



OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

OLD OAK AND PARK ROYAL

OPPORTUNITY AREA PLANNING FRAMEWORK ADOPTED NOVEMBER 2015

MAYOR OF LONDON

INFORMATION

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Figure 1: Old Oak and Park Royal Opportunity Areas boundary

MAYOR'S FOREWORD



Boris Johnson
Mayor of London

In February 2015, London's population reached a new high of 8.6m people, exceeding the previous record set back in 1939. Our city's population is set to continue expand, with current estimates predicting that its population

will reach 11 million by 2050. Housing provision is perhaps the biggest issue that London will face over the coming decades.

London's growing population will need to be supported by an expanded employment offer. London has continued to consolidate and strengthen its position as the globe's leading business centre. In order to retain the capital's position, it is critical that we enable London to grow and expand its employment base and skills and diversify into new growing economic sectors.

Old Oak and Park Royal will play perhaps the most crucial role of any regeneration area in London over the next 20 to 30 years in delivering these much needed new homes and jobs. Thanks to the colossal investment being made in High Speed 2 and Crossrail, the area is set to be transformed through the creation of a transport super-hub at Old Oak Common. The station, which will be the size of London Waterloo, will have unprecedented connections – just 10 minutes from Central London and Heathrow Airport and 38 minutes from Birmingham.

This Opportunity Area Planning Framework sets out a proactive strategy to capitalise on this step change in transport accessibility to redevelop Old Oak and regenerate Park Royal. This is a development opportunity of national importance that could redefine this part of west London. It

is poised to become London's next new major centre, helping to provide much needed new homes and jobs for the capital and helping to facilitate the regeneration of surrounding areas. The Old Oak area could accommodate 24,000 homes and 55,000 jobs while Park Royal, the UK's largest industrial estate and a vital cog in the London economy, will continue to be protected and enhanced to provide an additional 1,500 homes and 10,000 jobs. Development on the scale that we will see at Old Oak and Park Royal will of course have far reaching benefits, providing a major regeneration boost to surrounding communities. The Old Oak and Park Royal Development Corporation (OPDC) will work tirelessly to ensure that the benefits are secured and shared with local residents and business, existing and future. It is essential that we plan sensibly for this growth and that we do it now. There is no time to waste.

I am therefore delighted to introduce this document, which forms an important first step in laying the foundations for OPDC's Local Plan, which will set out the blueprint for years to come. I am hugely excited about the future of this area, which will do so much to address London's growth needs, has enormous potential to implement new state of art and sustainable technologies and will surely be one of London's most exciting areas in which to live, work and play.



Figure 2: Grand Union Canal

SUPPORTING DOCUMENTS

The OAPF is supported by the following documents. These documents have been used to inform the content of this planning framework:

Strategic Environmental Assessment Screening (SEA)

The SEA fulfils the requirements for a SEA screening in a manner that incorporates the requirements of the European Union's SEA Directive (2001/42/ EU) and the transposing UK Regulations.

Integrated Impact Assessment (IIA)

The IIA fulfils the requirements for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) (in a manner that incorporates the requirements of the European Union's SEA Directive (2001/42/ EU) and the transposing UK Regulations). The approach also fulfils the requirements for Health Impact Assessment, Equalities Impact Assessment and Community Safety Impact Assessment. This approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the policies.

Habitats Regulations Assessment Screening (HRA)

The Conservation of Habitats and Species Regulations 2010 implements the European Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora (known as the 'Habitats Directive') in England and Wales. This Directive requires the assessment of plans and projects for their potential to effect sites of European nature conservation importance.

Community Charter

A Community Charter has been developed with local communities groups to demonstrate the Old Oak and Park Royal Development Corporation's (OPDC)'s commitment to meaningful and transparent community engagement that will help to shape the regeneration of Old Oak and enhancement of Park Royal.

The Charter's role is to clearly set out when, how and with whom community engagement will be carried out over the coming years. It is a critical document to help engage with existing and future communities. It aspires to foster a participatory approach to ensure local people are empowered to directly influence the development of planning policy and the future of the area.

Old Oak Strategic Transport Study

The strategic transport study provides a high level evidence base and appraisal of proposed transport measures to support the growth aspirations at Old Oak and Park Royal. Whilst the Study identifies a strategic package of complementary measures, responding to a series of major proposed transport infrastructure schemes, including HS2, Crossrail and Overground, it does not provide detail on specific schemes. This allows flexibility to be incorporated into plans and recognises that the proposals are still in the early stages of development and that they will be refined as the proposals for Old Oak and Park Royal take shape. Additional analysis will be undertaken and more detailed transport measures identified as the Opportunity Area is taken forward.

Park Royal Atlas

The Park Royal Atlas presents a detailed overview of the businesses located IN Park Royal in late 2013 / early 2014. It records the employment activities and analyses business activities in terms of their sector, size, space typologies, clustering and supply chains. The Park Royal Atlas is informing the production of an Employment Land Review, which is currently being undertaken by the GLA. The Park Royal Atlas was nominated for the Royal Town Planning Institute 'Excellence in Planning to Create Economically Successful Places' Award in 2015.

CONTENTS

1. INTRODUCTION

PAGE
9

2. VISION &
OBJECTIVES

PAGE
21

3. LAND USE
STRATEGY

PAGE
27

4. DESIGN
STRATEGY

PAGE
35

5. OLD OAK
STRATEGY

PAGE
43

6. PARK ROYAL
STRATEGY

PAGE
95

7. WORMWOOD
SCRUBS
STRATEGY

PAGE
107

8. TRANSPORT
STRATEGY

PAGE
113

9. ENVIRONMENT
STRATEGY

PAGE
131

10. DELIVERY
STRATEGY

PAGE
143

11. GLOSSARY

PAGE
163

APPENDIX ONE
CONTEXTUAL ANALYSIS

Provides a contextual background to the Old Oak
and Park Royal area.



Figure 3: View of Old Oak & Park Royal looking west

1. INTRODUCTION

DOCUMENT STATUS

Legal Status

1.1 This Opportunity Area Planning Framework (OAPF) provides supplementary detail to the planning policies contained within Mayor of London's London Plan (2015) in the form of Supplementary Planning Guidance (hereafter referred to as SPG). This OAPF should be read in conjunction with the Mayor's London Plan and does not seek to replicate all policies in the London Plan.

1.2 This OAPF has been prepared in accordance with the Greater London Authority Acts 1999 and 2008, the National Planning Policy Framework and National Planning Guidance.

Relationships with other documents

Relationship with the London Plan (2015)

1.3 The London Plan forms part of the Development Plan and all policies in the Development Plan must be considered as part of any development proposals. London Plan policy will continue to apply across Old Oak and Park Royal. This OAPF provides supplementary guidance to those existing policies in the London Plan.

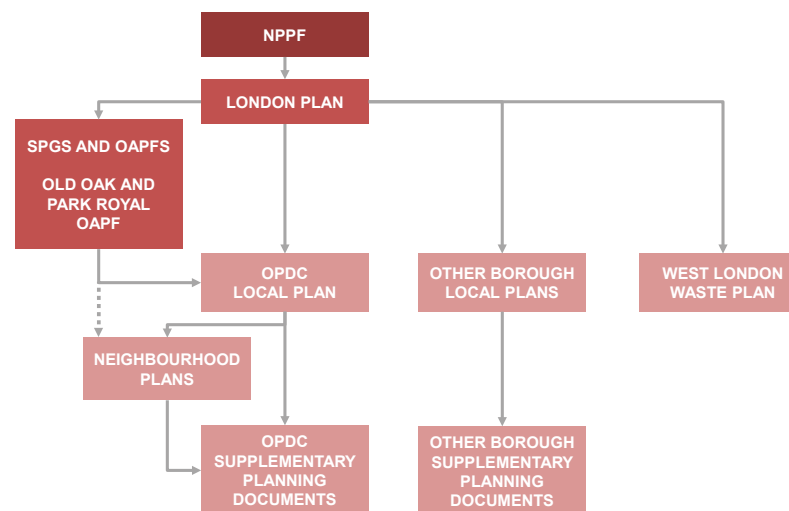


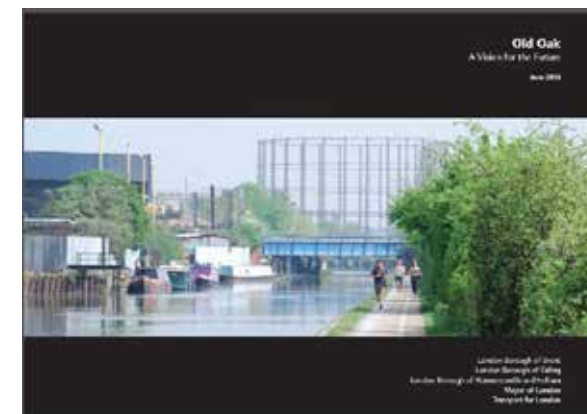
Figure 4: Legal status and relationship with planning policy documents

Relationship with the Vision for Old Oak, 2013

1.4 In 2013, the GLA, in collaboration with Transport for London (TfL) and the London Boroughs of Brent, Ealing and Hammersmith and Fulham consulted on 'Old Oak – A Vision for the Future', which demonstrated how land around the planned High Speed 2 Old Oak Common station could be redeveloped to deliver 19,000 home and 90,000 jobs. Over 600 consultation responses were received.

1.5 This document was not a planning policy document but it did set out an early shared

vision as to how this area could develop as a result of significant new transport infrastructure. Work from the Vision and associated public consultation responses have been used to inform the more detailed work included in this OAPF.



Relationship with the Park Royal Opportunity Area Planning Framework, 2011

1.6 In 2011, the GLA adopted the Park Royal Opportunity Area Planning Framework. The purpose of that planning framework was to highlight the important function the Park Royal industrial estate performs and to ensure its continued protection.

1.7 By adopting the Old Oak and Park Royal OAPF, the existing Park Royal OAPF is superseded and no longer has material planning weight for the Old Oak and Park Royal area.



Relationship with a future Old Oak and Park Royal Mayoral Development Corporation (OPDC) Local Plan

1.8 On 1st April 2015 OPDC came into existence. On this date, OPDC became the local planning authority for the area, taking on planning functions normally available to a London borough, including plan making powers and determination of planning applications.

1.9 The programme for OPDC's Local Plan is set out below and is contained within OPDC's Local Development Scheme, which was published in August 2015.

1.10 This OAPF will inform the production of this future Local Plan. The Local Plan will be pre-

Document	OPDC Local Plan
Role and Content	Sets out the vision, objectives and core policies for the area
Coverage	Entire OPDC Area
Preparation	July-December 2015
Consultation (Regulation 18)	January – February 2016
Consultation (Regulation 19)	Summer 2016
Submission	Autumn 2016
Adoption	Spring 2017

OPDC's Local Plan production programme

Category	Title	Description
General	Smart Strategy	Defines how contemporary and potential future technology and digital systems can help to shape Old Oak and Park Royal.
	Cultural Vision	Supports the Local Plan to identify opportunities for place-making through setting out a cultural vision for the area
	Public Realm and Walking/Cycling Strategy	A Strategy making suggestions for how the public realm and amenity space in Old Oak and Park Royal is enhanced, created and connected.
Housing	Strategic Housing Market Assessment (SHMA)	Establishes the housing need, by tenure and house type for the area

OPDC's Local Plan supporting evidence

pared in line with all relevant planning policy requirements. The Local Plan will provide greater detail, evidence and policies than are contained within this OAPF and it will have greater material weight in the determination of planning applications. OPDC's future Local Plan would also progress the official de-designation of Strategic Industrial Location (SIL) within Old Oak.

1.11 The table below sets out the various pieces of evidence that are likely to be prepared by OPDC to support its Local Plan policies. As part of the Local Plan evidence base, these studies will be made available to review and comment on as part of the Local Plan statutory consultation process. These are also joined by a Sustainability Appraisal, Equalities Impact Assessment and Habitats Regulation Assessment.

	Strategic Housing Land Availability Assessment (SHLAA)	Assesses the housing capacity and ability of the area to meet housing targets
	Gypsy and Traveller Study	Supports the Local Plan policy on gypsies and travellers by identifying housing needs for these groups
	Housing Viability Study	Supports the Development Infrastructure Funding Study and assesses the viability of delivering affordable housing in the area
Design	Heritage and Views Study	Assesses the impact of potential development on heritage assets and key views
	Character Areas Study	Identifies key character areas within and around the OPDC area and identifies how development should respond to these character areas
Town Centre Uses	Employment Land Review	A review of the employment uses in Old Oak and Park Royal. This would be used to justify any release of land as a Strategic Industrial Location (SIL) in Old Oak.
	Future Employment Sectors Study	An assessment of future employment sectors that might be suited to locating in Old Oak and Park Royal.
	Retail and Leisure Needs Study	A study looking at the quantum, phasing and spatial distribution of retail and leisure uses in the area.
Environment	Waste Strategy	A paper setting out how OPDC will deal with waste apportionment for the London Boroughs of Brent, Ealing and Hammersmith and Fulham
	Air Quality Study	A study to identify and mitigate the impact on air quality during the demolition, construction and operational phases of development and overcome existing air quality problems while making recommendations for low emission zones.

	Energy Strategy	A high level strategy for the delivery of a district energy and heating network in Old Oak.
	Energy Masterplan	A more detailed strategy for the delivery of a district energy and heating network in Old Oak.
	Integrated Water Management Strategy	A strategy that recommends how OPDC can minimise surface water run-off.
	Decontamination Strategy	A strategy to define the process for addressing contamination in Old Oak and Park Royal.
	Green Infrastructure & Open Space Strategy	A strategy for the adaptation and mitigation of climate change, improve biodiversity and define the approach to delivering and improving public amenity space.
Transport	Park Royal Transport Strategy	A strategy specific to Park Royal that will identify short, medium and long term measures to improve the transport infrastructure in Park Royal.
	Construction Logistics Strategy	A strategy for managing construction traffic and construction waste.
Delivery	Development Infrastructure Funding Study	A study that looks at the infrastructure required to unlock development, its cost and the availability of different funding sources.
	Community Infrastructure Levy (CIL) Viability Study	A study to justify what rate OPDC will charge for its CIL
	Integrated Utilities Strategy	A study looking at the delivery of utilities infrastructure in the area.
	Whole Plan Viability Study	Assesses the Viability and deliverability of the Local Plan policies.

Relationship with Local Authority Planning Documents

1.12 As indicated in Figure 4, this OAPF has been produced as SPG to the Mayor's London Plan (2015). Separately, the London Boroughs of Brent, Ealing and Hammersmith and Fulham have adopted and are preparing Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) that cover the Old Oak and Park Royal area. Upon the establishment of OPDC on 1 April 2015, these Local Authority DPDs have material weight contingent with the stage that the document had reached in its adoption process upon OPDC's establishment. I.e. if the document had been adopted prior to the establishment of OPDC, it would have greater weight than a document that had been consulted on but not adopted. New or emerging Local Authority DPDs progressed after the establishment of OPDC do not have any new or additional material weight in the MDC area. As OPDC develops its Local Plan, the weight of Local Authority DPDs and SPDs will diminish as they are superseded by the growing material weight of the OPDC's Local Plan. The exception to this rule is the West London Waste Plan, which was adopted by OPDC Board in July 2015 as a Development Plan Document (see Environment chapter).

Relationship with the HS2 Hybrid Bill

1.13 Planning permission for HS2 and associated works is being sought through a Hybrid Bill. Permission would be granted by Parliament under the HS2 hybrid Bill, when it is enacted. Therefore matters such as the principle for the railway works, their limits, and matters of principle relating to mitigation will be determined through the Parliamentary process rather than the normal Town and Country Planning Act process. However, OPDC as the approving authority under Schedule 16 to the Bill would be responsible for subsequently giving approvals to plans and arrangements in respect of certain details of the scheme under certain conditions that the Bill will impose on the deemed planning permission.

Relationship with Neighbourhood Plans

1.14 Neighbourhood planning plays an important role in enabling local communities to shape their areas at a detailed level. Neighbourhood Plans are developed by Neighbourhood Forums for locations within their Neighbourhood Area to shape development and use of land. A Neighbourhood Plan must be in general conformity with the policies of the Development Plan. Once a Neighbourhood Plan has been

agreed at a local referendum and is brought into legal force by a local planning authority it becomes part of the authority's development plan alongside the London Plan. At this point, the Neighbourhood Plan carries greater weight than the OAPF however both documents would be expected to work together to delivery mutual aspirations for the Old Oak and Park Royal Area.

DOCUMENT PURPOSE

What is an OAPF?

1.15 Opportunity Areas are identified in the London Plan as areas with the opportunity to support regeneration and new development. Opportunity Area Planning Frameworks (OAPFs) are prepared for Opportunity Areas to provide planning, regeneration and design guidance for these major growth areas. The London Plan (2015) identifies 38 Opportunity Areas in London, one of which is the Park Royal Opportunity Area and one of which is the Old Oak Common Opportunity Area.

1.16 The Old Oak and Park Royal Opportunity Areas are adjoining and together, they cover 650 hectares of land in West London, bordered by Harlesden and Stonebridge Park to the north, Kensal and North Kensington to the east, White City and Acton to the south and Alperton to the west. Park Royal forms one of the largest industrial estates in Europe whilst Old Oak is an area of industrial and railway land and is the planned location for a new railway station connecting High Speed 2 (HS2) to Crossrail and the Great Western Main Line.

Why is an OAPF necessary here?

1.17 The London Plan (2015) identifies that the Old Oak Common Opportunity Area has the capacity to deliver a minimum of an

additional 24,000 homes and 55,000 jobs and that the Park Royal Opportunity Area could deliver a minimum of an additional 1,500 homes and 10,000 jobs. Combined this level of development would make a major contribution to London's growth over the next few decades. This OAPF suggests how:

- Old Oak could evolve and change over the coming decades to create a new sustainable, healthy and successful part of London; and
- Park Royal could be regenerated to become one of the UK's most successful industrial locations, while at the same time facilitating the relocation of businesses from Old Oak, so that both Opportunity Areas can realise their development potential.

What does the OAPF do?

1.18 The OAPF does not set planning policy, but rather provides additional guidance to those policies already adopted in the London Plan (2015). This additional guidance covers a number of areas, including:

- guidance on desired land uses, infrastructure requirements and urban design measures to support the Mayor's aspiration to develop a quality new part of the London across both Old Oak and Park Royal;

- ways to maximise the considerable investment presented by the delivery of a significant new HS2/Crossrail interchange, to facilitate large scale regeneration of this area;
- how the Old Oak Common High Speed 2 station and surrounding development could be properly integrated with surrounding neighbourhoods, communities and town centres; and
- how to help to foster new and improved partnership working between the Mayor, local Councils, transport providers, central Government, land owners, local residents and businesses and potential investors to ensure the preparation of a robust and deliverable plan.

West London context

1.19 Across London, Opportunity Areas are expected to accommodate a substantial proportion of London's growth and will shape the character of the capital at a city scale. Within the west London sub-region, Opportunity Areas are expected to deliver 99,500 jobs and 84,000 homes. To maximise the potential benefits that could be achieved and to help drive forward London's growth it is important that the growth of these west London Opportunity Areas is coordinated and connected.

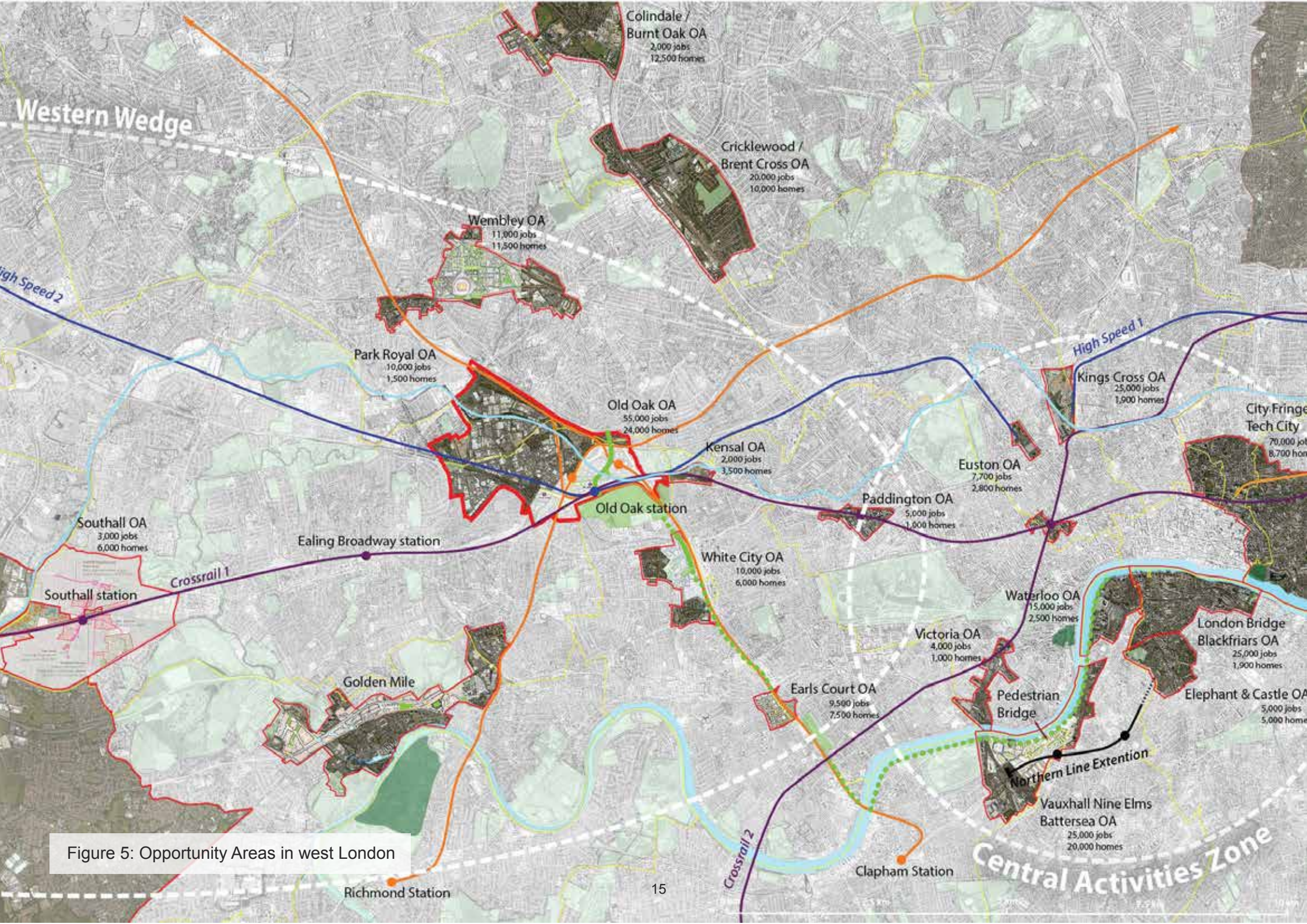


Figure 5: Opportunity Areas in west London

1.20 The Opportunity Areas close to Old Oak and Park Royal are each at various stages of development and delivery:

- **White City** is currently being transformed with the expansion of Westfield, development of Imperial College's White City Campus and de-designation of Strategic Industrial Locations (SIL) for new housing and employment uses. Its OAPF was adopted in 2013 and development in this area is well underway. There is a huge opportunity to link the current regeneration at White City with that of Old Oak and Park Royal. There could be opportunities for Imperial College to expand its educational and business space into Park Royal today and Old Oak in the future.
- **Kensal Canalside** is immediately east of Old Oak. Provision of sufficient new public transport, walking, cycling and road connections provides a fantastic opportunity for Old Oak and Park Royal to be fully integrated with the regeneration of Kensal Canalside. The Royal Borough of Kensington and Chelsea have an aspiration to secure the delivery of a new Crossrail station here; however the scheme is currently uncommitted.
- **Wembley** is identified with the capacity to deliver significant amounts of new homes and jobs alongside the National Stadium and work is underway. Should a West Coast Mainline connection be delivered in the future, this would provide an opportunity to run Crossrail trains and provide a direct rail connection from Old Oak to Wembley.
- **Cricklewood/Brent Cross** north of Old Oak is envisaged to deliver over 20,000 new jobs and 10,000 new homes with enhancements to

the public transport network.

- At **Paddington** regeneration is progressing and there has been significant delivery of new homes and office space focused around the Grand Union Canal already underway. By the time new commercial space is available at Old Oak, space at Paddington should largely be full and Old Oak could be an attractive new location.
- **Vauxhall Nine Elms Battersea** (VNEB) is seeing rapid development with significant residential development and new transport infrastructure alongside a retained power station and extended northern line.
- **Earl's Court** and West Kensington is undergoing the early phases of construction with extensive residential and commercial development planned in the area over the next 20 years.
- **Heathrow airport** is on the doorstep of Old Oak and Park Royal and today plays a big role in the current success of the area. High Speed 2 will not include a direct link to Heathrow and so passengers will interchange at Old Oak. An expansion of Heathrow would impact on Old Oak and Park Royal and is likely to further increase demand for commercial space in this area.
- **Southall** will be under 10 minutes from Old Oak and Park Royal on Crossrail and is contributing to the aspirations for increase in housing capacity and employment creation. The OAPF for Southall was adopted in 2013.
- **Euston** is progressing along a comparable timescale to that of Old Oak, with both areas due to undergo significant transformation as a result of the arrival of High Speed 2 in 2026. As with Old Oak, High Speed 2 at Euston will

spur delivery of substantial new office and residential development. Over the coming years the Mayor, working across the public sector landowners and the market, will need to build an understanding as to what sort of commercial space both new centres will offer and how both places can work together to support London's growth.

- **The Golden Mile** is a newly planned Opportunity Area, which could be connected to Old Oak and Park Royal by possible future extensions to the London Overground.

1.21 For the purpose of this planning framework it is necessary to emphasise the importance of connecting these places together and identifying the level and quality of new infrastructure required to unlock the potential of these areas.

1.22 Old Oak and Park Royal could deliver 65% of west London's jobs and over 30% of homes. This serves to demonstrate the hugely important role Old Oak and Park Royal could play in driving London's continued growth. This framework sets out how development at Old Oak and Park Royal could achieve this.

