the Neighbourhood Centre are a number areas containing SIL designated land that have been identified as Supporting Opportunities for Industrial Intensification. These areas can provide an improved urban environment and accommodate additional industrial floorspace where viable. Many of the sites in the Supporting Areas for Industrial Intensification contain single storey buildings and a number have a low plot ratio or inefficient site layout. Shared facilities for loading, storage, meeting space can also improve operational efficiency and allow more intensive use.

1.3 Provision of space for SME's is particularly important as part of a mix of different sizes and types of space. This diversity creates opportunities for businesses to start up, move on to bigger premises over time and ultimately to remain in the area.

1.4 Increasing the mix of space types and uses on sites will require clear separation of access routes to minimise conflict between site users. Existing sites with yard space on the street creates a conflict between HGV's, pedestrians and cyclists. Currently pedestrian routes from the street to building entrances/ ancillary office space are



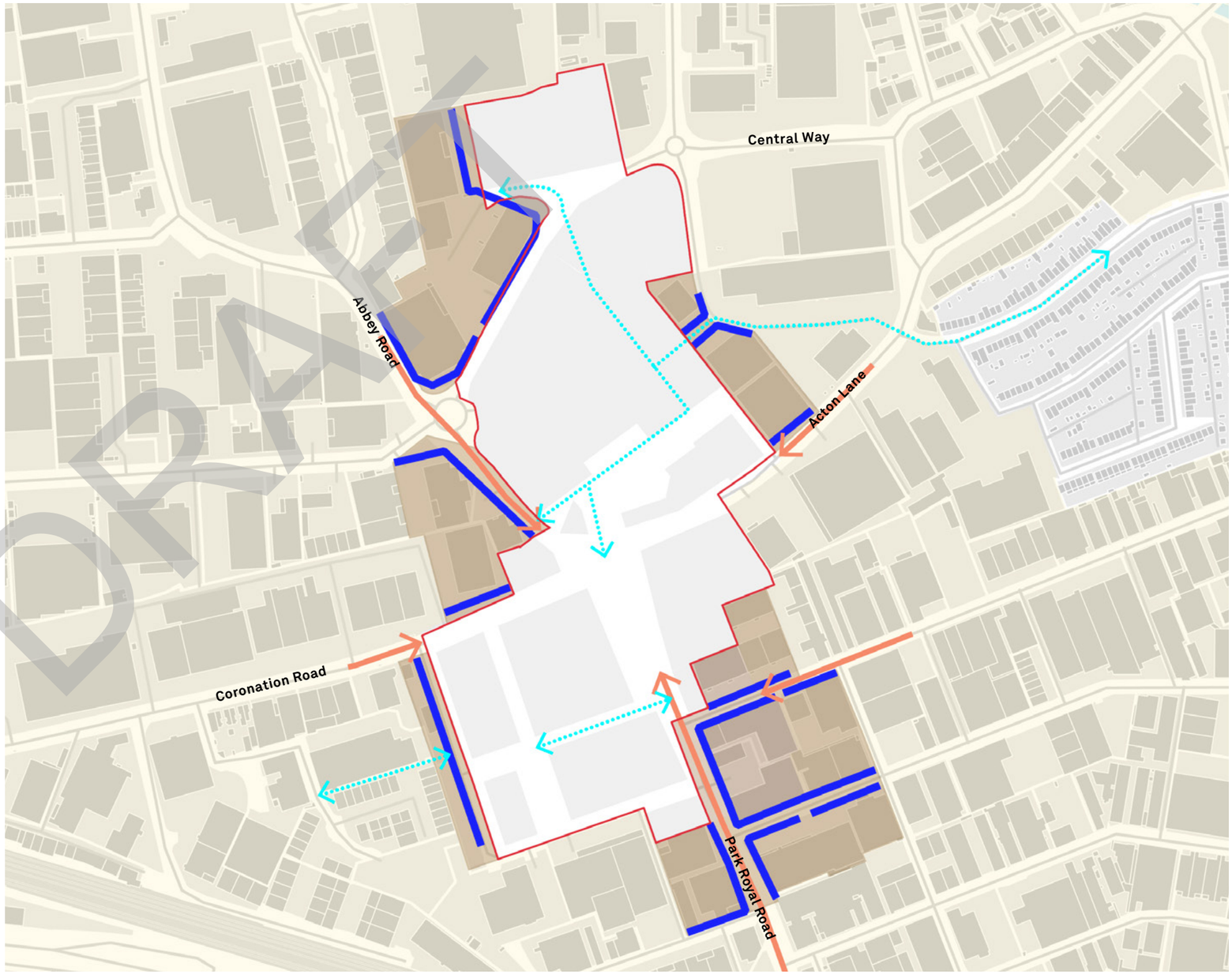
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fragmented.