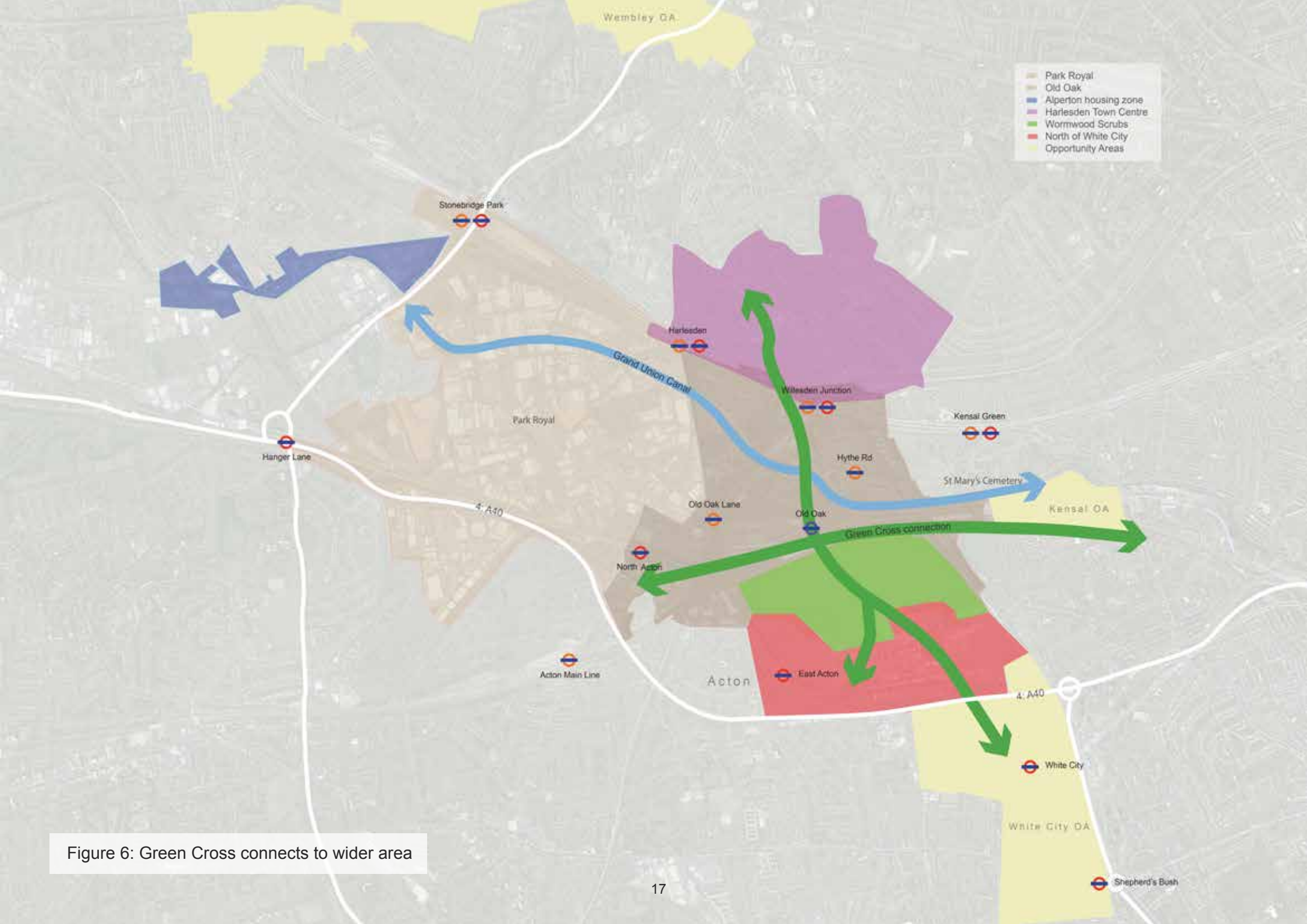


Figure 6: Green Cross connects to wider area

Immediate context

1.23 Initial assessments undertaken by OPDC suggest that Old Oak and Park Royal combined could accommodate the delivery of 25,500 homes and 65,000 jobs. OPDC will, through its Local Plan, carry out work to further consider the deliverable quantum of development. Estimates indicate that the comprehensive regeneration Old Oak could generate £7.1 billion of Gross Value Added* (GVA) annually to the UK economy, and huge potential funding streams from Community Infrastructure Levy (CIL) receipts.

1.24 The scale of transformation planned in this area could further spur the regeneration of surrounding areas helping to unlock additional development and growth. Synergies between Old Oak and Park Royal and the neighbouring Opportunity Areas should be maximised including improved connections and coordinated regeneration activities.

1.25 Creating strong physical and economic connections to White City will be critical in establishing both areas as a coherent place and as an exemplary sustainable quarter of London. White City is expected to deliver a minimum of 10,000 new jobs and 6,000 new homes with Imperial College's growth aspirations seeking to deliver a substantial new campus and drive associated business opportunities to establish the centre of gravity for these Opportunity Areas around the existing White City station.

* Work undertaken by Deloitte Real estate on behalf of OPDC

1.26 Given the close proximity to Old Oak and Park Royal, there are opportunities to establish partnership working with Imperial College. There is potential for both Park Royal today and Old Oak in the future to accommodate much needed affordable scale-up workspace for businesses growing out of Imperial College, along with Old Oak delivering student and staff accommodation, will be promoted. Delivering coordinated public realm improvements, improved transport links through walking and cycling networks and public transport services will support improved connections and movement between both areas.

1.27 These elements could play an important role in activating the area and building a strong new identity for both White City and Old Oak and Park Royal. To secure these aspirations, the GLA and OPDC will work with Imperial College and other key stakeholders and landowners in this area including Westfield, Stanhope, St James and Berkley to agree and implement proposals.

1.28 Kensal Canalside is located adjacent to Old Oak and is identified as having the capacity to deliver a minimum of 2,000 new jobs and 3,500 new homes. There will be opportunities to improve connections with Kensal Canalside and the GLA and OPDC will work with the Royal Borough of Kensington and Chelsea to explore ways that this can be achieved.

1.29 Connected to Old Oak by the London Overground is the Earls Court and West Kensington Opportunity Area which is expected to deliver a minimum of 9,500 new jobs and

7,500 new homes over the next 20 years, as well as a range of ancillary uses including a new high street.

1.30 At the local level there is also a need to plan for those areas in between the identified Opportunity Areas. Learning from the Olympics, there is an opportunity for OPDC to work with the surrounding local authorities to identify and plan for those 'fringe areas' that could see significant change over the coming years. It is important that these places are properly integrated and potential impacts are mitigated. This is specifically important for the area south of Wormwood Scrubs and north of the A40 (including HM Prison Wormwood Scrubs and Linford Christie Stadium). Planning for fringe areas will require joined up planning across the local authorities.

1.31 Figure 6 shows the Old Oak and Park Royal area along with the surrounding Opportunity Areas. The figure also identifies a series of potential fringe areas, which are located outside the OPDC boundary but which could benefit from more coherent planning through a range of mechanisms. For example there are currently proposals underway to prepare a Neighbourhood Plan for Harlesden Town Centre. OPDC will work with the existing Councils to help develop plans for these areas.



Figure 7: White City Opportunity Area



Figure 8: View of the Grand Union Canal

2. VISION & OBJECTIVES

VISION & OBJECTIVES

VISION

Old Oak and Park Royal will be a sustainable, affordable and inclusive new community, built on brownfield land in central London. There is an opportunity to integrate and deliver best practice standards of design, housing delivery and affordability, healthy living, utility planning and smart regeneration from the outset. The scale of development and investment proposed at Old Oak is transformative in nature and can help unlock significant social, economic, environmental and social benefits.

The area will be a highly accessible location, focussed around a world class transport 'super-hub' that will house one of the country's most connected and largest railway interchanges that could have the same regenerative potential as King's Cross St. Pancras station. In addition, there will be significant regional and local transport connections. Combined, these improvements present a once in a lifetime opportunity to create a new piece of London that is recognised world-wide as a leading regeneration exemplar.

Old Oak and Park Royal will be connected into its surroundings and new development will enable the free and easy movement of people to and from the area. There will be improved local connections to Harlesden, Acton, Kensal, White City and Shepherds Bush. These connections present opportunities for shared growth with the potential to unlock additional regeneration sites in the wider area.

Old Oak will provide a unique employment opportunity. Located in Zone 2 west London and only 10 minutes from Heathrow and 8 minutes from Euston, it will be a highly attractive new commercial area with capacity to accommodate 55,000 new jobs across a mix of uses and in a variety of high quality buildings. Its excellent connections to central London, Heathrow and Birmingham will drive new demand for hotel uses and associated services. Linking the planned growth at Old Oak with the current regeneration around White City will ensure these locations can drive west London's economy.

Old Oak will achieve the principles of Lifetime Neighbourhoods, embedding design to support health and wellbeing from its beginning. Old Oak will be integrated into its surroundings and will be recognised and promoted for its high design quality. In conformity with the London Plan, the area could be a new urban quarter accommodating a minimum of 24,000 new homes in a

series of new places / neighbourhoods in a mix of housing types and tenures. High quality affordable homes will be an essential part of the housing offer.

Old Oak will be served by a network of new streets and amenity spaces that will provide opportunities for walking, cycling and social engagement. There will be a range of new ancillary town centre uses within a new contemporary High Street. This new High Street will become an attractive destination for the area's sizeable new residential and employee population supporting social interaction and recreational activities. Alongside town centre uses, new catalyst and cultural uses would help give Old Oak a sense of place that could make this area an attractive destination.

Today Park Royal performs a vital role in supporting the London economy. Building on the area's existing success and excellent access to Heathrow, the A40 and the A406 there is a fantastic opportunity for Park Royal to become London's and the UK's leading industrial location and to establish itself as a globally recognised centre for developing innovations such as smart technology. To support this Park Royal will be protected and strengthened where possible. To achieve this there are opportunities to improve the way Park Royal operates through improved transport infrastructure, utility provision, better coordination of services and a better environment for businesses and employees. There is also scope to consider how the significant area of Park Royal can be used more efficiently both to help existing businesses grow, attract new and diverse business and also to accommodate relocated businesses from Old Oak.

Within Park Royal there is an opportunity for an additional 10,000 new jobs across a range of industrial uses making this whole area a sizeable employment generator. Outside of the industrial land, there will be opportunities for a minimum 1,500 new homes and other employment types connected by a network of improved streets and public realm.

Wormwood Scrubs is located between Old Oak and White City and will be protected as an important amenity and ecological asset. There are opportunities to improve access to the Scrubs to enable people to more readily enjoy this space and move more easily between these areas. There will also be opportunities to carry out sensitive enhancements.



Figure 9: Indicative 3D model

OBJECTIVES

1. CREATE: To create a successful and inclusive new urban quarter, supporting delivery of 24,000 new homes in Old Oak and 1,500 new homes in non-industrial locations in Park Royal. This will include a mix of affordable and market tenures and typologies that meet the needs of new and existing residents. Development of new homes should achieve best practice standards of architecture and urban design, along with the delivery of appropriate levels of new social, physical and green infrastructure to support the future population. This will help create a vibrant and distinctive places / neighbourhoods, and contribute to an integrated, healthy and sustainable place.

2. CONNECT: To use the catalyst of the new High Speed 2 (HS2)/ Crossrail and National Rail interchange, along with improved local transport connections to regenerate and promote this area as one of London's best connected locations. Old Oak and Park Royal can make a significant contribution to London's competitiveness, in a way that is sustainable, attracts long term investment, meets local needs, and supports the strategic long-term priorities in the Mayor's London Plan (2015). It is also critically important that this area is fully integrated with its surroundings to ensure the free and easy movement of people to, from and within the area.

Figure 10: Bridge to Willesden junction



Figure 11: Old Oak High Street



3. COMMUNITY: To promote economic growth that helps address deprivation and reduces inequality for local communities and Londoners. To promote community development by providing jobs, homes and social infrastructure that is designed to enhance existing and develop new communities who live, work, commute or access the area. There is an opportunity to coordinate the development and stewardship of public sector land and assets to support the creation of 55,000 new jobs at Old Oak and a further 10,000 new jobs at Park Royal, and work to identify and secure funding streams. There will be a need to deliver training and employment initiatives to support Londoners into employment. This will require close working with the boroughs, key stakeholders, businesses and local communities to ensure local accountability and their involvement.

4. CONSOLIDATE: To protect and enhance Park Royal as a Strategic Industrial Location. To attract investment that will improve existing operations and maximise the area's industrial potential. There is a need to support the smooth transition of business and industrial relocations. There will also be a need to protect and/or enhance nearby heritage and amenity assets including Wormwood Scrubs and the Grand Union Canal.



Figure 12: Old Oak Park



Figure 13: Grand Union Street



Figure 14: Period properties along Scrubs Lane

3. LAND USE STRATEGY

EXISTING LAND USE

3.1 Today Old Oak and Park Royal is predominantly Strategic Industrial Location (SIL) and Land for Transport Functions. There are pockets of residential along Old Oak Lane, Scrubs Lane, at North Acton, the First Central site and around the Heart of Park Royal. There is an increasing mix of Town Centre uses at North Acton and some smaller scale 'walk-to' services across the area. The Heart of Park Royal houses Central Middlesex Hospital, a large Asda supermarket and some local level retail uses.

3.2 In 2014, the GLA produced the Park Royal Atlas (for the Old Oak and Park Royal areas). The Atlas was nominated for the Royal Town Planning Institute 'Excellence in Planning to Create Economically Successful Places' Award in 2015. The door-to-door survey undertaken as part of the Atlas work identified 2,150 workplaces; 1,934 of these were active, and of those the names and activities of 1,717 could be identified. The distribution across business sectors is relatively even, ranging from 14% in manufacturing to 18% in services. The demand for industrial space is high with vacancy rates at approximately 8% by land area and dropping to 4% when looked at in terms of floorspace. Subsequently rents in the area are growing. Further evidence on the supply and demand of space will be produced and consulted on as part of the OPDC Local Plan. It is estimated that the workplaces in the area contain 2,300,000 sqm of gross floor area, including all floors.

3.3 Figure 16 shows the geographic distribution of these sectors. One of the map's most striking elements is the diverse patchwork of workplaces found across the area. While some areas have larger workplaces, others are characterised by a much finer grain, of small, individual workplaces as well as larger buildings that have been subdivided.

3.4 Mapping the business sectors highlights that many workplaces in the manufacturing, wholesale and storage and transport sectors require large building footprints. While there are some obvious clusters of larger workplaces, particularly in the food manufacturing sector, there are also many smaller scale clusters of micro food businesses. These are often located within single buildings and therefore cannot be distinguished on the map.

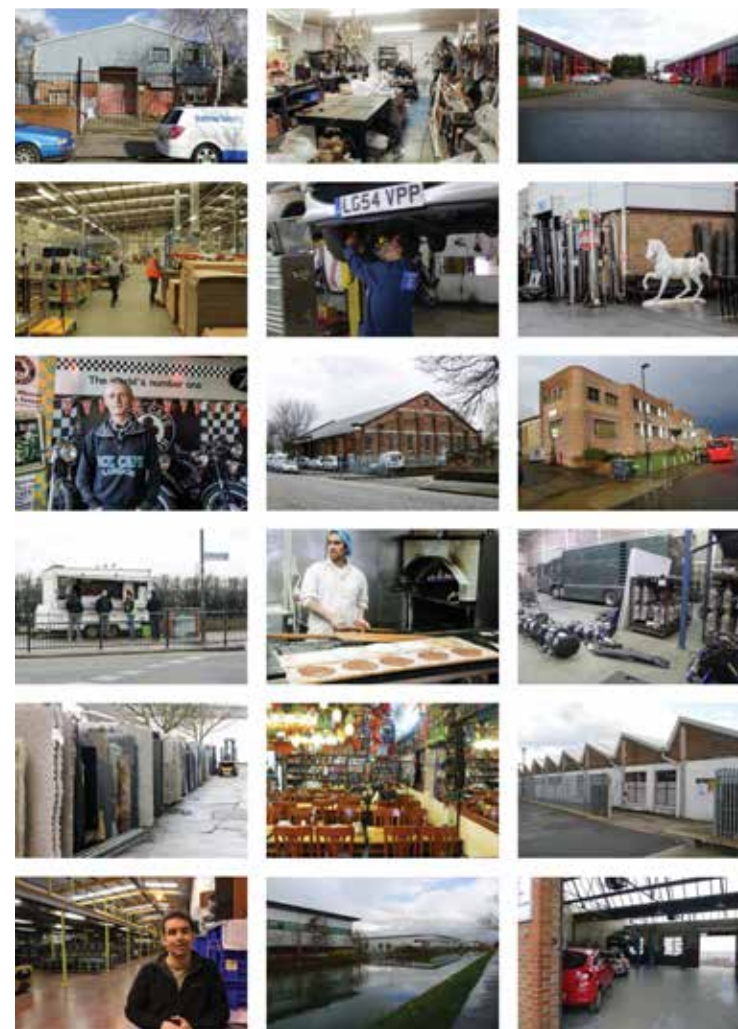
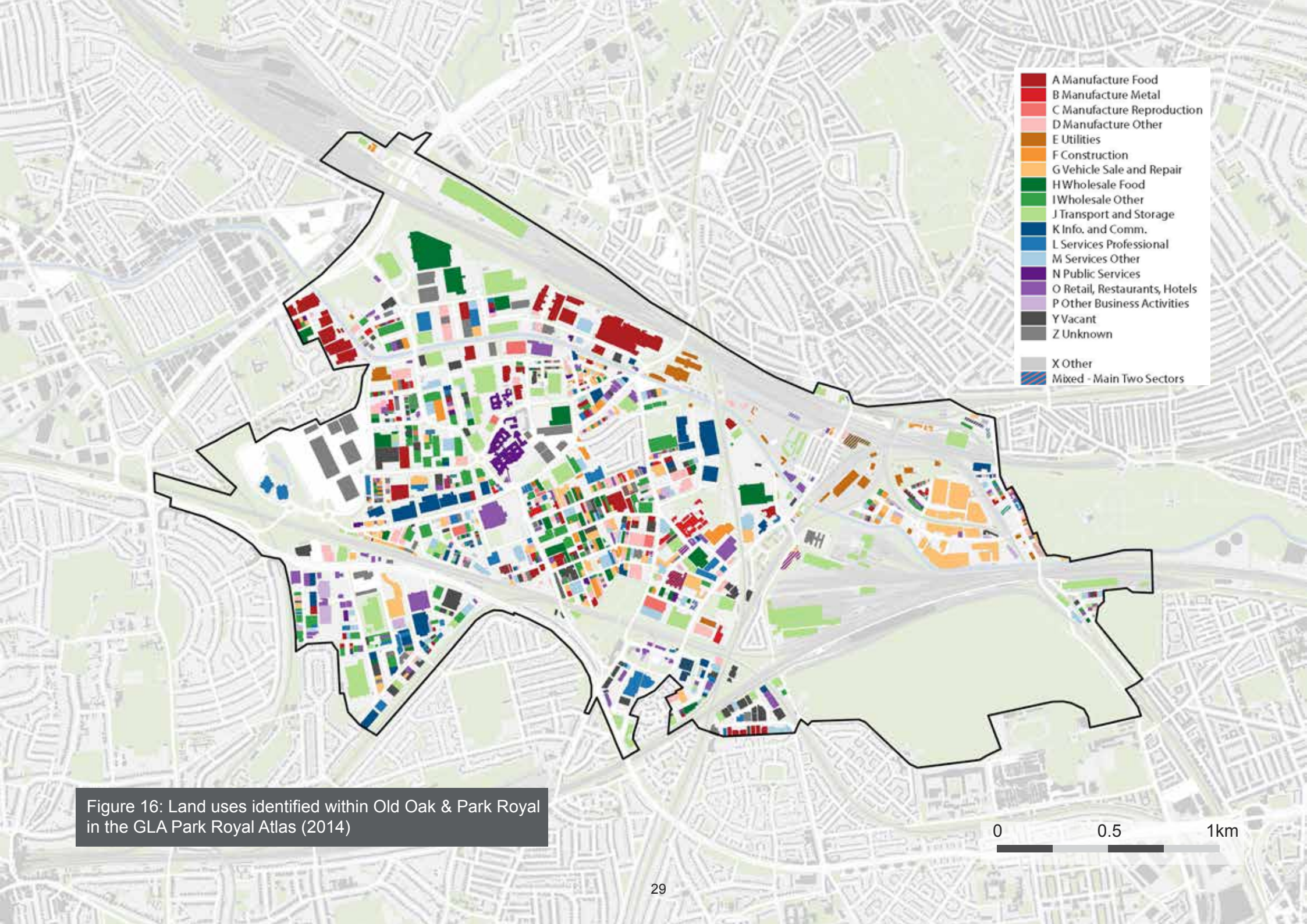


Figure 15: Photos of existing land uses and businesses



- A Manufacture Food
- B Manufacture Metal
- C Manufacture Reproduction
- D Manufacture Other
- E Utilities
- F Construction
- G Vehicle Sale and Repair
- H Wholesale Food
- I Wholesale Other
- J Transport and Storage
- K Info. and Comm.
- L Services Professional
- M Services Other
- N Public Services
- O Retail, Restaurants, Hotels
- P Other Business Activities
- Y Vacant
- Z Unknown

- X Other
- Mixed - Main Two Sectors

Figure 16: Land uses identified within Old Oak & Park Royal in the GLA Park Royal Atlas (2014)

0 0.5 1km

LAND USE STRATEGY

3.5 The proposed land use strategy comprises three principal components:

PRINCIPLE L1: OLD OAK

The core development area is focussed at Old Oak (see figure 17). This area should be redeveloped as a sustainable and healthy mixed-use part of west London. In conformity with the London Plan this new urban quarter should be comprehensively redeveloped to accommodate a minimum of 24,000 new homes, and 55,000 jobs. To achieve this, there will be a requirement for significant new transport, utility and social infrastructure provision to meet the requirements of the future population. OPDC will, through its Local Plan, carry out work to further consider the deliverable quantum of development.

In accordance with Policy 2.17Bb of the London Plan, it is proposed that SIL is consolidated into the Park Royal as shown in figure 17. The official de-designation process for SIL in Old Oak would be dealt with through OPDC's Local Plan. Requirements for replacement of any resultant loss of SIL should be considered at a strategic level.

Old Oak will require a mix of town centre uses. These should primarily be clustered around Old Oak Common Station, around other transport hubs and along Old Oak High Street. There may be opportunities to locate town centre uses in other locations but only where there prove to be large flows of people. Hotels, specifically those supporting business tourism, will be promoted to contribute to London's competitiveness.

Central to Old Oak's success will be clear connections into its surroundings so that Old Oak is knitted into the local area. The GLA will work with OPDC and the boroughs to develop appropriate mechanisms to achieve this aspiration. There is also a need to create a network of new streets and new amenity spaces within and across Old Oak, along the Grand Union Canal and to Wormwood Scrubs to ensure these places become integral parts of this network.

Within Old Oak there is an opportunity to attract a variety of catalyst uses, from the

small to the large scale, which should help play a role in attracting people to the area and creating a destination.

Additionally, there are opportunities created by Old Oak's proximity to existing and emerging employment growth sectors generated at the Imperial College White City campus. Old Oak and Park Royal could accommodate the delivery of scale-up workspace in helping to develop both locations as leading smart technology clusters

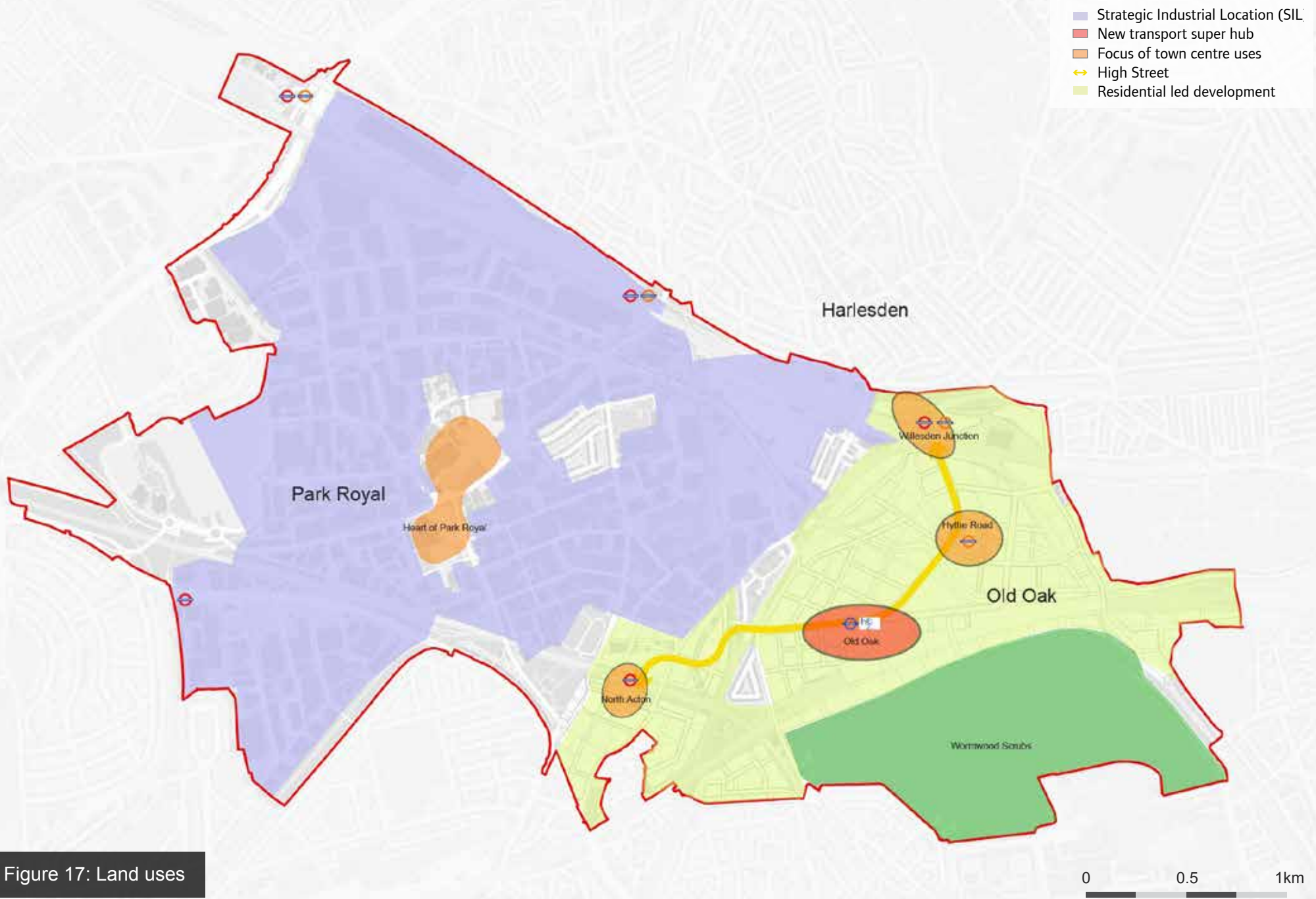


Figure 17: Land uses

0 0.5 1km

PRINCIPLE L2: PARK ROYAL

Park Royal performs a vital role in supporting the London economy. Building on the area's existing success there is a fantastic opportunity for Park Royal to become the UK's leading industrial location. Park Royal could establish itself as a globally recognised centre for developing innovations such as smart and clean-tech industries. There are also opportunities to attract growing businesses from Imperial College Campus into Park Royal.

This can be achieved by; continuing to protect Park Royal as a Strategic Industrial Location (SIL); identifying interventions to improve transport and utility (including connectivity) infrastructure; managing impacts generated during and after the redevelopment of Old Oak; and developing planning and design policies that encourage development that makes more efficient use of land and that works to attract different sectors to the area through the OPDC Local Plan.

Today Park Royal houses approximately 1,200 workspaces, employing over 30,000 people in over 2.3 million square metres of gross floor area. The area's historical development has seen changes in the types and form of businesses. During the life of this plan there is a need to improve

the operation of the estate and where possible to intensify uses to cater for up to 10,000 new jobs. Given the timescales involved what is most important now is the development of a place that functions well, and which is an attractive business location. Whilst there may be opportunities to support and promote the location of specific business sectors, it is important to retain flexibility to ensure Park Royal can evolve to changing market demands in a timely manner.

Park Royal could also play a valuable role in accommodating displaced employment floorspace and businesses from Old Oak.

Outside of SIL, development should be more mixed use, and should look to deliver a minimum of 1,500 homes. In the centre of Park Royal, the existing retail centre should be enhanced and expanded so that it can become a local hub for residents and businesses in Park Royal to include business support services and uses such as meeting spaces and business hotels.

The existing character of the Wesley Estate and the nearby playing fields should be enhanced with the Heart of Park Royal reinvigorated to provide a range of services for local communities.

PRINCIPLE L3: WORMWOOD SCRUBS

Continue the protection of Wormwood Scrubs as a valuable amenity and ecological space for Londoners and its wildlife, coupled with improved access and sensitive enhancements where appropriate.

Wormwood Scrubs is located between Old Oak and White City. Improved access to the Scrubs would provide people with the opportunity to enjoy this space and would also help to improve connectivity between both places. OPDC will undertake a study of Wormwood Scrubs and any proposals would be agreed with the Wormwood Scrubs Charitable Trust and London Borough of Hammersmith and Fulham and discussed with the local community.



Figure 18: Wormwood Scrubs today



Figure 19: View of Car Giant offices

4. DESIGN STRATEGY

DESIGN STRATEGY

4.1 Critical to the future success of Old Oak and Park Royal will be achieving a design standard that will enable this place to become an exemplar in regeneration. Achieving design quality in the mixed use area of Old Oak will be different to achieving design quality in the industrial area of Park Royal. The following section sets out shared principles across the area for the design of streets and public realm, amenity spaces, building heights and density, built heritage and place-making.

4.2 The Design Strategy rests on the aspiration to connect local destinations, including town centres uses and stations, and surrounding neighbourhoods. It focuses on the principle of the 'Green Cross' as shown in figure 20 that is centred on Old Oak High Street (linking Harlesden town centre in the north to Wormwood Scrubs, East Acton and White City in the south) and Grand Union Street (linking Park Royal in the west to Scrubs Lane in the east alongside the Grand Union Canal). The primary movement routes of the 'Green Cross' generates the structure on which the network of new and improved secondary and tertiary routes are based.

4.3 It is important to note that whilst this OAPF does not repeat the design policies set out in the London Plan and the Mayor's Housing SPG, along with best practice design guidance from bodies including (but not limited to) Historic England and Design Council CABE, these policies and best practice guides do apply in this area.

PRINCIPLE D1: STREETS & PUBLIC REALM

Proposals should improve existing street environments and create a new network of streets that will help overcome severance and connect existing and future communities by:

- a. delivering a defined and permeable urban grain and a legible urban block pattern;
- b. creating new and improving existing streets to be safe, comfortable and attractive for walking and cycling, with links to off-highway routes such as towpaths, and support elements of play;
- c. delivering active frontages and/or residential uses at ground level in most locations where feasible;
- d. strengthening the identity and legibility of stations (according with guidance such as TfL Station Public Realm Design Guidance) and town centres; and
- e. delivering a high quality, robust public realm with a clear management and maintenance strategy.

4.4 Ensuring that frontages are 'active' and add interest, life and vitality to the street, should entail a combination of:

- frequent doors and windows, with few blank walls;
- narrow frontage buildings, giving vertical rhythm to the street scene; and
- articulation of facades providing a welcoming feeling; and, where appropriate, lively internal uses visible from the outside, or spilling onto the street.

4.5 It is important that both Old Oak and Park Royal are successfully integrated into their surroundings. This will encourage the easy movement of people to and from the area. Figure 20 identifies those key new and improved existing primary and secondary movement routes that help deliver this integration. It will be important that new development and investment is directed to achieve this. The key movement routes are:

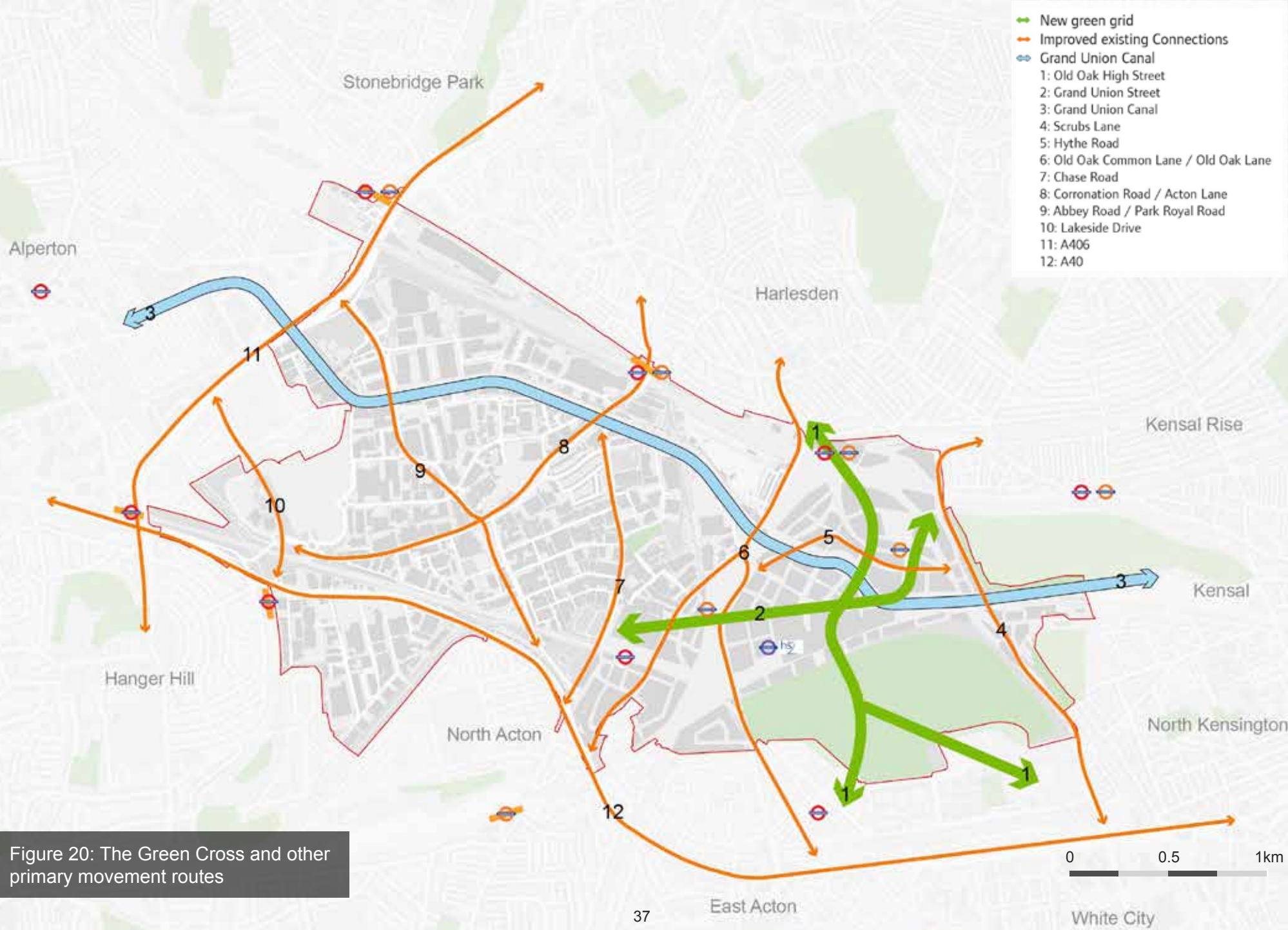


Figure 20: The Green Cross and other primary movement routes

PRINCIPLE D2: AMENITY SPACE

Proposals should:

Deliver a grid of amenity spaces (public, private, communal) that contributes to the creation of healthy Lifetime Neighbourhoods as depicted in figure 14 and that:

- contributes to the delivery of the Mayor's All London Green Grid SPG;
- caters for the needs of new and existing communities;
- are laid out as a well-connected legible grid;
- are well-designed and with clear management and maintenance plans;
- facilitates clear connections between stations;
- protects, improves and connects into existing open spaces;
- includes coordinated urban greening along streets, in public open spaces and along the Grand Union Canal;
- connects biodiversity assets to support habitat resilience; and
- mitigates flood risk through the delivery of sustainable urban drainage measures.

4.6 The green cross shown in figure 20 provides an indicative layout for how a network of new and existing public, private and communal amenity spaces could be provided across the area. Development proposals would be expected to demonstrate how they would help facilitate delivery, or improve upon delivery, of this grid. Green streets and routes may involve the delivery of planting and green walls, flood mitigation infrastructure such as swales, elements of urban agriculture and biodiversity alongside green public amenity spaces. A relevant example includes Victory Parade in East Village, Stratford.

4.7 It is important that Old Oak and Park Royal includes a range of new amenity spaces that will cater for the varied needs of future residents and employees and that are provided over a range of sizes so as to support a wide variety of amenity functions. The masterplan shows the potential locations of these spaces across the whole area. The location of these spaces and the connections between them indicate broad locations for routes and desire lines and the figure is not intended to identify specific locations. It will be important that new development proposals demonstrate how they contribute to the delivery of a comprehensive amenity plan for the whole area.

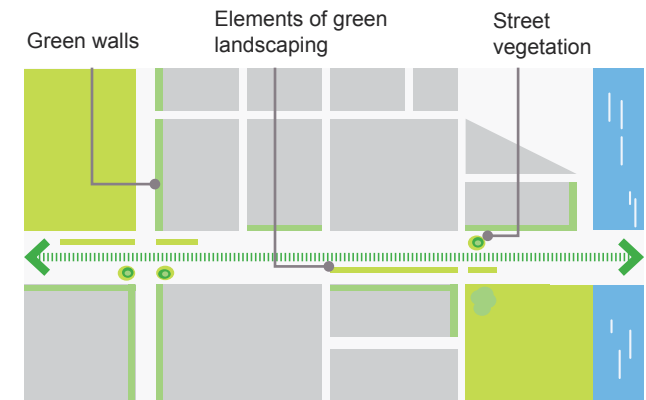


Figure 21: Illustration of elements of the proposed green cross



Figure 22: Illustration of building heights and massing supporting legibility and access to services.



Figure 23: Illustration of permeable and legible urban block pattern

PRINCIPLE D3: BUILDING HEIGHTS & DENSITIES

Proposals should accord with London Plan policies 2.13, 7.6 and 7.7 and deliver:

- a. a world class exemplary architecture that contributes to the delivery of Lifetime Neighbourhoods;
- b. a positive contribution to the creation of a coherent public realm, streetscape and wider cityscape;
- c. greater heights and densities than the surrounding existing context to optimise the use of land in accordance with London Plan policy 2.13(B);
- d. taller buildings and higher densities should primarily be focussed at stations and other key destinations. There may also be opportunities for some taller elements in other locations so long as such proposals contribute to the creation of a coherent place and accord with the guidance set out in this planning framework; and
- e. new development should be mindful of their context and in particular sensitive locations in the surrounding area. In these locations lower densities may be more appropriate and applicants will be expected to demonstrate how their development proposals achieve such sensitive design. This is likely to require the highest standards of design.

4.8 This principle reflects London Plan policy by seeking high quality architecture that delivers long-term successful places / neighbourhoods. It also reflects London Plan policy to cluster high densities to support legibility around transport hubs, which have the greatest public transport accessibility and the importance of successfully integrating new development with surrounding areas.

4.9 With regard to residential densities, proposals should reflect the London Plan Sustainable Residential Quality density matrix and guidance set out in paragraph 1.3.13 of the Housing SPG. Specifically, proposals for taller buildings should accord with London Plan policy 7.7(D)(a) given the location of existing residential communities. The GLA acknowledges that densities greater than the Sustainable Residential Quality density matrix may need to be delivered in locations such as Old Oak.

4.10 The illustrative masterplan included in this planning framework (see page 45) is a guide to demonstrate how the proposed level of development could be arranged and accommodated on site.

4.11 In response to comments received on heights and density through the public consultation, a detailed response has been produced and is available for review on the GLA and OPDC website. This information provides further detail on how the proposed housing and job targets set out in the London Plan can be accommodated on site. This information will form part of OPDCs Local Plan policy and associated evidence and will be consulted on further through this process.

4.12 Locations within the RAF Northolt safeguarding area will need to be consulted on any planning applications exceeding 91.4m Above Ordnance Datum (AOD).

**PRINCIPLE D4:
BUILT HERITAGE**

Proposals should accord with London Plan Policy 7.8 and enhance built heritage assets to contribute to successful placemaking.

4.13 The Old Oak and Park Royal areas have a disparate assortment of railway and industrial heritage that play a valuable role in informing the evolving character of the area. One element of this in Park Royal is the Brent Viaduct which is Grade II Listed. Specific collections of non-designated heritage assets are located along the east of Scrubs Lane, the 1930s Rolls Royce works and Acava Studios on Hythe Road with Canal Cottage on Twyford Abbey Road being locally listed.

4.14 In 2015 Historic England published a report on heritage assets in Old Oak. This report is available for review on the GLA and OPDC website. The Historic England report and addendums identify the opportunity to extend, or create a stand-alone, Conservation Area along part of the eastern edge of Scrubs Lane. The OPDC will work with Historic England and the boroughs on the development of the future Local Plan and will consider if the designation of a new Conservation Areas and Local List should be progressed.

**PRINCIPLE D5:
PLACEMAKING**

Proposals should accord with the guidance set out in Principle D3 and Principle OO4 of this framework and London Plan policy 7.7 to contribute to the creation and improvement of locally distinct neighbourhoods / places within three character areas of Old Oak, Park Royal and Wormwood Scrubs, that meet the principles of Lifetime Neighbourhoods, within the three overarching character areas:

Area	Place
Old Oak	Old Oak North
	Old Oak Common Station
	Old Oak South
	Old Oak High Street
	North Acton
	Old Oak Lane
	Scrubs Lane
Park Royal	Park Royal*
	Heart of Park Royal
Wormwood Scrubs	Wormwood Scrubs

*The place of Park Royal is managed by the guidance for Park Royal. It does not have specific place guidance.

4.15 Improving and creating new places within Old Oak and Park Royal is critical to delivering successful new and improved existing urban neighbourhoods. By recognising existing positive elements of the local context, such as those neighbourhoods adjacent to the area, to inform current and new areas of character, a sense of place can be fostered and nurtured. By providing specific guidance for each of the places within the Opportunity Area, the OAPF seeks to ensure these aspirations are realised.

4.16 Applicants should engage at the earliest opportunity with the Old Oak and Park Royal Development Corporation's Place Review Group and local communities and businesses to inform the design of development to ensure it delivers broader placemaking excellence.

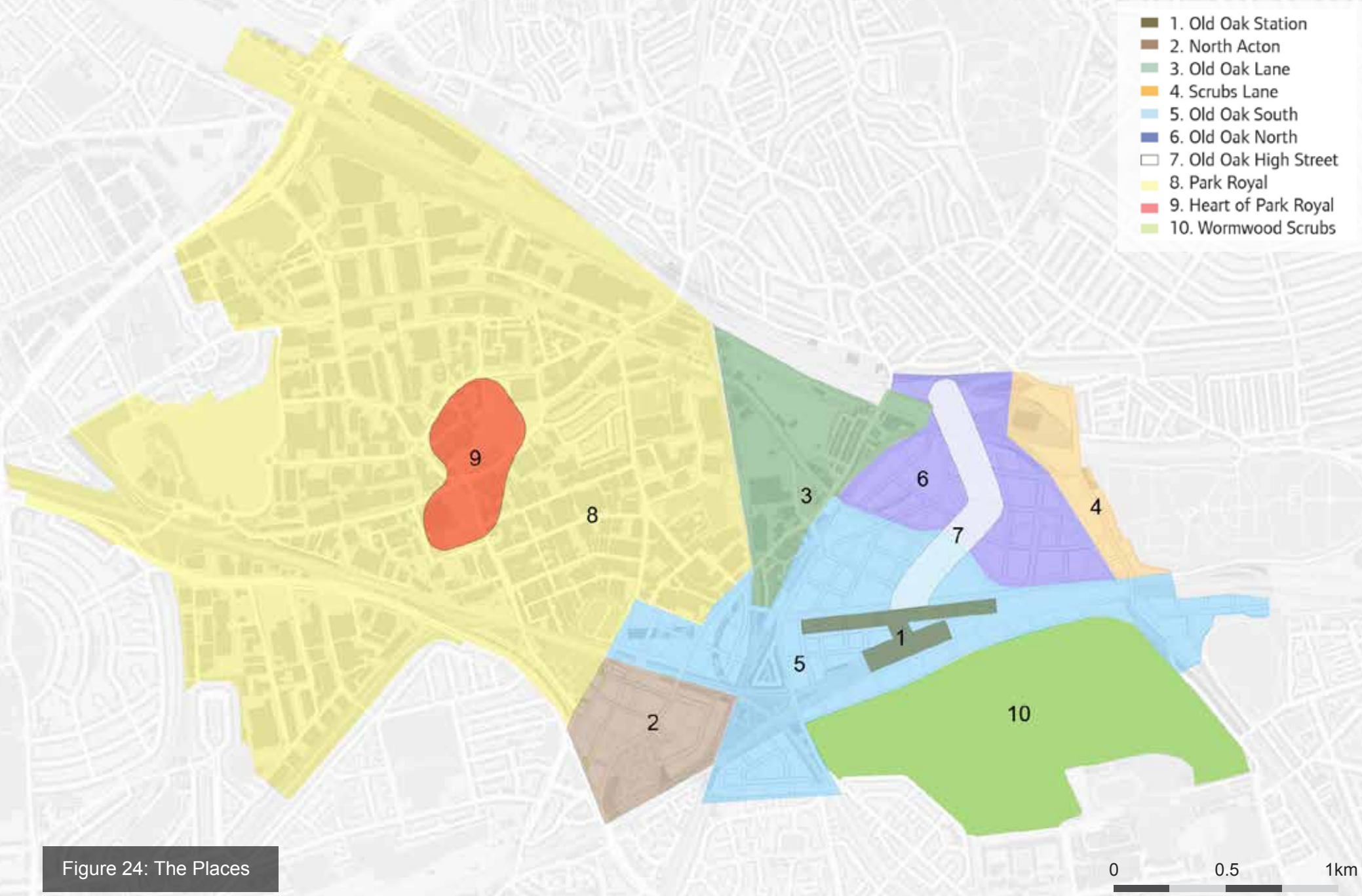


Figure 24: The Places



Figure 25: View of Old Oak North & Old Oak South

5. OLD OAK STRATEGY

ILLUSTRATIVE MASTERPLAN

5.1 An illustrative masterplan has been produced, showing one way that the Old Oak area could be comprehensively redeveloped. This illustrative masterplan achieves the objectives of the OAPF and is based on the constraints of the site as known at the time of this OAPF's production. This guidance and depictions for streets, public amenity spaces, building heights and densities and local views have contributed to the production of the illustrative masterplan.

5.2 The illustrative masterplan is based on the design principles set out in this framework. The aim of the masterplan is to connect the main public transport nodes through legible and well-designed streets. The illustrative masterplan highlights those streets considered to be primary streets, which are likely to be areas of focus for town centre uses. These are a north-south street from Willesden Junction station, via Old Oak Common station to Wormwood Scrubs, called 'Old Oak High Street'. An east-west street running from North Acton station, past Old Oak Common station and over the canal, called 'Grand Union Street' and a connection from the northern part of Old Oak Common Lane to the Old Oak Common station.

5.3 The illustrative masterplan includes a network of public amenity spaces which would form part of the green grid, promoted in Principle D2 (see page 38). The illustrative masterplan seeks to locate these spaces so that they take full advantage of local amenity assets such as the Grand Union Canal and also provide relief at areas of high pedestrian flows such as outside of public transport hubs.

5.4 Connecting to the surrounding area is central to the illustrative masterplan, to ensure that Old Oak is integrated and becomes knitted into the surrounding communities. This includes the opportunity for improved connections into the Scrubs.

5.5 It is recognised more than ever in this time of economic uncertainty, that flexibility will be needed to achieve the comprehensive redevelopment of the Old Oak area. The illustrative masterplan is not intended to eliminate or constrain other acceptable development and/or strategies for achieving sustainable comprehensive regeneration in accordance with relevant London Plan policies. This includes the potential for a variety of large scale uses that could act as a catalyst for regeneration, as outlined in the Old Oak Land Use Strategy (see page 31).

5.6 Streets are all shown on the illustrative masterplan as going over rail lines for the purpose of clarity. In reality, many streets might go under rail lines, such as Old Oak Common Lane, which goes under the Great Western Main Line and Salter Street, which goes under the West London Line. An indicative route network diagram is included in the Transport Chapter (page 119) which shows a potential modal network within the illustrative masterplan.

5.7 It is important to note that the masterplan layout included in this OAPF is flexible. It is expected that as more detailed design work is progressed, and more detailed proposals are prepared, the exact location of streets, spaces and buildings will move around to reflect this more detailed understanding. However, this masterplan will be used as the starting point for discussion on detailed development proposals.

3D illustrative masterplan

5.8 In addition to the 2D illustrative masterplan overleaf, a 3D illustrative masterplan will be developed during the production of the forthcoming OPDC Local Plan. This work will allow further testing on development capacity, development densities and building heights to inform policy preparation.