1.5 Transport accessibility is vital to attracting occupiers. As well as ensuring that the space is marketable, this will also mitigate the impacts of increased traffic due to higher density of employment.

1.6 Measures to improve the appearance of the Supporting Opportunities for Industrial Intensification can improve the approaches to the Neighbourhood Centre and make the area a more attractive for occupiers.



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Principle 8 precedents



↑ Gewerbehof building, Munich
Stacking of industrial space with upper floors accessed by goods lifts delivers an increase in floorspace



↑ Flax Museum, Kortrijk, Belgium (Noaarchitecten)
Reuse and re-purposing of a heritage building providing positive frontage



↑ Minnesota Street Project, San Francisco (Jensen Architects)
A studio and commercial building will well articulated entrances



↑ Here East, London (Hawkins\Brown)
Large scale workspace building provides positive frontage

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Develop and deliver quick wins and activation projects

Development should facilitate pre-development and meanwhile uses that will play an important part in achieving other Development Framework Principles by:

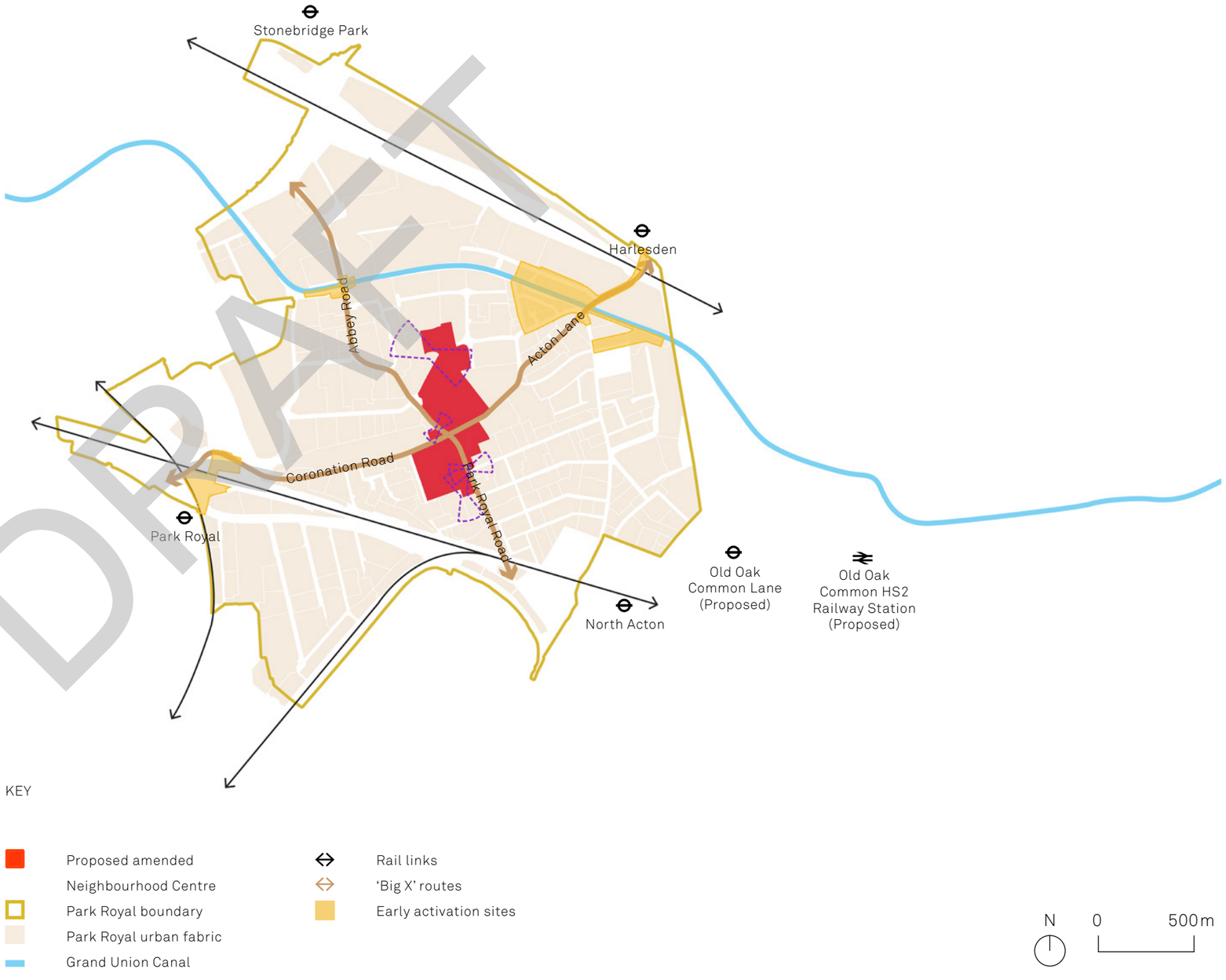
a. Delivering quick-win uses within the Neighbourhood Centre that allow for activation of the former maternity ward and refectory buildings that bring forward community/workspace focused in this location, building towards Principle 1;
b. Bringing into use vacant or underused buildings that can provide a social, economic or placemaking dividend for Park Royal, building towards Principle 2 and 6.
c. Creating early steps towards enhanced physical links to better connect destinations in Park Royal and to integrate Park Royal Centre within its surroundings, building towards Principle 2, 4 and 8
d. Initiating new civic, cultural and leisure uses at key access points to the Grand Union Canal, namely at Acton Road/ Steele Road/ Waxlow Road cluster and the Fisherman's Cottage/ Abbey Road cluster, with a particular focus on access and use of the waterways, building towards Principle 6; and
e. Working with local and strategic partners to activate public spaces building towards Principle 7.