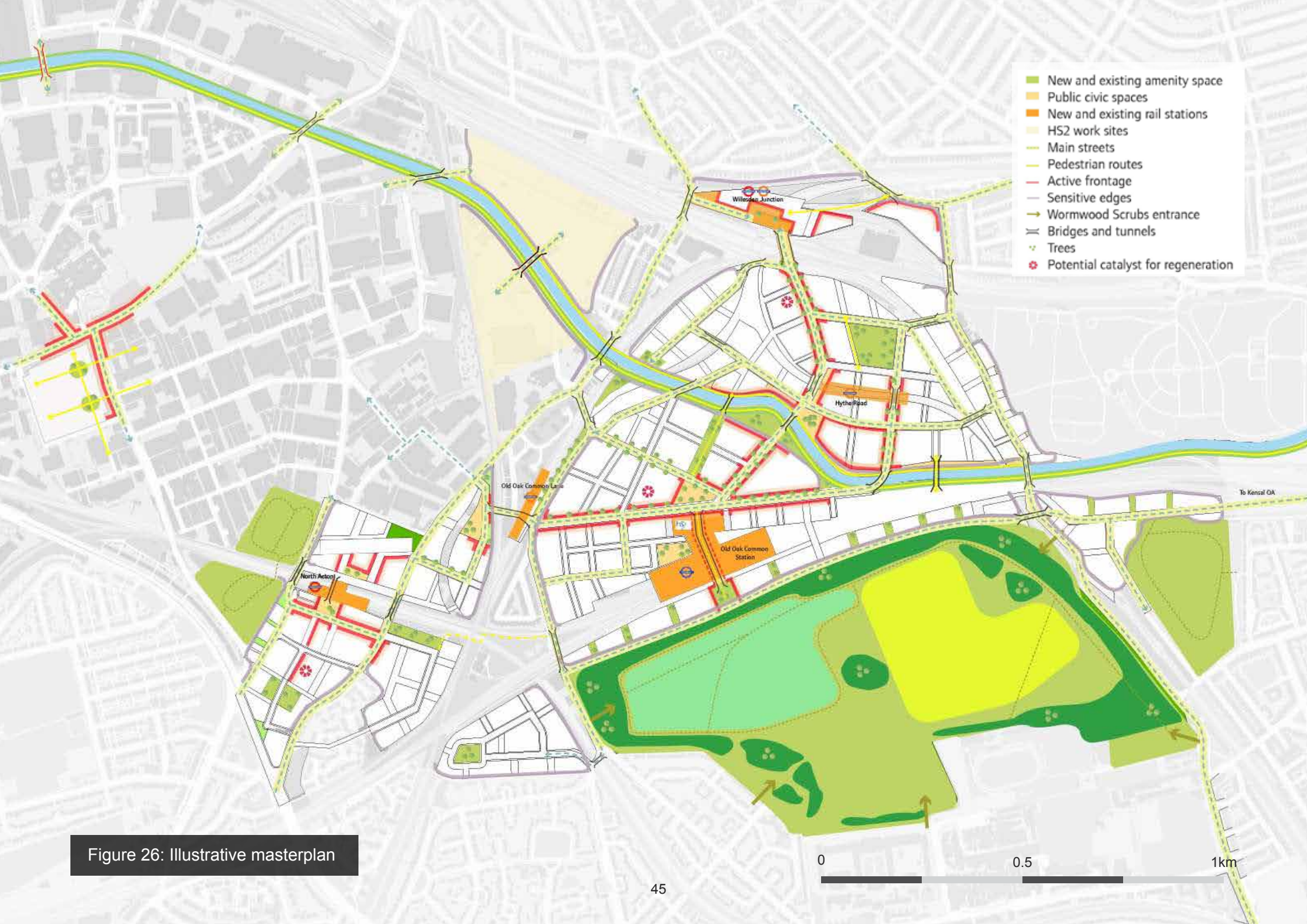


Figure 26: Illustrative masterplan

LAND USE

Principle OO1: LAND USE

- a. In conformity with the London Plan, proposals should contribute towards the comprehensive regeneration of the Old Oak area to help deliver:
- a minimum of 24,000 new homes including affordable homes with a mix of tenures and typologies;
 - 55,000 jobs with a significant provision of this provided as new commercial space focussed around a new hub at the High Speed 2 station. Opportunities should be taken to diversify into new growth sectors and provision should be made for SMEs, micro businesses and affordable workspace;
 - a full mix of town centre uses which could include the following; retail, leisure, community, health, cultural, entertainment, night-time economy uses, sports facilities, educational, arts, hotels, places of worship, commercial and offices;
 - a level of new retail that caters for the needs of the development and that complements and enhances nearby centres, while recognising the role retail can play in the shaping of place;
 - town centre uses should be focussed around public transport hubs, along the

new Old Oak High Street and along other major thoroughfares where there are high flows of people;

- a highly integrated transport network; and
- a new well connected network of streets and amenity spaces that meet the principles of Lifetime Neighbourhoods.

b. Proposals should explore the opportunity to attract a variety of catalyst uses, from the small to the large scale, which could help play a role in attracting people to the area and creating a destination.

c. Proposals seeking to displace existing employment floorspace from the Strategic Industrial Location (SIL) within Old Oak should demonstrate how they have worked to find suitable relocation sites or replacement premises, in the first instance, within the OAPF area, then the West London sub-region.

Housing

5.9 Table A1.1 in Annex 1 of the London Plan (2015) sets the strategic policy direction for the Old Oak Common Opportunity Area and the London Plan identifies the potential to deliver a minimum of 24,000 new homes. OPDC will, through its Local Plan, carry out work to further consider the deliverable quantum of development.

5.10 Future OPDC affordable housing policy would need to accord with national

and regional policy and would need to take account of housing need and the level of physical and social infrastructure needed to support this level of development. OPDC will work closely with the boroughs to identify housing needs and policies for inclusion in the Local Plan. This will include consideration of different approaches that could be taken to affordable housing, including consideration of the potential for a fixed percentage affordable housing target, an approach promoted in the draft Mayor's Housing SPG (para 4.3.24) in opportunity areas and housing zones. OPDC's Local Plan will also consider the role that different housing types can play in addressing housing needs, including the Private Rented Sector (PRS) and other innovative housing solutions. The programme for the production of OPDC's Local Plan is set out at paragraph 1.9. The Local Plan will have to go through Examination in Public (EiP) and agreed by a planning inspector. Existing borough Local Plan housing policy at the time of the establishment of OPDC will continue to be applied to the area until OPDC produces its Local Plan. OPDC's Local Plan will contain area based housing policy including policies on housing supply, housing mix and affordable housing.

5.11 In order to deliver this level of housing, proposals that provide substantial amounts of new high quality, high density housing will be encouraged. London Plan policies on housing will apply to these proposals,



- New transport super hub
- Focus of town centre uses
- High Street
- Residential led development
- Wormwood Scrubs
- ★ Potential catalyst for regeneration

Figure 27: Old Oak land use

0 0.5 1km

including the provision of affordable housing, a mix of housing types and sizes and high quality design, in accordance with the requirements of the GLA's Housing SPG. New residential development will need to be designed to achieve a significant proportion of ground level front doors, with defensible space, directly onto the street and be informed by best practice for improving and maintaining health. For new market housing, the GLA will encourage developers in the Old Oak and Park Royal area to sign up to the Mayoral Concordat, which requires developers to market homes first or first equal to Londoners to help tackle London's unprecedented demand for housing.

5.12 The majority of land identified for housing at Old Oak is currently designated as a Strategic Industrial Location (SIL) in existing borough Local Plans. In accordance with Policy 2.17Bb of the London Plan, it is proposed that SIL is consolidated into the Park Royal (see figure 17). The official de-designation process for SIL in Old Oak would be dealt with through OPDC's Local Plan. Any resultant loss of SIL would need to be considered at a strategic level.

5.13 Details for the potential phasing on new housing are contained within the Delivery Strategy chapter. The phased delivery of new housing will be largely dictated by market conditions. At over 150 hectares Old Oak is of a scale that should allow for different parts of the area to be developed

concurrently without market saturation, allowing for a high rate of housing delivery. OPDC's Local Plan will set an annual housing target for the OPDC area, which will be informed through further work on housing capacity and phasing across the Old Oak area.

Employment

5.14 In order to deliver an indicative target of 55,000 jobs at Old Oak, substantial proportions of employment floorspace will be necessary. Given Old Oak's location in zone 2/3 in west London and the fantastic public transport accessibility that will be delivered in the area, it is anticipated that a large portion of new employment opportunities will be provided in new office and commercial space.

5.15 The majority of new office space should be located within walking distance of the new Old Oak Common station. There will be opportunities for some smaller scale office space, particularly catering for SMEs, in other accessible parts of the Old Oak area close to areas of good public transport access.

5.16 It will be important to secure a range of employment opportunities within Old Oak in addition to office and commercial space. These uses will typically include Town Centre uses as set out in paragraph iii of Land use principles along with uses such as artists' studios, home based working, the service industry, and construction jobs.

5.17 Employment opportunities will not only be for those living at Old Oak. OPDC will be developing employment and skills, and business strategies to ensure that existing and future residents and businesses are given the opportunity to develop their skill sets to be able to take advantage of these opportunities.

5.18 Large employment generating proposals will need to investigate and explain how their development will complement the potential to accommodate newly emerging employment growth sectors. GLA projections show that across London, the following sectors are anticipated to see growth over the next 30 years:

- Accommodation and food service activities;
- Information and communication;
- Professional, Real Estate, Scientific and technical activities;
- Administrative and support service activities;
- Education;
- Health;
- Arts, entertainment, leisure, sports and recreation; and
- Creative industries.

5.19 The GLA understands that the OPDC is currently undertaking a Future Growth Sectors Study for Old Oak and Park Royal that is analysing potential growth sectors that could be suited to Old Oak and Park

Royal. This work will inform the preparation of the OPDC Local Plan.

5.20 The redevelopment of Old Oak will displace existing employment uses. New development proposals will need to explore the opportunity to reprovide this workspace. Developers will be asked to consider the potential to relocate businesses to suitable alternative premises. On a case by case basis, this should include an assessment of affordability, size, quality and location. In terms of location, this should be considered with businesses and could be delivered through a sequential process considering locations in the following prioritised order, within:

1. the OAPF area (OPDC area)
2. West London sub-region
3. Greater London
4. South East of England

5.21 The search area for relocations would also need to consider the specific operational needs of the business. The GLA and OPDC will work with applicants and landowners to encourage and where possible support the relocation of businesses to alternative sites.

Town Centre uses and retail space

5.22 Town Centre uses will play an important place-making role across Old Oak and Park Royal. Town centre uses should be located close to areas with the greatest pedestrian flows and accessibility

namely around public transport hubs, along main streets and at key destinations:

- Old Oak Common station and its surroundings will form the core location for town centre uses. It is anticipated that this area will be a focal point for office accommodation in order that workers are able to get to and from work as easily as possible. It will also be a focal point for a large portion of the retail space, catering for local residents and workers as well as interchanging passengers and there will also be potential here for hotel accommodation.
- The existing stations of Willesden Junction and North Acton along with the future London Overground stations present great opportunities for clustering retail and other town centre uses. Town centre uses along Old Oak High Street must connect to Willesden Junction Station and on into Harlesden Town Centre. This is required to improve connections between Harlesden and Old Oak.
- The main pedestrian thoroughfare through the Opportunity Area will be Old Oak High Street. Active frontages should be provided along its length, where both retail and social infrastructure would be appropriate in order to provide for the day to day needs of residents and workers in the development. There will also be some other locations within Old Oak where active frontages and town centre uses may be appropriate, such

as along the Grand Union Canal, around public transport hubs, along busy streets such as on Grand Union Street/Hythe Road. It is important that buildings along streets have high levels of either active frontage or residential front doors (with defensible space where appropriate) on to the street. It is equally important that uses providing active frontage are viable, to avoid units remaining vacant for long periods.



Figure 28. Housing, East Village, Stratford

5.23 The anticipated numbers of new homes and jobs at Old Oak are likely to give rise to a substantial retail need. The future level of retail will be assessed in greater detail through a Retail Needs Study that would be undertaken as part of the OPDC's future Local Plan.

5.24 It will be important that any retail provision should cater for the needs of the development and should complement and enhance nearby retail centres. The Retail Needs Study will assess the impact of retail provided in Old Oak and Park Royal on the surrounding hierarchy of town centres, including Harlesden, East Acton, Shepherd's Bush and Portobello Road and Ealing and Southall which will be in close proximity by virtue of Crossrail. It is anticipated that future retail would have a high proportion of convenience retail. However, there will be potential for comparison retail within the Old Oak Common Station area and along Old Oak High Street. The type, function and spatial distribution of retail will play an important role in place-making in Old Oak. The ways that retail can help deliver a vibrant and successful new place in Old Oak will be considered as part of the Retail Needs Study and this would inform OPDC's retail policies in its Local Plan.

5.25 There will also be a need for new social infrastructure such as emergency services, education, community facilities, places

of worship, sports centres and health facilities. More information on these requirements is set out in the Delivery Chapter.

5.26 The scale of the Old Oak Common Opportunity Area, alongside its excellent public transport access, gives Old Oak significant potential to support a variety of small and large-scale sports, recreational, arts, leisure, cultural, education and health related facilities. These could become a focus or a catalyst for regeneration. The GLA will work with providers of such uses to explore ways in which they could assist in accelerating development and regeneration at Old Oak and understands that the OPDC will be developing a Cultural Vision to support this aspiration. Such uses could meet London's growing demand for cultural uses and also help to create an early sense of place in Old Oak in a similar way to the recently completed Central St Martins – University of Arts at Kings Cross. Proposals for large-scale catalyst uses would need to demonstrate that such facilities could be delivered without undermining the delivery of new homes and jobs in the area, having regard to the targets set out in Annex A of the London Plan (2015) and should not be at the expense of the provision of other necessary infrastructure to support development such as public open space.

5.27 During 2014 and 2015, Car Giant and London & Regional Properties have held pre-application discussions with the local planning authorities and the Greater London Authority regarding their development aspirations.

Queens Park Rangers Football Club has also held pre-application discussions with the local planning authorities and the Greater London Authority on the potential for providing a new football stadium at Old Oak during this time. The development of a new Football Stadium and appropriate associated development within the OPDC area could be supported, subject to it meeting appropriate planning requirements; and securing land agreements. Such a use could provide a large-scale catalyst for regeneration that could be a vibrant focal point for the development.



Figure 29. Employment: More London

DESIGN

PRINCIPLE 002: STREETS & PUBLIC REALM

Proposals should deliver the following movement hierarchy:

	Name	Location	Guidance
Main streets			
a.	Old Oak High Street and Old Oak Common Station	Located within Old Oak North and Old Oak South, Old Oak High Street will provide the main north-south route within the Old Oak area, linking Wormwood Scrubs through Old Oak Common Station in the south, to Willesden Junction Station and Harlesden town centre in the north.	<p>Old Oak High Street will be the focus of the street network, structuring Grand Union Street and secondary streets. Active frontages will be sought along its length. Continuing to run through Old Oak Common Station, the route will provide a direct route to Wormwood Scrubs.</p> <p>Along the High Street, the width of the street will vary responding to the different surrounding characters of Old Oak North and Old Oak South. To ensure the street has a suitable sense of enclosure, the height and density of buildings should respond to the change in the width of the High Street and associated public amenity spaces.</p> <p>The street design should reflect existing and emerging guidance (including TfL London Cycle Design Guidance (2014), TFL Better Streets Delivered Case Studies (2013) and Roads Task Force Report (2013) including the London Streets Family document (2013)) for streets and spaces design to accommodate active frontages, street greening, walking and cycling, inset on-street parking / loading and vehicle movement. This is depicted in figure 33.</p>
b.	Grand Union Street	Located within Old Oak North and Old Oak South, Grand Union Street will provide the main east-west route within Old Oak linking North Acton, Old Oak Common Station and Scrubs Lane, Harrow Road in the east.	<p>Grand Union Street will support east-west movement with a mixture of residential and non-residential uses along its length.</p> <p>The envisaged street width should accord with existing and emerging guidance (such as those stated in a. above) for the street to accommodate its roles and functions.</p>
Secondary streets (including Grand Union Canal tow path)			
d.	Please see indicative masterplan (page 45)	<p>Located across Old Oak providing connections from main streets, destinations and surrounding areas.</p> <p>The Grand Union Canal provides a key east-west walking and cycling route through Old Oak.</p>	<p>Secondary streets and the Grand Union Canal will provide a quieter street environment to deliver a range of local roles and functions to support the activities of Old Oak High Street and Grand Union Street. Specifically they will be inviting for people to walk, cycle and spend time.</p>

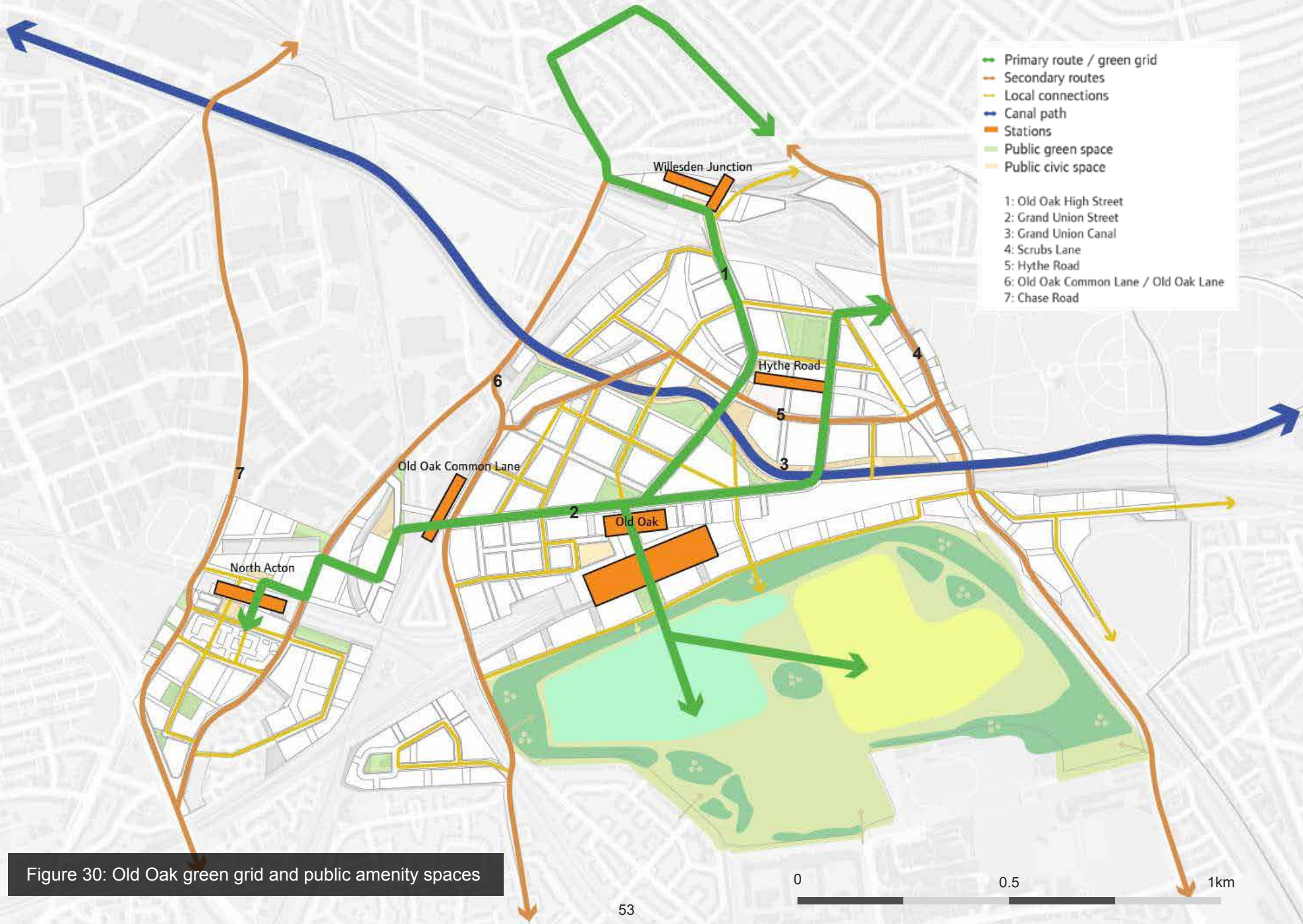


Figure 30: Old Oak green grid and public amenity spaces

**PRINCIPLE OO3:
PUBLIC AMENITY SPACE**

Proposals should deliver the following public amenity spaces in accordance with London Plan table 7.2, the All London Green Grid SPG and the indicative green grid locations outlined in Figure 34:

	Name	Location	Guidance
a.	Grand Union Square	Located at the junction of Old Oak High Street and the Grand Union Canal.	<p>Comprising of two distinct elements either side of the Grand Union Canal, Grand Union Square to the north of the canal will be civic in nature and comprise with opportunities for sitting, relaxing, recreation and play (similar to Granary Square in Kings Cross).</p> <p>Across the canal to the south, the existing nature reserve will continue to be green in nature. There should be significant improvements, particularly to its biodiversity and ensuring the space is publicly accessible.</p>
b.	Old Oak Square	Located beside or close to Old Oak High Street within Old Oak North.	Old Oak Square will be green in character and significant in size, with recreation and play facilities for people of all ages to provide a focal point for new communities. There may be opportunities to consider alternative locations for this public open space as more detailed development proposals progress.
c.	Station squares	Located north, south and west of Old Oak Common Station and adjacent to London Underground and Overground Stations.	<p>Station spaces should be an integral part of the station in terms of function and design. These spaces will be civic in nature, providing spaces for movement and activities supporting the roles of the stations. They will generally comprise high quality hard landscaping, but opportunities for appropriate greening will be explored, with the square to the south of Old Oak Common Station being green in character.</p> <p>The exact location of spaces around Old Oak Common station will need to be progressed with HS2, Crossrail and Network Rail</p>
d.	Small open spaces	Located across Old Oak, including along the Grand Union Canal.	Smaller open should be integrated across the entire area. These spaces will provide an important local function and will be designed to cater the surrounding uses. This is likely to include a range of typologies to cater for the immediate needs of residents and employees.



Figure 31: Russell Square



Figure 32: Granary Square, Kings Cross

5.28 Further information on how the Old Oak and Park Royal street network is to be designed and connects into the wider area has been made available as part of the overall response to public consultation queries on streets. This information is available for review on the GLA and OPDC website and has informed the development of the street hierarchy shown in figure 30. OPDC will progress further detail on this to support the Local Plan. It should be noted that the location of the spaces and the connections between them shown in Figure 34 indicate broad locations for routes and desire lines and the figure is not intended to identify specific locations.



Figure 33: Illustration showing High Street cross section



Figure 34: Old Oak and Park Royal green grid and public amenity spaces

- Existing open space
- Proposed local open space
- 400 m walking distance to local open space

Public amenity space precedents

5.29 The following precedents are intended to help inform development proposals in delivering a range of high quality public amenity spaces. The OAPF recognises that proposals will need to respond to site-specific circumstances and that these are a selection of ways that spaces can be provided. The GLA understands that the OPDC will be undertaking further related work to support the development of the Local Plan.



Figure 35: green spaces



Figure 37: green spaces



Figure 36: civic spaces



Figure 38: civic spaces



Figure 39: canal spaces



Figure 41: residential spaces



Figure 43: commercial spaces



Figure 40: canal spaces



Figure 42: residential spaces



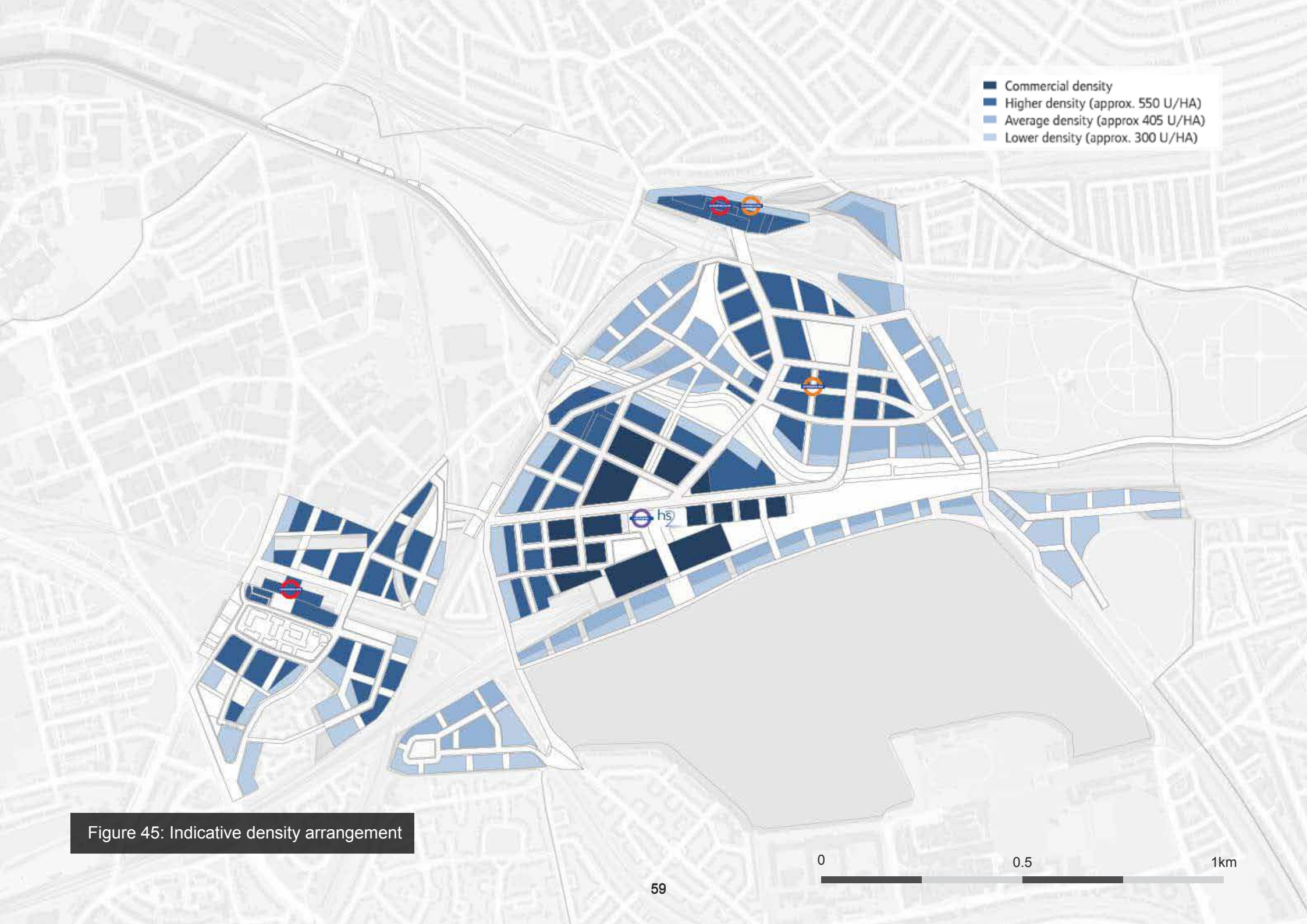
Figure 44: commercial spaces

PRINCIPLE OO4: BUILDING HEIGHT & DENSITY

Building heights and densities should:

- a. accord with London Plan Policy 7.7 and the guidance set out in Principle D3;
- b. accord with the guidance set out in the table below and depicted in figure 45:

	Location	Guidance
i.	Sensitive edges	<ul style="list-style-type: none"> ▪ There are sensitive locations within and adjacent to Old Oak and Park Royal, which include: designated heritage assets (including their setting) (such as the Grand Union Canal, Wormwood Scrubs and St. Mary's Cemetery), existing residential communities and public amenity spaces. ▪ New development close to sensitive locations will be expected to demonstrate how it responds to the specific characteristics of that sensitive location. Buildings in these sensitive edge areas would need to achieve the highest quality design and material use. ▪ In many instances sensitive locations tend to be positioned at the edge of Old Oak. It is important that new development adjacent to sensitive locations help mediate the transition in scale with the surrounding areas. ▪ To help manage this densities and heights in these locations may be lower. ▪ However, there may be some opportunities for a taller element where it clearly helps create a moment of interest and achieves the highest quality design.
ii.	Residential-led areas	<ul style="list-style-type: none"> ▪ Residential-led areas will be predominantly of a higher density than development in sensitive edges. However, the predominate density in residential led areas should be lower than areas adjacent the High Street, at key destinations and transport stations. ▪ Buildings in these locations should reflect the different role of streets and should provide appropriate enclosure and amenity spaces. This will result in a variety of building heights across these areas, providing a high quality residential environment with a full range of housing typologies.
iii.	Old Oak High Street and at other key destinations	<ul style="list-style-type: none"> ▪ Along the High Street and at key destinations across Old Oak new development should seek to deliver relatively high densities. ▪ The level of development and street width will vary to respond to the changing character. ▪ To ensure streets and spaces have a suitable sense of enclosure, the height and density of buildings should respond to the change in scale and width. ▪ At appropriate locations along the high street and at key destinations there may be some opportunities for higher densities and taller elements; however, this should not result in a wall of massing. Additionally, there may be locations where lower densities and heights are appropriate. ▪ Further detailed analysis of locations of heights and massing will be undertaken through the development of the OPDC Local Plan.
iv.	Underground and Overground Stations & local vicinity	<ul style="list-style-type: none"> ▪ The general height of buildings around new and existing Underground and Overground stations would be high density, with opportunities for some tall buildings. ▪ In the majority of these locations, buildings should be carefully articulated and heights must be varied in order to avoid being read as a singular mass. Careful consideration will need to be given to how massing and heights transition between different locations. ▪ Buildings in these locations would still need to be mindful of surrounding sensitive locations and this is particularly relevant around Willesden Junction station, Old Oak Lane station and North Acton station.
v.	Old Oak Common Station & local vicinity	<ul style="list-style-type: none"> ▪ Development above and immediately to the east, west and north of the High Speed 2 station would be predominantly high density commercial space, with opportunities in the future to include high density residential development.



- Commercial density
- Higher density (approx. 550 U/HA)
- Average density (approx. 405 U/HA)
- Lower density (approx. 300 U/HA)

Figure 45: Indicative density arrangement

0 0.5 1km

- c. demonstrate how they provide a transition in scale between adjacent building height and density locations;
- d. make a positive contribution to the local townscape, the setting of heritage assets and long distance views;
- e. deliver visual permeability and legibility;
- f. explore the use of orientation and position of massing elements to deliver a positive relationship to street enclosure and ground level activities taking into account daylight, sunlight and overshadowing issues; and
- g. take account through their arrangement, of their environmental impacts, in particular on micro-climate, daylight and sunlight and overshadowing of amenity spaces. Further environmental modelling work will be done through the OPDC Local Plan process to consider this in more detail.

5.30 The guidance for building heights and densities presented in Principle OO4 and in figure 45 represents a density and place led methodology and should be considered along guidance set out in Principle D3. This demonstrates that Old Oak has the development capacity to deliver the quantum of homes and jobs as set out in the London Plan and that this can be achieved in a coherent and place-based manner.

5.31 The density ranges below have been informed by existing best practice development across London and this takes account of completed development from the London Development Database. The densities below have been applied across each of the areas. This approach to density achieves the level of residential and commercial development set out in the London Plan.

5.32 Further information on this work has been made available as part of the overall response to public consultation queries on heights and density. This information is available for review on the GLA and OPDC website. This information will form part of the OPDC's Strategic Housing Land Availability Assessment and Local Plan policy and the in due course. This density modelling work is based on the following density assumptions:

- Sensitive edges: new development in these areas has been modelled at approximately 300 units per hectare
- Residential led areas: new development in these areas has been modelled at approximately 405 units per hectare
- Stations and key destinations such as the high street: new development has been modelled at approximately 550 units per hectare
- Highest density areas around the HS2 stations: new development in these locations have been modelled as high density commercial and highest density residential, which could be in excess of 550 units per hectare.

5.33 The stations and key destination areas are identified as the highest density areas, providing 550 units per hectare, which would exceed the density matrix in Table 3.2 of the London Plan. However, paragraph 3.28 of the London Plan notes that it is not appropriate to apply Table 3.2 mechanistically and that other factors should be taken into account such as local context, design and transport capacity.

5.34 The Housing SPG paragraph 1.3.39 provides information for how proposals above the relevant density range will be rigorously assessed. In addition, more work on the acceptability of developments in Old Oak exceeding the density

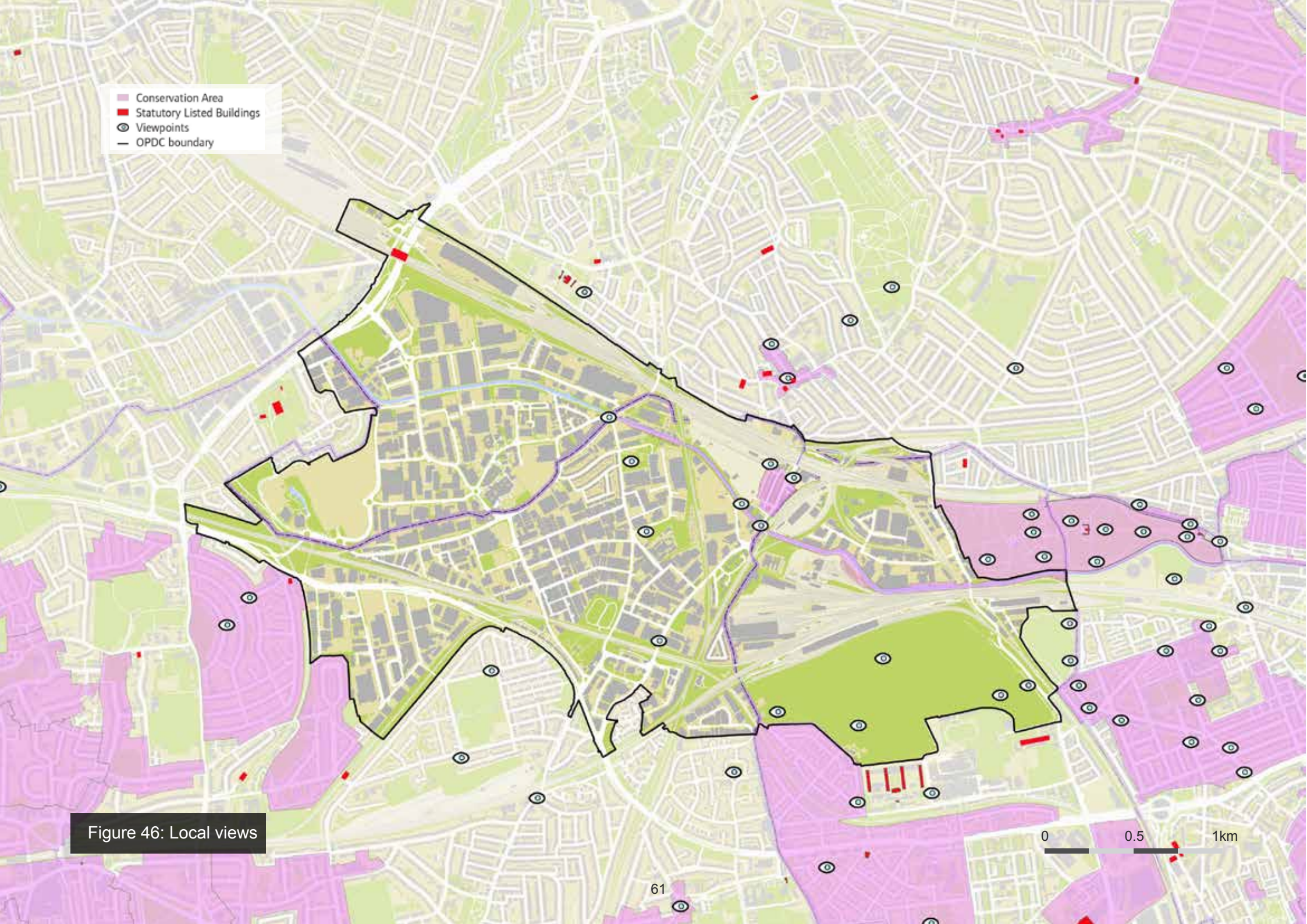
range in Table 3.2 of the London plan will be carried out as part of OPDC's Local Plan evidence base. It should be noted that the density ranges above are not predetermined densities. These ranges are provided as a guide to demonstrate how the total quantum of development as set out in the London Plan could be arranged on site. It is recognised that development on particular sites may be carried out in a number of different ways and alternative proposals could be considered appropriate so long as they accord with the guidance in this OAPF guidance and policies in the London Plan.

5.35 This methodology does not take account of development viability which will play a key part in defining the capacity of individual sites and will need to be assessed on a site-by-site basis.

PRINCIPLE OO5: LOCAL VIEWS

Proposals should be informed by local views as shown in figure 29 to assist in shaping the built form, delivering variation in the skyline, conserving heritage assets and their setting and enhancing local legibility.

5.36 Locations for local views have been provided by stakeholders including the London Boroughs of Brent, Ealing, Hammersmith & Fulham and Kensington & Chelsea and Historic England. These views are taken from surrounding Conservation Areas and other locations that may be sensitive to the impact of development in Old Oak, and require more consideration. Proposals for tall buildings should be supported by verified views and 3D modelling. Further guidance will be produced during the development of the OPDC Local Plan.



- Conservation Area
- Statutory Listed Buildings
- Viewpoints
- OPDC boundary

Figure 46: Local views

0 0.5 1km

OLD OAK PLACES

OLD OAK PLACES

5.37 Creating and shaping a sense of place at Old Oak is a fundamental element of delivering long-term successful regeneration of the area. To help inform Old Oak's transformation, eight places have been identified which reflect their different, yet related, character. For each place a vision has been developed that will be delivered through a series of supporting key objectives.

5.38 This place-based guidance will be implemented alongside the broader guidance set out for Old Oak to deliver Lifetime Neighbourhoods and support healthy and sustainable communities.

5.39 The boundaries for each place are indicative and not intended to be precise.

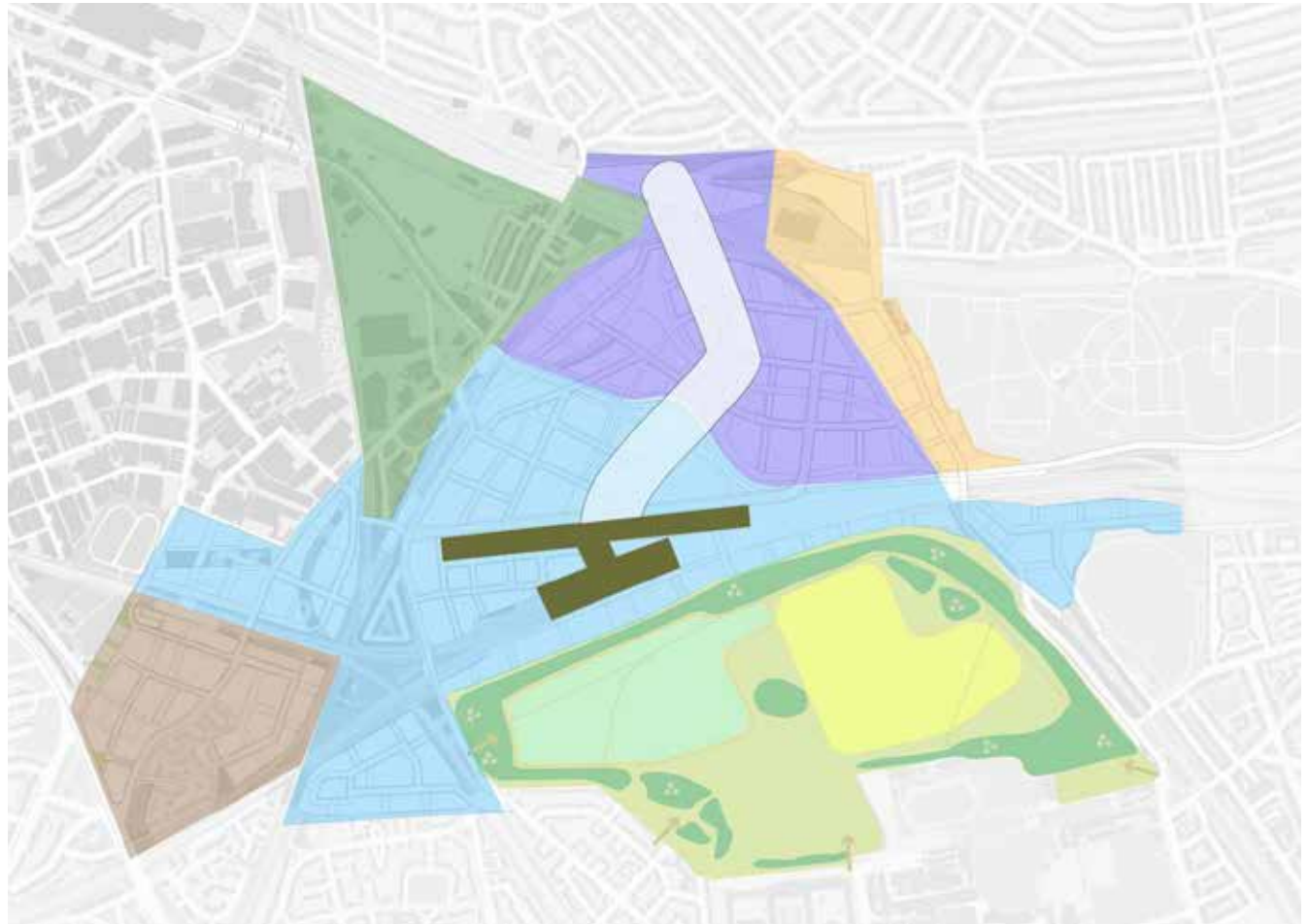


Figure 47: Places of Old Oak

- | | |
|--------------------|------------------------|
| 1. Old Oak Station | 5. Old Oak South |
| 2. North Acton | 6. Old Oak North |
| 3. Old Oak Lane | 7. Old Oak High Street |
| 4. Scrubs Lane | |

OLD OAK NORTH

Key facts

Approximate area: 43 hectares

Key Landowners: Car Giant, Network Rail, LB Hammersmith & Fulham

Activities: Car sales, waste processing, smaller SMEs, Willesden Junction station and operational rail uses.

VISION

Development will be residential-led creating a new Lifetime Neighbourhood. The area will also need to include a level of commercial space focussed around activating Old Oak High Street, Willesden Junction and the Grand Union Canal as key destinations. This area will accommodate a much smaller number of jobs than Old Oak South, which will be the focus for new commercial space. The area requires significant new transport and utility infrastructure to ensure that it is both accessible and operational. Old Oak North will need to include a network of new streets and amenity spaces that meet the needs of all residents along with the provision of a sufficient level of new social infrastructure. Alongside the delivery of a new Hythe Road station, this area presents a fantastic opportunity for early delivery of homes and jobs. As part of this there could be a role for small and large scale catalyst uses to help create a destination and a place.

KEY OBJECTIVES

1. Early delivery of new homes and infrastructure to encourage the regeneration of the wider area;
2. Development will be residential-led and

- will make a significant contribution to the overall housing target for the area;
3. Potential for small and large-scale catalyst uses such as a new educational facility, sports stadium, sports complex, health, arts, leisure and or cultural centre;
4. New and improved public transport connections, including a new Overground station at Hythe Road and improvements to Willesden Junction station;
5. A new and improved street network, permeable and attractive for social interaction, walking and cycling, providing better connections to the surrounding area including; an accessible bridge of at least 12 metres wide over the West Coast Mainline connecting the EMR site to Willesden Junction, new and improved connections to Scrubs Lane, and new connections over the Grand Union Canal; and
6. Significant provision of new amenity and leisure spaces, connected by a legible and coherent street network;
7. Development should be mindful of existing residential communities in Harlesden, Island Triangle and along Scrubs Lane: and
8. Work with the public sector on a strategy to decontaminate the land.

5.40 Old Oak North forms a significant part of the core development area. It is currently occupied by a number of large-scale operations, including two waste sites, a large car dealership and major railway infrastructure, including the West London and North London Overground lines, the West Coast Mainline and a series of smaller scale independent businesses. By virtue of the existing types of uses, land is expected to be contaminated and remediation works will be required.

5.41 Existing waste facilities in Old Oak North (such as European Metal Recycling (EMR) and Powerday) perform an important strategic waste function and this planning policy requirement will need to be carefully considered through OPDCs local plan. To facilitate residential led mixed use development in this area, EMR will need to be relocated. For Powerday, subject to detailed design and mitigation work, there is an opportunity to consider the role it could play in addressing future waste management and energy provision for the area, as well as the management of construction waste. The relocation of Powerday may be appropriate in the longer term to release the site for housing



- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ⌘ Bridges and tunnels
- Trees
- ⊗ Potential catalyst for regeneration

Figure 48: Old Oak North

or alternative uses. OPDC will work with landowners to encourage the relocation of other businesses displaced from the area into Park Royal industrial estate, where feasible.

5.42 Existing connections are poor, with no through east-west vehicular links. The pedestrian environment is particularly hostile, with existing routes isolated from surrounding uses and suffering from a lack of natural surveillance. New development provides opportunities to overcome this severance and connect Old Oak North into its surroundings. Connections to Harlesden Town Centre will be particularly critical in order to ensure that new residents in Old Oak benefit from the services provided in this centre and vice versa. Connections to College Park and Kensal to the north-east will also be important so that the wider community is successfully integrated.

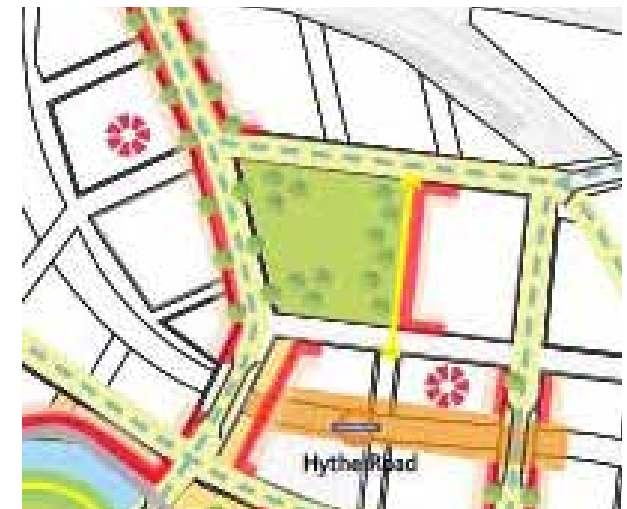
5.43 A comprehensive and joined up approach to masterplanning will be required and it is important that the public sector and private land owners work together to achieve co-ordinated delivery of new infrastructure and development, in a sustainable mix of uses that will provide the best long term future for the area.

5.44 Land currently occupied by Car Giant, EMR and around Willesden Junction station could be brought forward for redevelopment in advance of HS2 by improving connections to Willesden Junction station to the north. To support

this, the delivery of a new bridge over the West Coast Mainline, linking Old Oak North to Willesden Junction station will be necessary, to unlock the full development potential of the area. There is an aspiration for this bridge to be vehicular, so as to improve connectivity and public transport access into the site from the surroundings. However, it is recognised that a vehicular bridge could be challenging and further feasibility work should be undertaken in due course to understand this further. At a minimum, this bridge would be a high quality pedestrian and cycle bridge. There will also be a need for new and improved connections to Scrubs Lane and over the Grand Union Canal.

5.45 There will be a new London Overground station at Hythe Road and a need for significant improvements to Willesden Junction station (increased capacity, improved interchange ability, access improvements, an overall better user experience and better connections to Harrow Road and Old Oak Lane) that will provide improved rail connections into the surrounding local area.

5.46 A new road and rail network will serve to integrate the area into the wider urban fabric, overcoming significant barriers to movement presented by existing rail infrastructure and providing coherent links to the existing street network. This will include a new link from Scrubs Lane to connect up with the HS2 station. East-west connectivity should be improved through the provision of a bridge connection over the Grand Union Canal in association with the redevelopment of the Oakland's House site (see Places: Old Oak South). Figure 31 shows



Figures 49: Alternative location for Old Oak Square to facilitate a large scale catalyst.

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ≡ Bridges and tunnels
- Trees
- ★ Potential catalyst for regeneration

indicative locations for these new connections into and through Old Oak North. The exact locations of these connections may vary through more detailed design work and transport modelling.

5.47 Development will be residential-led and will make a significant contribution to the London Plan housing target across the Opportunity Area. Non-residential uses should be primarily focussed around Old Oak High Street, Willesden Junction station, where non-residential uses should connect into Harlesden Town Centre and the new Overground station at Hythe Road. However, there is potential for local retail and social infrastructure elsewhere in the area, to provide for the needs of residents, where feasible. Development could include a variety of small and large-scale catalyst uses, these uses could help attract people to the area and create a vibrant place. These uses could include a new educational facility, sports stadium, sports complex, health, arts, leisure or cultural uses.

5.48 Building heights will vary across the area, with taller buildings focussed around public transport nodes, and at/around key destinations including to the south of Willesden Junction station, the new Overground station at Hythe Road and opportunities for increased massing along Old Oak High Street (see Places: Old Oak High Street on p.72-75). Densities will be optimised to make the most efficient use of land, whilst delivering a high quality residential environment.

5.49 Development must deliver a high quality public realm, including a legible and coherent

street network, providing improved east-west and north-south connectivity. New public amenity spaces will need to facilitate the creation of a Lifetime Neighbourhood that provides spaces for all users. The area is currently deficient in public open space and development proposals should include a green amenity space of a significant scale for residential users to the north of Hythe Road station. This space should be at the heart of the approach to place-making in the Old Oak North area, which this OAPF refers to as 'Old Oak Square'. This space could consist of one large space or as a series of spaces across the area. If this space is provided in a more flexible way through a series of spaces, these would need to deliver a variety of functions

to meet the needs of all future residents, employees and visitors to the area. The exact location of the space(s) could shift around through detailed design (See Figure 49). There will also be a need for new civic spaces at the entrances to Willesden Junction station and the new Hythe Road London Overground station; and a canalside space ('Grand Union Square') opposite the retained or remodelled nature reserve, akin to Granary Square at King's Cross. Detailed discussions will be needed on the exact location, design and ongoing maintenance and management of these spaces.

Figures 50: Precedents for development within Old Oak North. Granary Square and University of the Arts London (Kings Cross)



OLD OAK SOUTH

Key facts

Approximate area: 67 hectares

Key Landowners: Network Rail, Department for Transport, Crossrail, Hs2

Activities: Operational rail uses, construction of Crossrail depot, residential communities, nature reserve

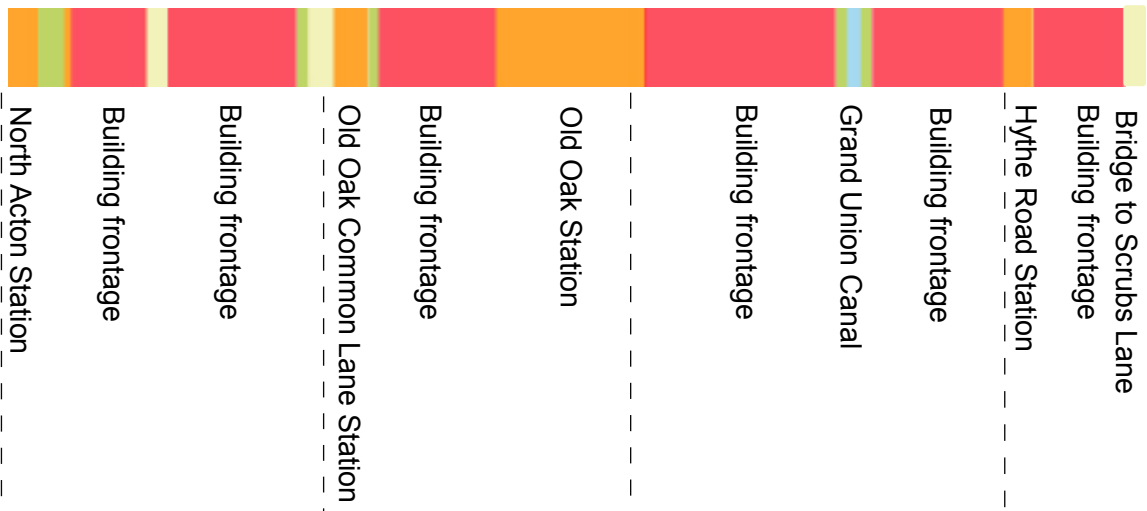
VISION

The new HS2 station presents a significant regenerative catalyst and a huge opportunity to support proposals for high density development. Old Oak South will be a focal point for a mix of uses that optimise the proximity of Old Oak Common Station. This area will become a new commercial centre and will include a significant proportion of Old Oak's new office, commercial and retail space. Old Oak South is edged by the Grand Union Canal, an existing nature reserve to the north, and by Wormwood Scrubs to the south. Both of these features will be important place-making elements and buildings alongside them should support place-making aspirations through the highest quality design. Old Oak South will become a hub of activity where people will live, work and shop, with office, retail and leisure uses focussed around the new HS2 station and Old Oak High Street. Old Oak South will be integrated into its surroundings and this will require a series of bridges over the canal, new and/or improved access to Old Oak Lane, North Acton and Wormwood Scrubs.

KEY OBJECTIVES

1. Be mixed use and make a significant contribution to the overall housing target of 24,000 homes and additional 55,000 new jobs in the Opportunity Area;
2. Deliver a large quantum of new commercial space, including office, retail, hotel and leisure focussed around the new Old Oak Common station;
3. Facilitate delivery of a new High Speed 2, Crossrail and Great West Main Line interchange station (Old Oak Common station), a new London Overground station at Old Oak Common Lane and provision of new bus, taxi and cycle services;
4. Facilitate delivery of a new connection from the Crossrail line to the West Coast Main Line, should this prove necessary;
5. Locate town centre uses around the new stations and along Old Oak High Street;
6. Deliver a new and improved network of streets including;
 - a new north-south Old Oak High Street;
 - a new east-west Grand Union Street;
 - new and improved access onto Old Oak Common Lane and an improved Old Oak Common Lane;
 - a new street through the 'Shield' site connecting Old Oak Common station to North Acton;
7. Relocate, or significantly reconfigure the Crossrail depot and sidings to bring forward development on this land in a timely manner
8. Work with central Government on opportunities to release the IEP depot site for redevelopment in the future, where this proves to be feasible;
9. Encourage early delivery of areas such as the Oakland's House, North Pole East depot, North Acton and land along Scrubs Lane, where these sites support the comprehensive regeneration of the wider area;
10. Development should be mindful of existing residential communities at Wells House Road, Midland Terrace/ Shaftsbury Avenue, and the areas proximity to Wormwood Scrubs;
11. Development should provide an edge and new access points into Wormwood

Figures 51: Diagram indicating uses on Grand Union Street



- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- Wormwood Scrubs entrance
- ⌋ Bridges and tunnels
- Trees
- ✿ Potential catalyst for regeneration



Figure 52: Old Oak South

Scrubs whilst respecting its character and ecological value;

12. Provide a network of well-connected public spaces around Old Oak; Common station, and at Old Oak Lane station as well as a series of smaller scale amenity spaces for local needs throughout the development area;
13. Work with the public sector on a strategy to decontaminate the land;
14. Protect, enhance and connect to the Grand Union Canal and the existing nature reserve adjacent to it; and
15. The Brunel Road industrial estate should be retained as a Strategic Industrial Location while recognising the potential for development given its proximity to Old Oak Common Station.