Supporting text

Justification:

1.1 Vacant or underused land can be bought back into positive use to provide a better physical and social environment. Activation and meanwhile uses are able to turn empty spaces and places into opportunities for communities and businesses through temporary use of buildings or land for a socially beneficial purpose. These offer low cost and low risk opportunities for small enterprises, businesses or community groups to engage with a wider audience. Quick wins and early activation will support the early steps in achieving Principles 1-8. In combination with opportunities to intensify employment uses, activate key routes and improve perceptions, these identified locations also offer the potential to harness skills and local interest. These areas offer opportunities to mitigate hostile or unwelcoming environments in the short term.

1.2 This section of the Grand Union Canal in Park Royal is relatively wide and spacious compared to some other parts of the Canal in the OPDC. There are some yard and open spaces in front and between the industrial buildings provide good views beyond the Canal. As with most stretches the public realm along the canal, introduction of new uses



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for local needs and physical upgrades/ maintenance would assist with activation.

1.3 The identified locations are tactically selected in order to build towards longer-term aims as set out in the other principles. More detail on projects which could support this Principle will be developed through the Supplementary Planning Document (SPD).

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Principle 9 precedents



↑ Events space, New Addington, London
An opportunity to attract people to a site and create a community focused place



↑ Denim and Dine, Blackhorse Lane
A pop up restaurant, located within the Blackhorse Lane factory Atelier, a space shared with artists, including, weavers and indigo dye makers.



↑ Impact Hub/POP Brixton, London
POP Brixton provides the space for local businesses as well as opportunities for community initiatives



↑ Hosting space, Granary Square, London
Space should be provided to host temporary uses, such as food trucks during certain parts of the day



↑ V22 Workspace + Creche, Dalston, London
Workspace with crèche, set in a studio space in Dalston the project is aimed at artists, freelancers and entrepreneurs who are also parents.



↑ Tottenham Public Room, London (Gort Scott Architects)
Landscaped 'outdoor community room' on the high street

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APPENDICES

Appendix 1:
Glossary

AADT	Average Annual Daily Traffic
APA	Archaeological Priority Area
AQAP	Air Quality Action Plan
AQFA	Air Quality Focus Area
AQMA	Air Quality Management Area
ATC	Air Training Corps
CIC	Community Interest Company
CIL	Community Infrastructure Levy
CMH	Central Middlesex Hospital
CPZ	Controlled Parking Zone
DM	Development Management
EGS	Economic Growth Strategy
EU	European Union
GI	Green Infrastructure
GLA	Greater London Authority
HAM	Highways Assignment Model
HGV	Heavy Goods Vehicle
HQ	Head Quarters
LAQM	Local Air Quality Management
LBB	London Borough of Brent
LBE	London Borough of Ealing
LDF	Local Development Framework
LSIS	Locally Significant Industrial Sites
LUL	London Underground Limited
MOL	Metropolitan Open Land
MTS	Mayor's Transport Strategy
NO_2	Nitrogen dioxide
NPPF	National Planning Policy Framework
OA	Opportunity Area
OPDC	Old Oak and Park Royal Development Corporation
PM_{10}	Particulate matter
PIL	Preferred Industrial Location
PT	Public Transport
PTAL	Public Transport Accessibility Level
S106	Section 106
SBD	Secured By Design
SIL	Strategic Industrial Locations
SME	Small and Medium-sized Enterprises
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SuDs	Sustainable urban Drainage systems
SWOT	Strengths Weaknesses Opportunities Threats
TfL	Transport for London
TLRN	Transport for London Road Network
VOA	Valuation Office Agency

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