5.50 Old Oak South is currently dominated by operational railway infrastructure. The area is also home to two small residential communities, at Wells House Road and Midland Terrace/Shafesbury Gardens, and a nature reserve along the canal edge. As with Old Oak North, there are likely to be issues with land contamination in Old Oak South and any proposals would need to develop a clear strategy for the identification, remediation and ongoing monitoring of land contaminants, in line with the Environment chapter.

5.51 Much of the developable area is in public sector ownership of Network Rail, Department for Transport with long leases

to Transport for London (TfL), Crossrail and a series of rail operators. The public sector will therefore have a critical role in bringing forward development at Old Oak South.

5.52 There will be a new and improved road, walking and cycling network. This will include a series of bridge connections over the Grand Union Canal and the GLA/OPDC will work with Canal and River Trust and landowners to develop a bridge strategy for the area including:

- A new north-south high street bridge over the canal;
- a new east-west street named Grand Union Street, connecting Old Oak Common Lane through to Hythe Road and on to Scrubs Lane; and
- new bridges across the Grand Union Canal connecting Old Oak Common Lane to Old Oak North via the Oakland's House site.

5.53 By virtue of its proximity to the new Old Oak Common station, together with a new London Overground station at Old Oak Common Lane, the area will be highly accessible, with direct connections to Birmingham and London Euston via HS2, as well as Heathrow, the West End and Canary Wharf via Crossrail. In accordance with London Plan policy, this high degree of accessibility justifies high density mixed use development, including office, retail and leisure uses focussed around the new stations and Old Oak High Street.

Development on the fringes of Old Oak South, such as the Oakland's House site, the Shield site and the North Pole depot, is expected to be residential-led, with supporting local retail and social infrastructure to meet the day-to-day needs of residents.

5.54 Development on the Crossrail depot and sidings sites is contingent on their relocation or reconfiguration. The Mayor considers it critical to either fully or partially relocate or reconfigure the depot and sidings in the 2020's so that development can proceed upon the opening of the proposed Old Oak Common station. This will unlock the comprehensive regeneration of the Old Oak area. Work is currently underway by TfL to look at the feasibility of reconfiguring the depot and sidings or fully or partially relocating them to an alternative location (see Delivery Chapter).

5.55 The IEP depot site, immediately to the north of Wormwood Scrubs, is freehold owned by the Department for Transport (DfT). The land is leased as operational rail land and currently performs important functions for operational rail uses. Given the scale of regeneration proposed immediately to the north of this site, the Mayor is keen to promote the longer term redevelopment of this land to accommodate new homes and jobs to accord with the wider vision of the area. The Mayor, through GLA, OPDC and TfL is keen to work with DfT to explore opportunities to relocate existing uses to alternative sites to realise this vision for the area. However, it is recognised that given current contractual

obligations and operational requirements this would require close working across all parties to address these challenges. In the shorter term, the Mayor is keen to secure improved access to Wormwood Scrubs to ensure that people living and working to the north of the depot site can still access to the Scrubs as an important amenity and ecological space. This could include connections delivered while the IEP depot is still operational. OPDC will work closely with both the London Borough of Hammersmith and Fulham and Wormwood Scrubs Charitable Trust to explore how these connections could be delivered.

5.56 The majority of Old Oak South is expected to come forward for development post-2026, when Old Oak Common station is scheduled to open. The notable exception to this is the Oakland's House site, which is capable of being developed as an earlier phase and should be designed to facilitate delivery of a new bridge across the canal connecting Old Oak Lane to Old Oak North.

5.57 Subject to the east part of North Pole depot being decommissioned, it may also be possible for land to the east of Scrubs Lane to be delivered pre-2026, which will provide opportunities for better connections between Old Oak and the Kensal Canalside Opportunity Area in the Royal Borough of Kensington and Chelsea.

5.58 Development should be mindful of existing residential communities at Wells House Road and Midland Terrace/Shafesbury

Gardens and development on adjacent sites should be designed so as not to create a cliff edge between existing communities and Old Oak. Development should also have regard to existing amenity spaces and heritage assets such as Wormwood Scrubs, which is protected as Metropolitan Open Land and by the Wormwood Scrubs Act (1879) and the existing nature reserve adjacent to the Grand Union Canal, which is a valuable natural asset that should be protected and enhanced for the enjoyment of the new residential community.

Figure 53a: Precedents for development within Old Oak South, City of London, St Mary's Axe.



Figure 53b: Precedents for development within Old Oak South, Bishop's Square (Spitalfields).



OLD OAK HIGH STREET

Key facts

Approximate length: 1km

Land Ownership: DfT, Network Rail, LBHF, Car Giant

VISION

Old Oak High Street will be one of the main attractions in the core development area. It will provide a key north-south route connecting Harlesden to Wormwood Scrubs and further south. It will provide direct access to Willesden Junction station, Hythe Road station and Old Oak Common station. There will be a hub of Town Centre activities along its length with a mix of amenity spaces. The canal and its surrounding amenity spaces will become a focal point for this new street. There will be a need for new infrastructure to ensure the street is fully connected into its surroundings that must achieve the highest standards for public transport, social interaction and walking and cycling.

KEY OBJECTIVES

Development should:

1. Provide a legible connection between Wormwood Scrubs and Old Oak Common station with Willesden Junction station and Harlesden Town Centre
2. Provide a street environment that is attractive for pedestrians and cyclists along its entire length. There may also be a need for vehicle movement, along either part of the street, or its full length, and these activities will need to be carefully integrated;
3. Provide clear and direct access into Old Oak Common station, Hythe Road Overground station and Willesden Junction station;
4. Deliver a mix of town centre uses typical of a busy London high street;
5. Seek to incorporate active uses (including residential entrances) along its full length of the street (where feasible);
6. Include public green spaces and public squares along its length. It should celebrate the canal as a focal point and include built in Sustainable Urban Drainage and greening measures to address drainage issues in the area; and
7. Explore opportunities for increases in building heights along the street, in recognition of its role and function as a mixed use high street.

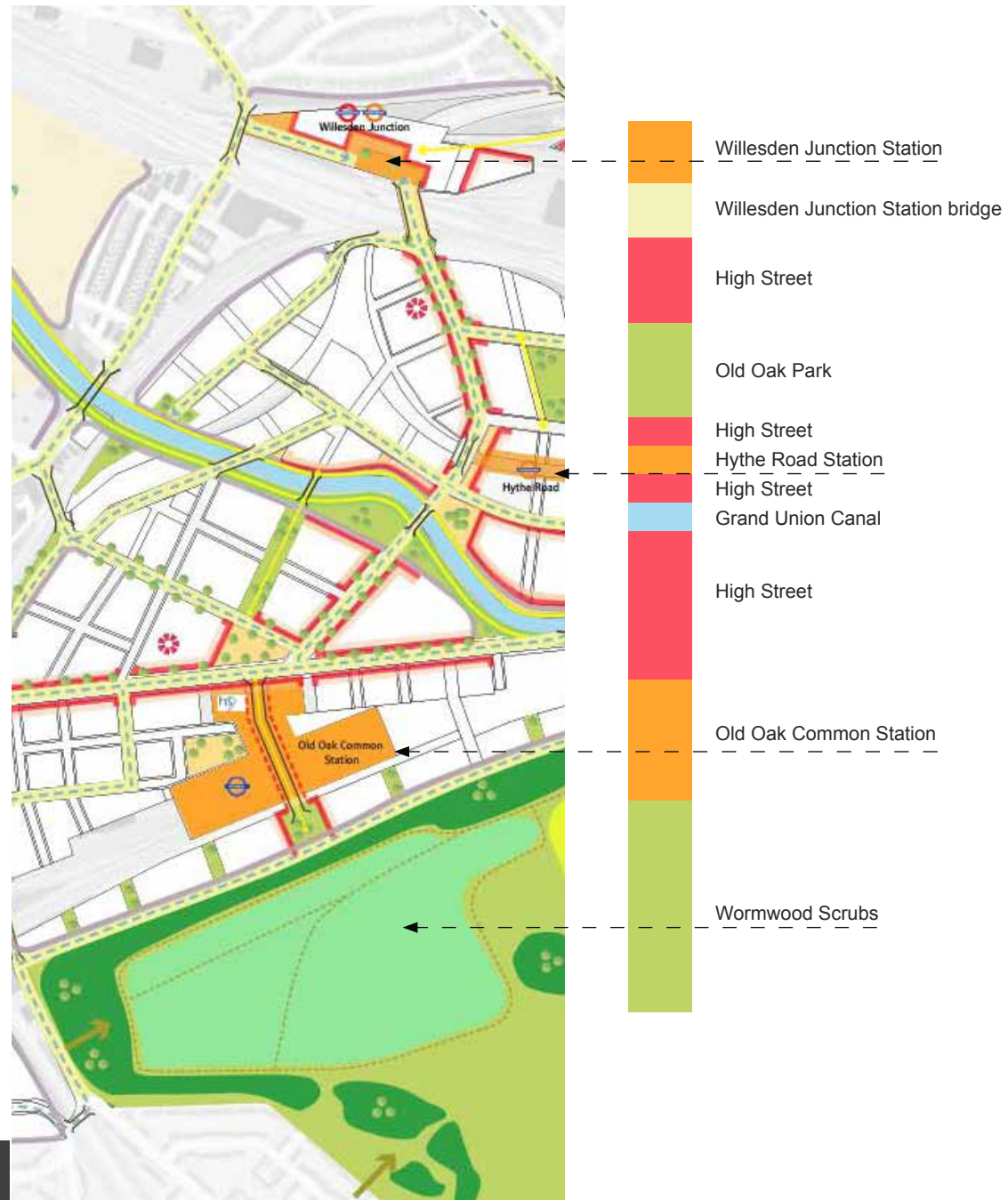
5.59 New development should achieve the highest quality design that will contribute to delivering an excellent and accessible public realm. The High Street should be, at a minimum, a through connection for pedestrian and cyclists with exemplar public realm to promote its use by these two modes. It may also be necessary for all, or parts, of the street to be vehicular, including public transport, servicing and private vehicle. However, further transport and design work is needed to assess this in more detail. This would be encouraged where it would add to the street's sense of activity and does not detract from the environment for pedestrians and cyclists.

5.60 The High Street forms part of the 'green grid' (see page 37). It is therefore expected that street widths are generous and incorporate the highest standards of design for the public realm. Along its length, open spaces and public squares should be provided to contribute to the open space network. It may also be feasible for open and civic spaces to be provided contiguously or continuously along its entire length to support the incorporation of Sustainable Urban Drainage techniques. New development should celebrate the canal as a focal point along the new High Street. The nature reserve on the southern

edge of the canal should be retained, improved and potentially expanded, and a complementary new space should be provided on the northern edge of canal comparable to Granary Square at Kings Cross. The High Street has been indicatively designed as going under the West London Line at Salter Street, with improvements to the tunnel to make the connection wider and deeper. However, a more direct alignment of the High Street from Old Oak Common station to Willesden Junction station, which creates a new connection under or over the West London Line could also be supported.

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ➔ Wormwood Scrubs entrance
- ≡ Bridges and tunnels
- Trees
- ✳ Potential catalyst for regeneration

Figure 54: Old Oak High Street



5.61 Along with the Old Oak Common Station, Old Oak High Street should be the key location for active uses within the core development area. The character and uses along the full length of the High Street will vary. However, it will include a mix of typical London high street uses. To the north of the canal the predominant land use should be residential, and to the south of the canal it should be commercial. There will be opportunities along the High Street to provide uses such as retail, commercial, community uses and leisure.

5.62 Given the opportunities for generous street widths (see Old Oak design guidance) and active uses, there will be opportunities for higher density development along the High Street. Building heights and massing should vary, respond to local character and context and should not create a wall of massing. Density along the High Street is likely to have three overarching characters:

1. The part of the High Street to the south of the canal around Old Oak Common station is likely to be high density commercial uses, with potential for tall buildings. Spaces interfacing with the High Street are likely to be more civic in nature with hard landscaping;
2. The part of the High Street around the canal is likely to be low or medium densities with spaces potentially including more soft landscaping that responds to canal's biodiversity; and

3. The part of the High Street to the north of the canal is likely be more varied with some high density residential led uses close to the main transport hubs of Hythe Road and Willesden Junction and medium densities elsewhere. Spaces are likely to be a mix of hard and soft landscaping – with the potential for hard landscaped civic spaces next to the station and soft landscaped spaces relating to areas of residential behind the High Street.

5.63 Any development proposals will need to be sensitive to its surroundings such as Wormwood Scrubs, the Grand Union Canal, Kensal Cemetery and nearby existing residential areas. New buildings should also have regard to the proposed local views (see pages 60 and 61).



Figure 55: Southwark Street as a comparison for street enclosure



Figure 56: Illustration of Old Oak High Street

OLD OAK COMMON STATION

Key facts:

Planned opening date: 2026

Land Ownership: Network Rail, HS2

Station capacity: 250,000 passengers interchanging per day

VISION

Old Oak Common Station will be a new state of the art public transport interchange that will serve communities at Old Oak, Park Royal, London and the wider UK. It will incorporate the highest standards of architecture and will be designed to connect seamlessly into its surroundings with the station and track potentially accommodating over station development. It will become a beating heart with the opportunity to perform a comparable regenerative impetus to that of the recently improved Kings Cross station.

KEY OBJECTIVES

1. Create a destination of exceptional quality and form an integral part of the public realm, connecting into its surroundings in all directions;
2. Be of outstanding architectural quality, rivalling the finest stations in the world such as the redeveloped Kings Cross and St. Pancras stations;
3. Secure connections to Wormwood Scrubs including a legible and direct un gated access through the station in

order that people can move seamlessly through the station, as well as exploring other opportunities for connections to the Scrubs from Old Oak South;

4. Provide a variety of active town centre uses that caters for residents, employees, and passengers;
5. Provide new public arrival spaces that will act as a focal point for the entire area;
6. Be supported by a mixed development including commercial, retail and residential uses;
7. Support over station, and over track, development, where feasible, to optimise development capacity preferably in the form of new development or new decked amenity space; and
8. Provide a state of the art public transport interchange, which would easily facilitate the movement of pedestrian, cyclists and passengers from buses, taxis and (a small number of) cars into and from the station and be well integrated into the public realm.

5.64 The station and its immediate surroundings should not just be a place to go to access the transport network, but should have wider facilities and services that help create a destination and which are accessible to the local community. This new station should be a core part of a new centre.

5.65 To enable this to happen, the station should become part of the wider public realm and be seamlessly integrated into its surroundings. Facilities such as retail, leisure, cafes and restaurants are important parts of any large station. By integrating these uses with the wider area they could cater for the needs of passengers using the station as well as the day to day needs of surrounding residents and workers, in a similar way to St. Pancras and King's Cross.

5.66 London has a tradition of grandly designed stations from the Victorian era and despite adaptation to take increased capacity and facilitate new technology, each retains its own unique character. The new Old Oak Common station would need to be designed to accommodate approximately

250,000 passengers per day, making it one of the UK's biggest in terms of passenger flows. The station could be a gateway to Old Oak, Park Royal, London and the UK and could shape many visitors' first impressions. The station should therefore be of the highest architectural quality, drawing on the standards set by London's other major rail hubs and rivalling the finest stations in the world. The style and character that is created would be imprinted not just on the transport network but in the identity of the wider area and could reflect the area's ambition. It can act as a catalyst and precedent for future development. As noted in para 1.13 of the Introduction chapter, the HS2 Hybrid Bill, once enacted, will determine issues such as the station's limits and matters of principle relating to mitigation. Other matters will be dealt with through Schedule 16 approvals, which will be determined by OPDC. As part of the petitioning process, the GLA has negotiated an undertaking whereby a station design panel will be established for the Old Oak Common station, that will consider issues such as the external and internal design of the station and how the station integrates with the surroundings. The GLA is confident that this panel will add rigour to the approach to designing the station and help to ensure that it achieved the highest design quality.

5.67 It may be possible for the Old Oak HS2 station to support over station development and OPDC and the GLA are currently exploring how this could be facilitated without affecting the programme of HS2. This approach would enable an increased quantum of development, provision of amenity space and would also allow for the design of a more integrated and high quality place. The most sustainable form of development focuses high levels of mixed use activity and density at the areas of highest accessibility. Development over the station would allow for the optimisation of public assets and development capacity and would allow for greater permeability and connectivity across the site and create the potential for releasing development value. A similar example in development can be seen at Hudson Yards in New York City. The illustrative masterplan in this OAPF includes the emerging thoughts on the block layout that might be achievable to deliver over station development at Old Oak Common. Were significant over-station development to prove feasible, there may also be opportunities to reconsider the street layout in the Old Oak South area to better optimise the arrangement of new development and connectivity with the wider area. The height, scale and massing of any over station development would need to be mindful of its impact on the surrounding context, including Wormwood Scrubs.

5.68 The station should be designed to be accessible from the north, south, east and west so that it can be connected into the 'green grid'. The concourse should provide for ungated access in order that people are able to move seamlessly through the station, whether they are using the rail



- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- - - Pedestrian routes
- Active frontage
- Sensitive edges
- ➔ Wormwood Scrubs entrance
- ≡ Bridges and tunnels
- Trees

Figure 57: Old Oak Common Station

services on offer or not. This station concourse should ensure coherent links can be made to the station entrances to the north, west and south. This should include:

- an access point and civic space on the western side of the station building;
- a northern access point to the station. In the longer term the full or partial relocation of the Crossrail depot and sidings will provide the opportunity to create a new exemplar civic space adjoining the northern entrance to the station;
- passive provision for a new publicly accessible southern entrance. The provision of this new connection is extremely important to complete the network of north-south routes and provide improved access to Wormwood Scrubs, which is currently difficult to access. The GLA and OPDC are investigating ways in which additional connections can be delivered in the short-medium term while the IEP depot remains operational. However, in the long term the best place making and regeneration solution is to have a clear and legible connection through the Old Oak High Speed 2 station connecting Old Oak to Wormwood Scrubs and further south. The GLA currently considers that this connection could be best achieved through an at-grade connection but recognise that this connection is the subject of more detailed design work with HS2 Ltd and will ensure the Wormwood Scrubs Charitable Trust are involved in discussions. This route should include provision of a public space at the southern access to the station on the IEP depot land. This southern access would also help to support the long term redevelopment

of the IEP depot site. The southern access should be designed to ensure that it sensitively integrates with Wormwood Scrubs; and

- an eastern entrance to the station should include an access to the station for passengers coming from the development sites to the north of the Grand Union Canal.

5.69 There is likely to be a large demand for onward travel from the station and the local area by bus and taxi. The station, under the HS2 proposals, will be accompanied by an intermodal interchange, which would easily facilitate the movement of people from buses, taxis and cars

into and from the station. At the same time, the intermodal interchange should not act as a barrier to pedestrian flows into the station but be well integrated into the public realm. Within the station itself, connections between High Speed 2, Crossrail, Great Western Main Line and any potential London Overground platforms would need to be as legible and as seamless as possible.

Figure 58: Illustration of Old Oak Common Station south side





Figure 59: Illustration of Old Oak Common Station Square north side

NORTH ACTON

Key facts

Approximate area: 32.9 hectares

Key Landowners: Carphone Warehouse, Fairview Homes, Berkeley Homes, John Lewis, Quattro, Boden, Georgina and Texaco

Recent regeneration has delivered 2,040 homes and 1,225 student homes.

VISION

Future development at North Acton will continue to progress along the same lines as the recent successfully completed regeneration in this area. New and improved connections to Old Oak Common Station and the core development area will be important to ensure North Acton is integrated into the wider regeneration. New development in the area will need to deliver a mixture of new public and private amenity spaces. North Acton station will likely require improvements to increase its capacity and access arrangements.

KEY OBJECTIVES

1. Support mixed use intensification, including residential, student housing, offices, light industrial, educational uses and potential for retail, leisure and hotel uses closer to North Acton Underground station;
2. should seek to provide flexible space for SME businesses;
3. Be high density in the vicinity of North Acton station;
4. Achieve the highest standards of design when in close to surrounding sensitive locations including existing residential premises and North Acton Cemetery;

5. Improve pedestrian and cycle connections between North Acton, Old Oak and Wormwood Scrubs and provide improved connections to communities south of the A40;
6. Improve the road network within North Acton to provide better facilities for pedestrians, cyclists and bus users. Ealing Council are currently assessing the potential to improve the Gyrotory system;
7. Secure wholesale improvements to the public realm across North Acton and in particular on the one-way system along Victoria Road and Wales Farm Road;
8. Provide a mix of public and private amenity spaces
9. Support new access and new amenity space at the entrance to North Acton Underground station; and
10. Explore the opportunity to upgrade North Acton station to provide additional capacity and improved access to accommodate increased passenger numbers.

5.70 North Acton station is situated on the Central Line, which provides tube access to the West End and the City. Coupled with bus connections, this affords North Acton a high level of public transport access, which provides opportunities for medium and high density development and it is an

appropriate location for town centre uses and active frontages at ground floor level.

5.71 The area has experienced major redevelopment in recent years and current indications show that this pace of regeneration and renewal is likely to continue with opportunities for growth in the immediate vicinity of North Acton station, as well as to the south on the Perfume Factory and Portal Way sites. Development is expected to be residential led but provision of employment space would be encouraged, particularly within the high tech innovative economy and clean tech sectors.

5.72 In recent years there has been a high provision of student accommodation within North Acton and whilst these uses are supported and have helped to regenerate and bring a new population into the area, it is important that future schemes seek to provide a greater mix of tenure types and typologies to accommodate a more mixed, balanced and sustainable community.

5.73 Within North Acton there is a lack amenity space. New development will need to make an adequate provision of new public, communal and private amenity space. In particular new residential development will be expected to include good quality private/



Figure 60: North Acton

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- HS2 work sites
- Main streets
- - - Pedestrian routes
- Active frontage
- Sensitive edges
- ≡ Bridges and tunnels
- Trees
- ✱ Potential catalyst for regeneration

communal amenity spaces and will also need to demonstrate how it is contributing to a joined up network of public amenity spaces. This may require new development to design and deliver public amenity space that connects with amenity spaces on adjacent sites.

5.74 Development close to sensitive areas such as existing residential premises, and North Acton Cemetery, will need to be of the highest standards of design. Along the A40 any future development should provide a strongly defined frontage, such as that created by the recently expanded and refurbished Holiday Inn.

5.75 The Shield site is located immediately to the north of North Acton and more detail on this site can be found in the section on Old Oak South. However, development on the Shield site will provide opportunities for the provision of a direct connection from North Acton station to the new London Overground station at Old Oak Common Lane. Aspirations for a Crossrail spur connecting the West Coast Main Line with the Great West Main Line could potentially cut this site in two and solutions would need to be found to overcome this severance, by providing links either over or under the spur.

5.76 To the south of North Acton station, Ealing Council is currently in the process of delivering a much needed new public square, which would provide a central focal point to North Acton.

5.77 Capacity enhancements and access improvements will be required to North Acton station to accommodate increased passenger use. TfL, Ealing Council and OPDC have

commissioned a feasibility study to investigate potential improvements to North Acton station to increase its capacity and accessibility. To the north of the station, the land is required for the construction of High Speed 2. Once this is completed, development proposals could be brought forward for this land, known as the 'sword' site and there will be opportunities for public realm enhancements and improved connections. However, this will be dependent on the outcome of the Employment Land Review and a detailed review of Strategic Industrial Location (SIL) use designations.

5.78 Victoria Road and Wales Farm Road are both heavily used routes with considerable noise, light and air quality pollution. As part of the proposed HS2 works, road and bridge widening would create additional space to provide improved facilities for cyclists and buses. New development should provide enhancements that look to complement these works, such as widened footpaths and planting, as well as ensuring that buildings are designed to mitigate against the routes' harsh environmental conditions.

Figure 61: Illustration of Old Oak Common Lane Station underpass (by Farrells on behalf of TfL)





Figure 62: Illustration of Old Oak Common Lane Station west entrance (by Farrells on behalf of TfL)

GRAND UNION CANAL

VISION

Within Old Oak the Grand Union Canal will be central to creating a new place. It will be a diverse and well used space. The built environment created along the canal should look to other regeneration schemes examples such as Battlebridge Basin near King's Cross for guidance. Development should enable easy east-west movement on both sides of the canal and should also allow views, and access, to the canal from land to the north and south. To achieve this there will need to be close working with the Canal and River Trust. This should include preparation of a deliverable bridge crossing strategy in discussion with landowners. The canal should become a place of interest for residents and visitors. It should be fronted by high quality buildings, with some opportunities at key destinations for higher densities and active uses. The canal edge should include a series of connected open spaces that allow people the opportunity to enjoy this place. Within Old Oak it is also important that development enables the easy use of the canal for movement of people and freight.

Within Park Royal the canal should play an important commercial role for business. There are opportunities to use the canal

for transport and freight. The Mayor and OPDC will work to encourage this. There may also be a need for additional crossings along with ecological enhancements. The southern canal side tow path should be maintained and continued for use as an important east-west route for pedestrians and cyclists. Access to both sides of the canal edge should be promoted. However, it is unlikely that a new fully accessible tow path would be deliverable on the northern side of the canal.

KEY OBJECTIVES

Within Old Oak

1. New development along the canal should be mixed use including residential, with some opportunities for retail and leisure uses located near to main streets and other key destinations;
2. New development should recognise the canal's conservation area designation and its sensitive and historic character;
3. In general new buildings should be more restrained in height than at transport nodes, but there will be opportunities for some high quality, high density development at key destinations along the canal;

Key facts

Approximate length within Old Oak & Park Royal: 4.3 km

Major landowners: Canals & Rivers Trust
Main land uses: Sustainable transport corridor, navigable waterway, leisure uses, boater moorings and adjacent industrial uses. Designated as a Conservation Area, Cycle Quietway and Nature Conservation Area of Metropolitan Importance.

4. There is an opportunity to bring additional water into the core development area, and new water spaces, such as basins, should be explored where feasible;
5. Opportunities for new residential and visitor moorings would be supported in appropriate locations that do not adversely impact on the delivery of the core regeneration area around Old Oak or the navigational function of the canal;
6. New development should support the delivery of new bridges over the canal to improve connectivity and to achieve this a bridge a strategy will need to be prepared and agreed with the Canals and River Trust and landowners; and
7. The tow path on the southern side of the canal should be retained and improved, whilst on the northern side new access, and views, to the canal should be secured to allow east-west movement within the core development area.



Figure 63: Kingsland Basin, Hackney



Within Park Royal

- 8. New development should seek to activate the canal edge where appropriate and viable;
- 9. New connections to the canal should be provided to improve access;
- 10. The southern canal side tow path should be retained and improved and should help deliver the requirements of a cycle Quiet Way.
- 11. New and improved lighting and signage should be delivered and balanced with biodiversity aspirations;
- 12. New development should provide an appropriate sense of enclosure to the canal and explore the potential for buildings to be set back from the canal edge;
- 13. Biodiversity and flood mitigation improvements will be supported where these do not have an adverse effect on navigation. Opportunities to use canal water for the heating and cool of buildings will be explored within major developments situated adjacent to the canal.

- 14. New and improved accessible local public amenity spaces should be provided;
- 15. Development of new passenger and freight transport facilities will be supported in appropriate locations, where it can be demonstrated that such facilities are viable. Opportunities for temporary wharves during the demolition and construction should be explored.

Figure 64: Grand Union Canal

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- HS2 work sites
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- Wormwood Scrubs entrance
- Bridges and tunnels
- Trees

5.79 The Grand Union Canal currently provides the only consistent east to west walking and cycling route through the OAPF area although improvements are required. The canal provides a direct connection into central London and improvements to the environment of the canal towpath, along with delivery of new active frontages will help transform this part of the canal into a high quality part of people's journey along the canal. The Paddington Arm of the Grand Union Canal has been designated as a cycle Quiet Way and improvements to the existing towpath should enhance the user experience for cyclists and pedestrians as well as increasing connectivity to neighbouring areas. Pathways on the offside of the canal (non-towpath side) will be supported in appropriate locations, such as where they are adjacent to active uses within the core development area

5.80 How these improvements are secured is likely to differ between Old Oak and Park Royal. However, similar successful examples of how to activate a canal edge can be seen along the River Lee Navigation within and adjacent to the Queen Elizabeth Olympic Park. Improvements to the canal will be undertaken in close working with the Canal & River Trust.

5.81 To help increase the use of the canal for walking and cycling, dining, leisure, recreation and employment uses should be focused along the canal. These uses should provide active frontages onto the

canal to increase passive surveillance and create a more inviting linear route.

5.82 Due to the nature of the sites adjacent to the canal and a lack of access to the towpath, the canal is underutilised as a transport route and presents an uninviting environment. There will likely be a greater use of the canal for walking, cycling and leisure opportunities. As such the potential to deliver a new and improved towpath, other pathways and new open spaces needs to be maximised.

5.83 The delivery of bridges across the canal will be critical in supporting north – south accessibility. These should be designed to be sensitive to their context and developed with engagement from the Canals and Rivers Trust specifically with regard to location, delivery and maintenance.

5.84 The scale of development will vary along the canal, with Old Oak Common seeing a greater level of change than Park Royal. Within Old Oak, new buildings will need to recognise the more sensitive character of the canal as a Conservation Area and there may be opportunities to set some buildings back from the canal edge. Building heights will be more restrained than elsewhere in the core development area. However, there will be opportunities for taller elements that deliver exemplary architectural quality to reflect the location of main streets and new public open spaces to support legibility. To support this

approach, development should consider recognised best practice canalside development from around UK locations such as Battlebridge Basin (LB Islington), Brindleyplace (Birmingham) and Kings Cross (LB Camden). Further information gathering will be undertaken to inform the OPDC Character Study and Public Realm and Amenity Space to support the Local Plan and this work will help inform the location, scale and type of development that sits alongside the canal.

5.85 The potential to deliver biodiversity improvements along with innovative solutions to towpath lighting should be considered. Alongside these, the role of the canal to support and deliver sustainable urban drainage should be investigated.

5.86 The canal is also a vital asset in securing sustainable transport patterns for construction and waste transport. The expansion and intensification of Park Royal will contribute to increasing the potential for water transport that will require new and improved wharf facilities and working with water freight companies to maximise potential opportunities.



Figure 65: Illustration of Grand Union Canal

SCRUBS LANE

Key facts:

Approximate length: 1560m

Major landowners: Car Giant, Perrygrove, Aurora Developments, UK Tyre Exporters Ltd and there are also a number of smaller freeholders and leaseholders operating in the area

Existing homes: 5

Existing businesses: 57

Partially within the Grand Union Canal Conservation Area

VISION

Scrubs Lane is an important road connecting Harlesden, Old Oak, and White City which is well used and will continue to be well used. It also provides access to the A40. There is an opportunity to improve the physical environment of this street through robust building, traffic management, new access routes to Old Oak and existing amenity spaces, and the provision of quality public realm for pedestrians and cyclists.

Along Scrubs Lane there may be opportunities for early development so long as these developments complement the aspirations of the wider masterplan and support the comprehensive regeneration of the area whilst also achieving suitably high design standards.

To the north of the Grand Union Canal this should include new and improved connections from Scrubs Lane into Old Oak North, a significantly improved public realm, access to the canal, and there may also be opportunities to provide new access into the Cemetery.

To the south of the Grand Union Canal this should include new and improved access to North Pole Depot East that would enable improved connections on to Kensal Canal side Opportunity Area. There should also be opportunities to improve pedestrian and cycle access to both Wormwood Scrubs and Little Wormwood Scrubs which would provide better opportunities for local people to access these important amenity and ecological spaces.

Kensal Cemetery and the Grand Union Canal Conservation Areas sit to the east and south of Scrubs Lane. New development will need to be sensitive to these existing heritage assets. To create an attractive place the environment of Scrubs Lane will need to be significantly enhanced, through new high quality development and public realm improvements. These should also create a generous walking and cycle environment along its entire length. Uses in this area will be residential-led with opportunities for a mix of uses at lower levels. At ground level buildings will need to be predominantly either active, or have

a mixture of residential entrances with front doors on street.

The scale and massing of development along Scrubs Lane will need to be coordinated with that of nearby Opportunity Areas, specifically along the Grand Union Canal to the Kensal Opportunity Area.

KEY OBJECTIVES

1. Early regeneration along Scrubs Lane will be encouraged where it complements the aspirations of this planning framework and OPDC's energy policy plans. It will be important that early development achieves the highest quality design and architectural standards to set the right tone for the wider area
2. To the north of the Grand Union Canal new and improved access points should be provided into Old Oak North from Scrubs Lane;
3. To the south of the Grand Union Canal new and improved access to North Pole Depot East should be provided, along

with opportunities for pedestrian and cycle access to Wormwood Scrubs and Little Wormwood Scrubs

4. Transport improvements are likely to be required along Scrubs Lane;
5. Public realm improvements including wider footways and high quality cycle infrastructure will be needed linking Scrubs Lane to Wood Lane and further south to White City;
6. Environmental and street greening will be required, including the potential for Sustainable Urban Drainage Systems (SUDS);
7. New development should create a coherent built form onto the street:
 - Scrubs Lane should be a transition area between the surrounding area and the core development area;
 - Along the eastern side of the street, development should sensitively respond to adjacent buildings (including the Former Cumberland Park Factory) and to St. Mary's Cemetery;
 - Along the western side (behind the street front) there will be opportunities for increased massing and taller elements that respond to the scale of new development within the core development area.
8. New development to the south of Scrubs Lane will need to respect the existing Grand Union Canal conservation area;
9. There is also an opportunity to investigate the potential for a safe and secure access to the Cemetery; and
10. Development should be

predominantly residential led with opportunities for other uses on the lower levels. New development should include a mix of active commercial uses and

residential front doors on street. Where early development is proposed, lower level uses will need to be flexible to respond to a changing environment.



Figure 66: Scrubs Lane

5.87 Scrubs Lane is an important road, which connects Harlesden Town Centre and Willesden Junction Station in the north, with White City, Shepherd's Bush and North Kensington in the south. Scrubs Lane is currently served by the 220 bus route (Willessden Junction to Wandsworth) and has pedestrian access to Willessden Junction station via Harrow Road. It will be possible for new mixed use development proposals on Scrubs Lane to be brought forward in the short term.

5.88 Today Hythe Road provides the only entrance point into Old Oak North. This road dips in a tunnel under the West London Line. Development proposals will need to look at improving the Hythe Road entrance, improving its design and making it a more welcoming environment for pedestrians and cyclists.

5.89 In addition to a Hythe Road vehicle, pedestrian and cycle entrance, it is also expected that an additional vehicular, pedestrian and cycle connection into Old Oak North will be required to ensure the full development potential of Old Oak North to be realised. This additional connection is considered necessary to provide improved transport capacity, improved connectivity with the wider area and better resilience to the transport network. There is an opportunity for this connection to be provided either over or under the existing train line. It is recognised that this will be technically challenging and further work

with Network Rail is required and the exact location of this connection may vary following more detailed design work and modelling.

5.90 Scrubs Lane is currently a harsh environment. The road is busy, particularly with the number of lorries entering waste sites on Scrubs Lane and within Old Oak North. The relocation and redevelopment of the waste sites in Old Oak North would be likely to reduce the number of these lorry movements, helping to make Scrubs Lane a less harsh environment. The public realm is of a relatively poor quality, despite the road's generous street widths, ranging from approximately 17m to 19m. Monies will be secured from new development to make improvements to the road, by improving its management and operation, public realm and by street greening. Opportunities should also be taken to provide a cycle route, connecting the proposed Cycle Superhighway along the A40 corridor and Cycle Quietway along the Grand Union Canal to the existing cycle network around Harlesden.

5.91 To the east of Scrubs Lane, development will need to be sensitive to nearby St. Mary's and Kensal Cemetery, existing residential and business premises and the Grand Union Canal, in accordance with the guidance provided in the Grand Union Canal place guidance. St. Mary's Cemetery has been designated as a Conservation Area by the London Borough

of Hammersmith and Fulham (LBHF) and has also been identified as a nature conservation area and Metropolitan Open Space. Any development to the east of Scrubs Lane will need to be sensitive to the cemetery and its heritage assets. The OPDC will work with the London Borough of Hammersmith & Fulham, Royal Borough of Kensington and Chelsea and Historic England to designate a Conservation Area for 69 to 91 Scrubs Lane to manage these heritage assets. Development along Scrubs Lane should also consider ways that the College Park residential area to the north-east of Scrubs Lane can be better integrated into the Old Oak area.

5.92 To the west of Scrubs Lane, development fronting onto the street should respond to the scale and rhythm of premises to the east, so that development along the street reads as one. Development not fronting onto Scrubs Lane to the rear of land to the west has the potential to increase in scale to blend with the density of development being proposed in Old Oak North.

5.93 Development along the length of Scrubs Lane should be residential led with opportunities for a mix of uses including active and employment uses provided around the new and improved access points into Old Oak North. As part of this, the GLA will expect opportunities to be explored for the provision of SME space which could include incubator space and start-up space

in association with educational institutions such as Imperial College. Small amounts of retail, SME and micro business space may be appropriate at the two entrances into Old Oak North or close to the canal access. Active frontages including well designed residential front doors onto the street will be encouraged. In the early years lower level units may need to be flexibly designed to mitigate the existing environment and this would need to be discussed in detail through pre-application discussions with the planning authorities.

5.94 To the south of Grand Union Canal new development should provide a new or improved access to North Pole East that should also enable a connection to Kensal Canal side Opportunity Area. There is an opportunity to provide improved access for pedestrians and cyclists into both Wormwood Scrubs and Little Wormwood Scrubs.



Figure 67: Industrial properties on the east side of Scrubs Lane

OLD OAK LANE

Key facts

Approximate length: 650 metres

Existing homes: 414

Existing businesses: 30

VISION

Old Oak Lane will be a line of transition between the protected Strategic Industrial Location (SIL) of Park Royal and the mixed use regeneration area of Old Oak. The street will continue to be a busy connecting street between the A40 and Harlesden Town Centre. Immediately west of Old Oak Lane there are two large sites set to be used as HS2 work sites. Once HS2 has finished work, there is an opportunity to encourage the design and development of SIL appropriate uses here that help to buffer the existing Park Royal industrial area from existing and future mixed-use development to the east. Whilst Preferred Industrial Locations would still be supported, the delivery of Industrial Business Park uses along Old Oak Lane would help improve the character and types of use along this street. These two sites should be joined by a new bridge over the canal to allow better movement between both sites. Where the fronts of these sites meet Victoria Road there is an opportunity for uses that help to activate and define the street and improve the street environment.

There should be new and enhanced access to the core Old Oak regeneration area from Old Oak Lane. This should be coupled

with physical improvements to the street to better manage vehicle, pedestrian and cycle movements. There is a need to work with HS2 to mitigate construction logistics, where possible, impacts along this route.

KEY OBJECTIVES

1. Continue to function as an important north-south connection road
2. Industrial land to the west of Old Oak Lane will continue to be protected as a Strategic Industrial Location (SIL);
3. Development brought forward on the HS2 works sites after their requirement for HS2 construction ceases should comply with the SIL land use policy requirements. There may be an opportunity to encourage the use of these sites as Industrial Business Park uses in the east of the sites, which could help act as a buffer between Old Oak and the wider Park Royal area such. The sites could form a location for research and development, high tech and/or clean tech uses. The redevelopment of these sites should investigate the potential for an alternative vehicular connection to the west of Old Oak Lane, to minimise

traffic impact on the Old Oak Lane Conservation Area;

4. Enhanced access routes should be provided from Old Oak Lane to the Old Oak development area;
5. Improvements to the street may be required to mitigate increased transport use;
6. Proposals should be sensitive in scale to existing residential premises and Conservation Areas;
7. Enhancements should be made to the public realm on Old Oak Lane; and
8. Development should intensify employment uses along Old Oak Lane. There is an opportunity to secure active frontages as part of new development fronting onto Old Oak Lane.

5.95 Old Oak Lane and Old Oak Common Lane sit at the centre of a dividing line between Old Oak and Park Royal. To its west, the strategy remains to continue to protect and regenerate the Park Royal industrial estate, whilst to its east, the strategy seeks redevelopment of Old Oak. Old Oak Lane is home to a small enclave of residential properties within the Old Oak Lane Conservation Area and further south of Victoria Road are Shaftesbury Gardens

and Midland Terrace. The Old Oak Lane Conservation Area is a set of Victorian railway cottages. Any proposals adjacent to this Conservation Area will need to be sensitive in scale and respond in their character to their architectural heritage.

5.96 To the west, HS2 Ltd has identified land as a temporary work sites. This is planned to be in operation until 2026 and once its use ceases and it is deemed surplus to requirements, the GLA and OPDC will seek its retention as a Strategic Industrial Location (SIL). Development brought forward on the HS2 works sites after the requirement for HS2 construction ceases should comply with the SIL land use policy requirements. There may be an opportunity to encourage the use of these sites as Industrial Business Park uses, which could help act as a buffer between Old Oak and the wider Park Royal area. The sites could form a location for research and development, high tech, innovation technology and/or clean tech uses. Redevelopment of these sites may also provide opportunities to investigate the potential to provide improved road access across the canal, which would go some way towards accommodating increased traffic along the street. The Strategic Transport Study that supports this OAPF has identified the need for improvements to the Old Oak Lane route.

5.97 Development next to Old Oak Lane will provide opportunities to create better enclosure and enhance the road's public

realm and highway capacity, including potential enhancements to existing bridge connections; however, these opportunities are likely to be limited as a result of narrow street widths. Development to the east of Old Oak Lane will also provide opportunities to improve connectivity into the Old Oak area. At Willesden Junction, there will be substantial improvements to connectivity allowing for better access from Old Oak Lane. To the south of the West Coast Main Line, development of the Savoir Beds site may provide opportunities to provide pedestrian/cycle and vehicular access into the Powerday site, although there are substantial levels to overcome in order to achieve this. Next to the Grand Union Canal, it may be also possible to secure a pedestrian/cycle connection, which would connect through to the core Old Oak area (see Places: Grand Union Canal).

5.98 The Mayor will continue to work with HS2 to ensure that the works they have planned along Old Oak Lane and Old Oak Common Lane will be of the highest possible design and will be mindful of the operation of existing businesses and residents.

- HS2 work sites
- Conservation area
- Grand Union Canal
- Streets
- Sensitive edge
- Pedestrian routes
- ≡ Bridges and tunnels



Figure 68: Old Oak Lane



PARK ROYAL ORIENTAL
CARPET CENTRE

Figure 69: Park Royal Oriental Carpet Centre

K & D
ARI TS

A.L.
CARPETS

6. PARK ROYAL STRATEGY

ENHANCING PARK ROYAL

6.1 Park Royal performs a vital role in supplying London and supporting the London economy. It is one of London's primary industrial areas. Building on the areas existing success there is a fantastic opportunity for Park Royal to become the UK's leading industrial location. To support this Park Royal's Strategic Industrial Location (SIL) will be protected and strengthened. Park Royal is within easy access of London, UK and international markets and the area should be the industrial focus of west London. Park Royal currently employs an estimated 30,000 people and there is an opportunity for an additional 10,000 new jobs across a range of industrial sectors making this whole area a sizeable employment generator.

6.2 Outside of SIL there will be opportunities for a minimum 1,500 new homes and other employment types connected by a network of improved streets and public realm. The existing character of the Wesley Estate and the nearby playing fields will be enhanced with the Heart of Park Royal reinvigorated to provide a range of services for local communities.

6.3 Today Park Royal is home to over 1,200 businesses, and approximately 2.1

million square metres of gross floor area accommodating a diverse range of sectors and a low vacancy rate of 7.5% of floor area.

6.4 The area will become an even more attractive business location once the Old Oak regeneration starts to be delivered. It is therefore increasingly important that the GLA, OPDC, TfL, the boroughs, landowners, and the Park Royal Business Group work together to plan for the future success of the area. Although presently thriving, Park Royal does face a number of challenges. In particular the area has suffered for some time from transport and utility capacity issues. More recently there is increasing pressure of rising land values and associated rental increases.

6.5 The following sets out those key objectives, which the Mayor intends OPDC, GLA and TfL to progress both through delivery of the OAPF and preparation of OPDC's Local Plan. These include the need to:

- Protect Park Royal as a Strategic Industrial Location (SIL);
- Retain industrial flexibility to allow Park Royal accommodate changes in London's industrial market, including

increasing demand for warehousing and logistics, and space for smaller businesses in accessible locations;

- Secure improvements to the public realm and public amenity spaces;
- Address transport capacity issues by planning for existing and future need;
- Address utility capacity issues, in particular limited connectivity;
- Support the intensification of industrial sites to accommodate increasing demand;
- Demonstrate how changes in building form including the need for larger floor to ceiling heights, more on-site service and parking space and more accessible sites, could be delivered;
- Support delivery of 1,500 new homes on those sites not identified as SIL and without impacting on the functioning of SIL;
- Provide skills training and employment opportunities for local people and businesses generated from the significant development proposals at Old Oak; and
- Secure funding streams to deliver the above.



Figure 70: Photos of Park Royal locations

LAND USE

PRINCIPLE PR1: LAND USE

- a. The GLA will continue to support Park Royal as London's leading industrial area by:
- protecting existing Strategic Industrial Locations (SIL); and
 - promoting development and intensification on SIL land.
- b. New employment proposals in Strategic Industrial Locations should:
- deliver new workspace that maximises and intensifies the use of the site to support delivery of 10,000 new jobs in Park Royal and where possible accommodate business relocations from elsewhere in the OAPF area.
 - deliver new employment workspace that meets identified needs for micro, small and medium enterprises and studios with higher employment densities in locations within easy walking distance to public transport services and/or town centres and elsewhere for larger enterprises with lower employment densities.
- c. support the delivery of nationally significant railway infrastructure.

- d. New residential uses should be directed to non SIL, including the First Central site where they can be delivered so as not to impact on the functioning of surrounding SIL;
- e. Within the Heart of Park Royal, development should deliver a range of services and amenities to support the local business, residential and medical communities;
- f. Within the First Central site, proposals for office and residential floorspace and ancillary retail, health and leisure facilities will be supported where they:
- i. improve walking, cycling and public transport access to Park Royal London Underground Station;
 - ii. improve walking and cycling to the existing residential areas to the north; and
 - iii. enhance the adjacent wildlife corridor to the south-west.
- g. Within the existing residential area of the Wesley Estate and the adjacent Wesley Playing Fields, proposals which support the existing residential character, improve the quality of the public realm and Wesley Playing Fields and improve walking and cycling routes to and from these locations and the Grand Union Canal will be supported.

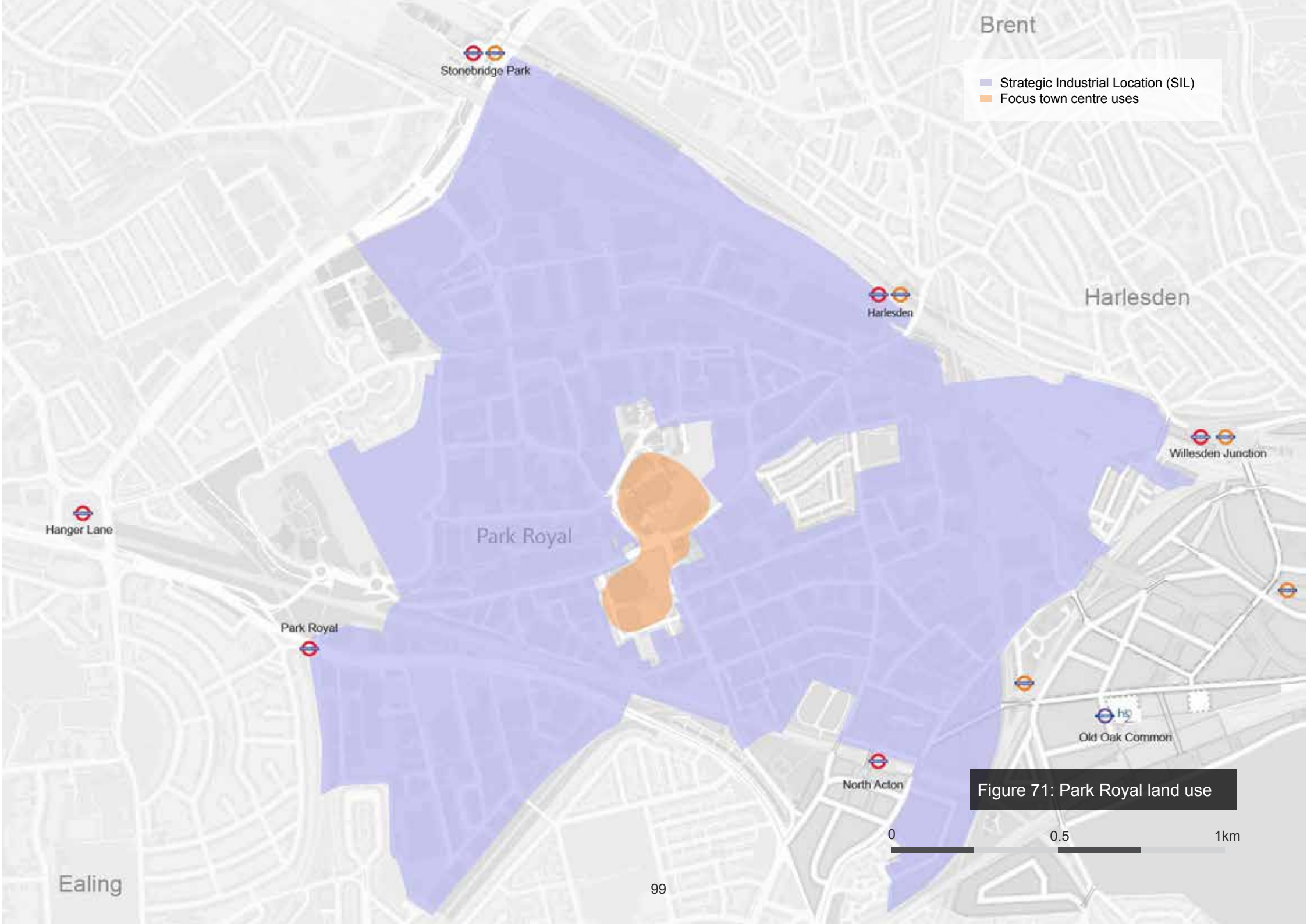
6.6 Park Royal is one of Europe's largest and most successful industrial estates providing vital services for the capital and further afield. The Park Royal Atlas (2014)

provides a snapshot of the diverse range of employment activities across the Park Royal Strategic Industrial Location.

6.7 This role is reflected in the London Plan Strategic Industrial Location (SIL) designation. Given its strategic importance, proposals not in accordance with the area's SIL designation will be resisted. Additionally, OPDC will be progressing an Article Four Direction to remove permitted development rights for change of use of buildings currently in office or storage or distribution uses to residential within the Park Royal SIL designation.

6.8 New employment proposals within Strategic Industrial Locations should make the most efficient use of the site to increase employment densities and meet the increasing demand for industrial units. New development will need to be flexible and should seek to help to accommodate displaced employment floorspace. This could include increasing the amount of employment floorspace, delivering shared services and floorspace (such as deliveries infrastructure and site access) and implementing new employee working patterns. This activity has the potential to continue to grow which is reflected in the London Plan target for 10,000 additional new jobs.

6.9 In addition to employment uses, Park Royal also has a role in delivering waste, logistics and land for transport functions in accordance with its SIL designation.



Brent

- Strategic Industrial Location (SIL)
- Focus town centre uses

Stonebridge Park

Harlesden

Harlesden

Willesden Junction

Park Royal

Hangar Lane

Park Royal

Old Oak Common

North Acton

Figure 71: Park Royal land use

0 0.5 1km

Ealing

6.10 The Park Royal Atlas demonstrates that micro and small businesses comprise approximately 95% of the existing businesses. Micro and small businesses refer to a range of employment sectors, including creative and cultural industries. Different sectors have different spatial needs which require a range of sizes and types of workspace. Businesses with smaller floorspace requirements tend to deliver higher employment densities and as such should be located nearer to existing and new public transport services. Conversely, businesses requiring larger floorspaces such as warehousing generally have a lower density of employees and as such are more appropriate to be located further away from public transport interchanges.

6.11 To help regenerate Park Royal, improvements to the road network, public transport and connectivity will also need to be delivered.

6.12 First Central sits on the western edge of Park Royal with housing areas to the north and west and Strategic Industrial Location (SIL) land to the east. Its location near to Park Royal London Underground Station and position outside of SIL enables it to accommodate housing subject to the mitigation of any impact on the functioning of the SIL. Housing will be supported where it enables the delivery of significant public transport improvements, provides spaces for small and micro businesses and connects the site to the Heart of Park Royal,

Twyford Abbey and other public transport services. Supporting uses should be local in scale and nature.

6.13 There is an existing area of housing that sits west of North Acton Road, south east of Acton Lane with Wesley Playing Fields adjacent in the east. The residential character of this area is markedly different to the surrounding industrial uses and should be improved where possible. The Wesley Playing Fields offer a valuable green space within the north of Park Royal and should be improved where appropriate. Specifically, the creation of an improved walking and cycling route to the Grand Union Canal should be explored to improve local accessibility.

IMPROVING INFRASTRUCTURE

PRINCIPLE PR2: INFRASTRUCTURE

a. Proposals should seek to improve transport and utilities infrastructure.

b. Improvements to:

- the road network should be undertaken across Park Royal, OPDC is currently progressing a Park Royal Transport Study with TfL and the Park Royal Business Group. This work should identify recommendations for improvements to the transport network. This may recommend improvements along the four main roads of Abbey Road, Acton Lane, Park Royal Road and Coronation Road and at junctions with the North Circular Road (A406), Western Avenue (A40) and Old Oak Lane (A4000); and
- the walking and cycling network should be focussed along the routes shown in figure 72.

c. Proposals for employment floorspace should demonstrate how they will maximise the use of sustainable transport modes and facilities for freight movement.

6.14 To support the protection, intensification and the long-term successful functioning of Park Royal, it is critical that existing issues relating to traffic congestion, utilities infrastructure capacity and connectivity are addressed to support business growth and development.

6.15 The Mayor will work with TfL and the boroughs to deliver a transport strategy for Park Royal and is working with utilities providers through the London Infrastructure Delivery Board and broadband providers to ensure that deliverable processes are in place to meet current and future needs. These should be developed in accordance with the principles of 'Smart London' (see pages 128 and 129). With this in mind, any development which seeks to deliver these principles will be supported.

6.16 The local and strategic road network within and adjacent to Park Royal is frequently congested which restricts public transport access and freight movement. To help to address this, proposals for facilities which help alleviate congestion will be supported. These could include investigation of bus priority measures to

protect public transport from congestion, consolidation centres, rail depots and canal wharves for freight transport alongside shared freight and passenger vehicle parking. Additionally, new employment uses should demonstrate how they maximise the use of the Grand Union Canal and rail network for freight transport purposes.

6.17 Congestion on the road network and the quality of the public realm restricts the use of walking and cycling as sustainable transport modes. As such proposals will be required to contribute to the delivery of new and improved walking and cycling routes, specifically in the delivery of north-south routes. The Mayor will explore options with partners and stakeholders to improve the transport network.

DESIGN

PRINCIPLE PR3: STREETS & PUBLIC REALM

Proposals should:

- a. deliver a safe, permeable and legible movement network in accordance with figure 72;
- b. Improve streets and create a public realm that enhances local connectivity across Park Royal and to surrounding neighbourhoods;
- c. encourage the location of offices and smaller business spaces along the street front to deliver activity along the ground floor and above across Park Royal including the Grand Union Canal, where feasible;
- d. utilise a coordinated palette of high quality durable materials and street furniture to support Park Royal's role and reflect and improve its local character; and
- e. support the coordinated management of the public realm.

6.18 Park Royal has a rich industrial heritage which should also be reflected in development in accordance with London Plan policy 7.8. The OPDC will work with Historic England and other stakeholders ensure local heritage is embedded within the character of the area.

PRINCIPLE PR4: PUBLIC AMENITY SPACE

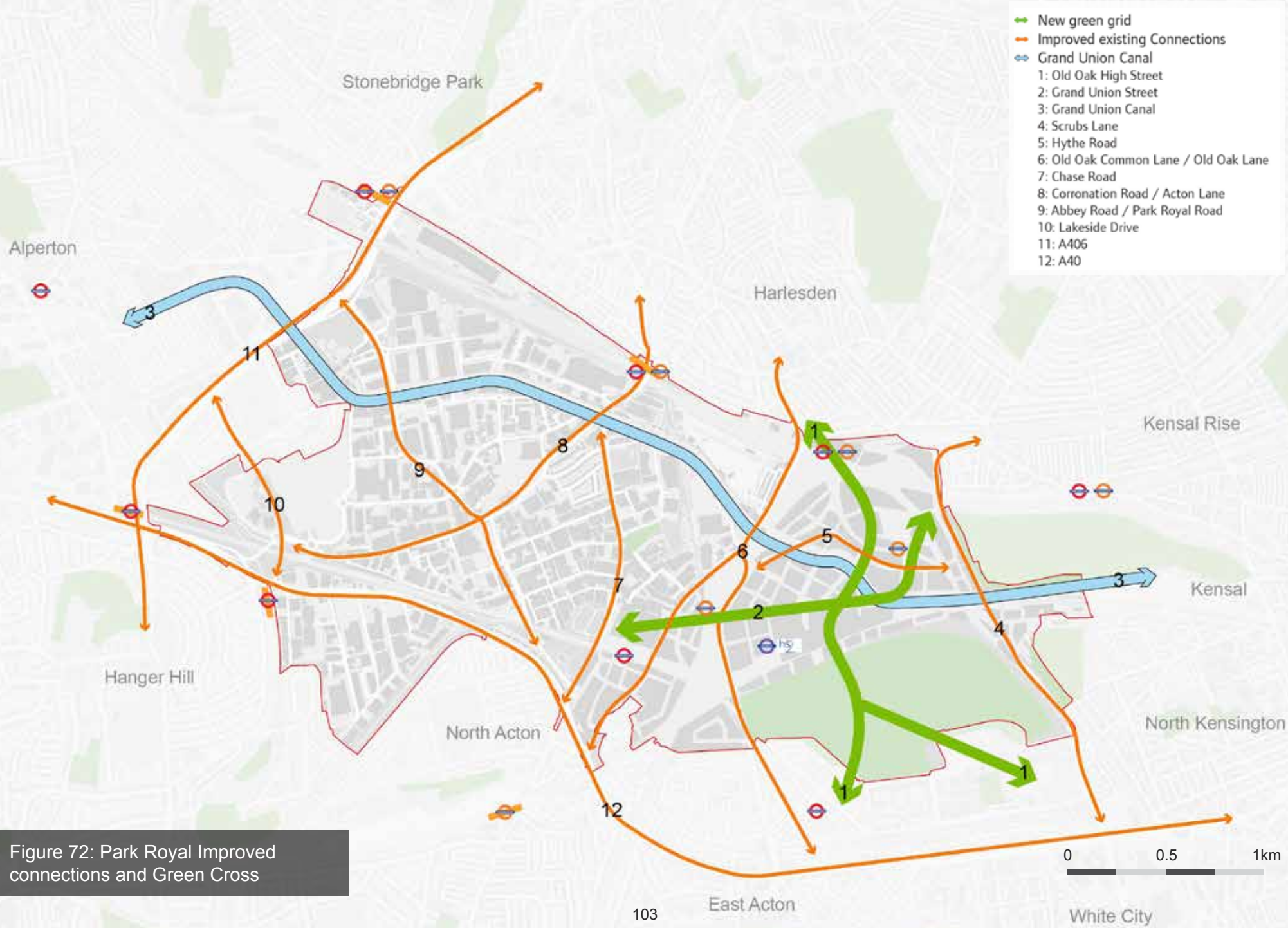
Proposals should accord with Principle D1 and London Plan Policy 7.18 to deliver:

	Name	Location	Guidance
a.	Heart of Park Royal small amenity spaces	Located within the Heart of Park Royal.	These new public amenity spaces should be delivered on, or coordinated between individual sites with typologies which reflect the nearby employment and housing uses. The Mayor will work with stakeholders to explore how these spaces will be delivered.
b.	Other small amenity spaces	Located across Park Royal	These new public amenity spaces should be delivered with stakeholders to deliver a high quality working environment.
c.	Improvements to existing public amenity spaces such as Wesley Playing Fields and canal side spaces would be encouraged and supported.		

PRINCIPLE PR5: BUILDING HEIGHT & DENSITY

New building heights should accord with the guidance set out in the table below and depicted in figure 45:

	Location	Guidance
a.	Heart of Park Royal.	Higher A taller building could be located on the existing Asda site. Any tall building would need to respond to the functioning of the surrounding SIL designation and would need to accord with London Plan policies 7.6 and 7.7.
b.	First Central	Highest A taller building could be located closest to Park Royal tube station and the A40. Any tall building proposals would be subject to a detailed design analysis, would need to accord with London Plan policies 7.6 and 7.7. and would need to be enable delivery of a fully accessible public space and route through the site.



HEART OF PARK ROYAL

Key facts

Approximate area: 20 hectares

Key Landowners: Central Middlesex Hospital, Asda, various residential and commercial

VISION

The Heart of Park Royal will be enhanced as a local town centre, providing a range of services and amenities to support the local business, residential and medical communities.

KEY OBJECTIVES

1. Create a sense of place with improved walking and cycling usage with well-defined streets and spaces;
2. Support the intensification of sites including in the delivery of flexible and affordable workspace for smaller and micro businesses;
3. Support a range of uses that support local business operations, this could include local levels of retail, leisure and business services (including meeting spaces and appropriate business hotel accommodation) on the main roads of Abbey Road, Acton Lane, Park Royal Road and Coronation Road and within the Asda site to create active frontages and a sense of place;
4. Explore the potential for delivering a mix of uses on the Asda site and other suitable locations including on land off of Acton Lane which could provide a suitable transition from SIL uses;

5. Support appropriate taller buildings in accordance with Principle PR5;
6. Improve legibility to the surrounding businesses and destinations including local stations, the Grand Union Canal and public open spaces;
7. Deliver new public green spaces near to the junction of the four main streets;
8. Safeguard existing Strategic Industrial Locations (SIL) and ensure that new development continues to support and respond to the important role of the surrounding SIL designation;
9. Secure improvements to transport infrastructure including walking and cycling routes, improvements to the road capacity and layout (as shown in figure 73) and increases in frequency, capacity and connectivity in the local bus network.

6.19 There is an opportunity for the Heart to become a destination for both new businesses and employees from the businesses in the wider Park Royal area through the creation of a new mixed use environment. However, development within the Heart should ensure that it does not inhibit the function of the surrounding SIL, which is necessary to ensure its long term protection and enhancement of Park Royal.

6.20 The Heart of Park Royal currently lacks a defined character. Its environment is dominated by the road network and framed by a range of inactive building frontages and parking that creates a poor quality public realm. The existing services are dispersed within the area which weakens its role as a centre for business services.

6.21 In seeking to improve and create a sense of place there is an opportunity to consider the arrangement of the Asda site and the potential to intensify its use. This could include delivery of a new amenity space to help deliver greater definition to the public realm and road network. Intensification may include increasing building height and massing that will help to improve legibility within Park Royal and deliver additional floorspace to accommodate flexible and affordable workspace.

6.22 The four main streets that meet in the centre of the Heart suffer from traffic congestion and poor public realm. Through new development these streets have the potential to better frame this local centre through active frontages and provide consistent building lines. Public open spaces are not currently present within the Heart and would support the local communities and visitors.

Figure 73: Potential junction improvement



- Public green spaces
- Strategic Industrial Location
- Streets
- Active frontage
- Sensitive edge
- Pedestrian routes
- Bridges and tunnels
- Trees



Figure 74: Heart of Park Royal



Figure 75: Wormwood Scrubs looking north east

7. WORMWOOD SCRUBS STRATEGY

WORMWOOD SCRUBS

Key facts

Approximate area: 68 hectares

Designations: Metropolitan Open Land, Wormwood Scrubs Act, Commons Act, part covered by a Nature Conservation Area (Boroughwide Grade 1 Importance).

Managed by the Wormwood Scrubs Charitable Trust

PRINCIPLE WS1: PROTECT & ENHANCE

The Mayor will:

- a. Ensure the valuable ecology of Wormwood Scrubs is maintained and where appropriate enhanced;
- b. Maintain and where appropriate enhance Wormwood Scrubs as an area for exercise and recreation for the inhabitants of the metropolis;
- c. Improve access to Wormwood Scrubs from the surrounding area;
- d. Secure resources for the long-term management and maintenance of the Scrubs;
- e. Carry out detailed discussions with local residents and interest groups, including the Friends of Wormwood Scrubs; and
- f. Agree any works for any sensitive enhancements to the Scrubs with the Wormwood Scrubs Charitable Trust and London Borough of Hammersmith and Fulham.

7.1 Covering almost 68 hectares, Wormwood Scrubs is the largest open space in the London Borough of Hammersmith & Fulham and is green lung that provides people and wildlife with the opportunity to enjoy green amenity space. The Wormwood Scrubs open space is managed by the Wormwood Scrubs Charitable Trust and is protected by the Wormwood Scrubs Act 1879, the Commons Act 2006 and as Metropolitan Open Land in the London Plan, which affords the Scrubs the same level of protection as Metropolitan Green Belt. This protection will continue and the Mayor of London will not seek to change the Acts or its designation as Metropolitan Open Land. The Ministry of Defence also have rights to access and use the Scrubs.

7.2 Wormwood Scrubs sits between Old Oak and White City Shepherds Bush. It can become an amenity space focal point between both places that helps bring them together.

7.3 To the south-east of Wormwood Scrubs is the Linford Christie Stadium. The Linford Christie Stadium lies outside of the Old Oak Common Opportunity Area and OPDC boundary but does fall within the

responsibility of the Wormwood Scrubs Charitable Trust. The Linford Christie Stadium provides changing facilities which are used by sports pitch users during match days.

7.4 Over half of the Scrubs comprises a mix of young and established woodland, scrub, grassland and tall herbaceous vegetation which gives the Scrubs a sense of wildness that is a unique characteristic, in particular given its proximity to central London. There is a combination of diverse habitats across Wormwood Scrubs that support a diverse range of native plants, breeding birds and insects, including species not usually found in more formal parks and open spaces. The site also supports a large population of common lizards and attracts a wide variety of migrant birds in spring and autumn. There are a number of legally protected animals, plants and fungi resident on the Scrubs.

7.5 Retaining the Scrubs as an amenity space that is more wild than tamed, will inform future thinking about how the regeneration of land at Old Oak relates to the Scrubs. Given the scale of development planned to the north of Wormwood Scrubs it



- Woodland habitat
- Meadow habitat
- Grassland
- Playing pitches
- Main streets
- Potential new access
- Existing access
- ⋯ Existing paths
- Sensitive edges
- Active frontage
- - - Pedestrian route

Figure 76: Wormwood Scrubs

0 0.5 1km

is recognised that there will be an increase in users, and so in the interest of coherent planning and to ensure that all local people have access to the Scrubs, there is a need to consider the potential impacts of these additional users.

7.6 Over the coming year there is a need to have discussions with local residents, businesses, local Councils, the Wormwood Scrubs Charitable Trust and local groups (including Friends of Wormwood Scrubs) to consider these issues in more detail. Any works to the Scrubs would need to be consented by the Wormwood Scrubs Charitable Trust and the current role of the Charitable Trust will not be changed.

7.7 As part of these discussions there will be some important issues to consider including:

- The conflict between protecting the integrity of the Scrubs and providing access to it;
- Outcomes of increased users;
- Drainage across the Scrubs;
- Maintenance and management;
- Relationship to surrounding areas including the Linford Christie Stadium and Little Wormwood Scrubs; and
- Opportunities for sensitive enhancements.

7.8 All development shown to the north of the Scrubs in Figure 76 is on rail or industrial land.



Figure 77: Wormwood Scrubs



Figure 78: Kings Cross Station

8. TRANSPORT STRATEGY

TRANSPORT STRATEGY

Strategic Transport Study

8.1 This transport chapter is supported by a Strategic Transport Study, which is a supporting document to this OAPF. The Study was undertaken by Transport for London in conjunction with the GLA and Hammer-smith & Fulham, Ealing and Brent Councils. The Strategic Transport Study provides an evidence base for the transport measures proposed in this document and responds to major transport infrastructure proposals including High Speed 2 (HS2) and Crossrail 1.

PRINCIPLE T1: RAIL & UNDERGROUND

Proposals should:

- a. Deliver a state of the art rail station at Old Oak Common, providing interchange between HS2, Crossrail 1 and the Great Western Main Line;
- b. Provide new London Overground station(s) and supporting infrastructure;
- c. Provide substantial capacity improvements to existing London Underground and Overground stations, particularly Willesden Junction and North Acton, and potentially stations in the wider area;
- d. Ensure that the impact on existing rail infrastructure is minimised during construction; and

e. Seek to embed existing and future technology to inform station design to maximise integration with the wider area.

8.2 The new Old Oak Common station and surrounding interchange will be the key driver for development in the area and will be the focus of future transport connections. It could have the same regenerative benefits to that of the improved Kings Cross station. The station itself is being designed to accommodate 250,000 passengers a day, making it comparable in passenger numbers to Waterloo. HS2 will provide up to 18 trains per hour between Old Oak and the North, with Birmingham Airport just 31 minutes from Old Oak. The new Crossrail station at Old Oak will provide up to 24 trains per hour into central London, as well as services towards Heathrow and Reading. There will also be up to 24 trains per hour into central London on rail services using the Great Western Main Line (GWML). The station should support the integration of cycling and public transport by providing high quality, secure cycling parking at stations to meet projected demand as a minimum.

8.3 The presence of a Crossrail station will be one of the most important transport connections to the site. Crossrail will provide

a substantial increase in rail capacity to the West End, City and Canary Wharf and the station will bring excellent regional and sub-regional connectivity to Old Oak.

8.4 Subject to a positive business case a potential link from Crossrail to the West Coast Main Line (WCML) could provide additional connections from northwest London and Hertfordshire including, potentially, Wembley Central. The most recent proposals for a Crossrail to WCML extension would also be compatible with aspirations for operating passenger services on the Dudding Hill Line although a business case for this has not yet been established.

London Overground station(s)

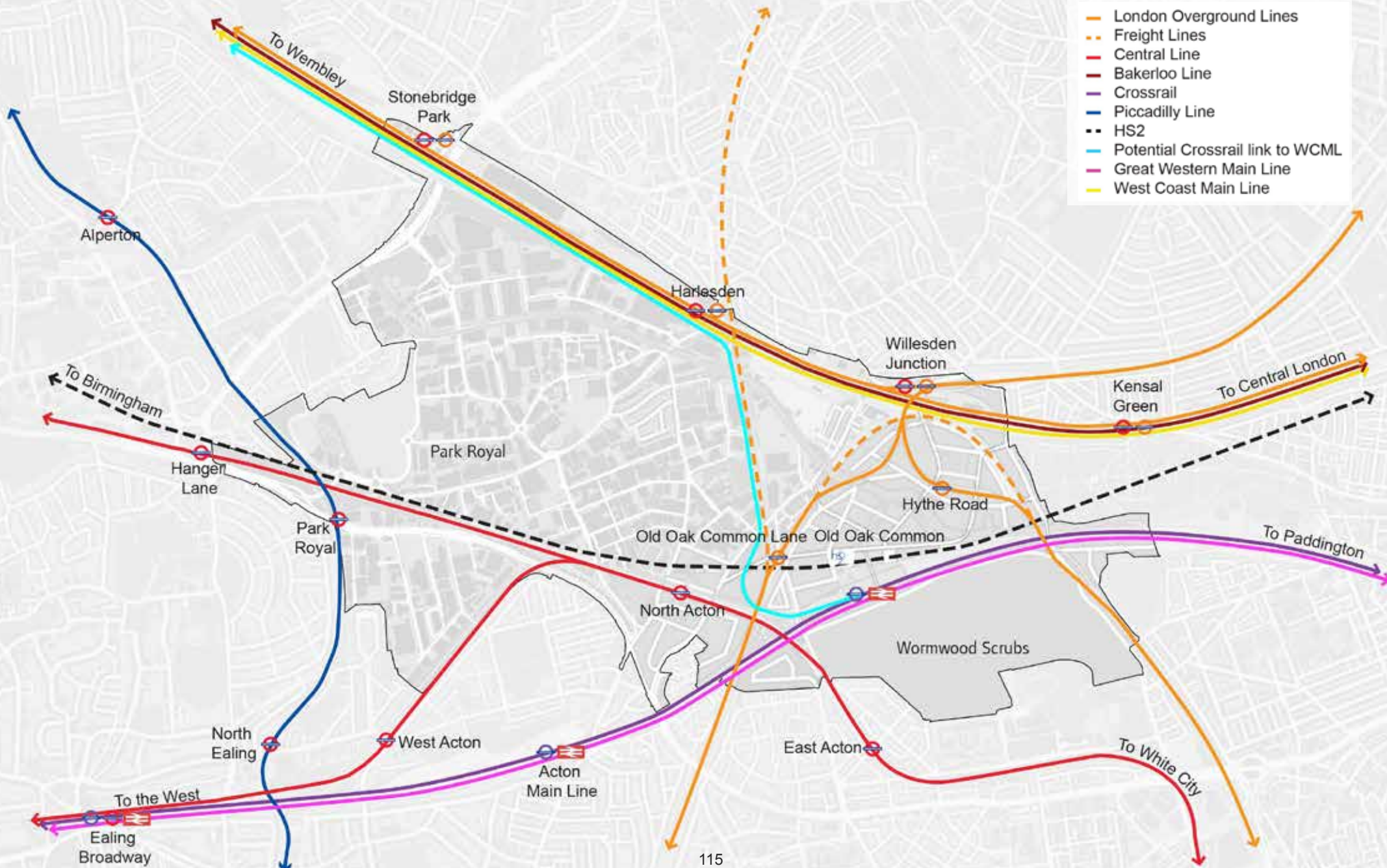
8.5 Building on the international, national and regional links provided by HS2 and Crossrail, TfL has developed proposals for new London Overground stations at Old Oak Common which would provide access to services operating on the North and West London Lines.

The London Overground stations would:

- Reduce the crowding effects of HS2 in central London;
- Facilitate regeneration across the Old Oak Common site;

0 0.5 1km

Figure 79: Existing and proposed rail connections



- Provide a new strategic transport interchange for west London and improve connections to other Opportunity Areas;
- Provide improved access to Crossrail and HS2.

8.6 Current HS2 plans do not provide for new stations on the London Overground or connections to them but they are seen as essential to maximise the potential connectivity of the new interchange. Public consultation on three alternative options for the new London Overground station(s) took place in autumn 2014. Following this TfL has made a recommendation to develop option C which would comprise two separate stations as illustrated in figure 79. This decision was also supported by a detailed technical study. The proposed stations are not a committed project and so powers of delivery and sources of funding would need to be secured. TfL, OPDC and GLA are continuing to progress these proposals.

8.7 As well as providing congestion relief at London Euston, the new London Overground stations will provide excellent local and sub-regional connections to Old Oak and will support development by extending the catchment area for new commercial activities bringing 250,000 additional people and 150,000 additional jobs within an hour's journey of Old Oak. The new stations will be essential to deliver the scale of development envisaged without compromising the operation of other parts

of the transport network. They will provide a level of public transport access and capacity which can support high density residential and commercial development.

8.8 The stations will also widen access to employment, retail and leisure opportunities for new residents by offering connections to major centres such as Clapham Junction, Shepherd's Bush, Richmond and potentially Hounslow. Improving local connectivity to Old Oak from all directions is critical to help maximise the opportunities for regeneration of the area. A 2014 study by Jones Lang LaSalle has suggested that with the local connectivity provided by the proposed Overground stations, as many as 20,000 additional jobs would be created at Old Oak. As part of the station proposals, new high quality pedestrian and cycle links will be provided across the Old Oak development area connecting to Victoria Road and the main HS2/ National Rail transport hub.

8.9 In addition to the new London Overground station(s), the case for improved service frequencies and longer trains is being investigated for the North and West London Lines. All proposals for improvements to the London Overground will be developed in close liaison with Network Rail.

Station improvements

8.10 To accommodate the scale of development at Old Oak and Park Royal, major improvements will be required at an early stage to existing rail stations including Willesden Junction and North Acton. These capacity improvements will need to accommodate the increases in rail station usage forecast but they are not currently funded or committed and so there would need to be a sound financial case and sources of funding would need to be secured.

8.11 The impact of development and growth across the area will also put added pressure on nearby stations such as Kensal Green, Harlesden, Park Royal, Stonebridge Park and Hanger Lane. Access to existing and new rail and Underground stations from Park Royal industrial estate will need to be enhanced through a combination of improved bus links and more direct high quality routes for pedestrians and cyclists.

Willesden Junction

8.12 Willesden Junction is a major interchange for north and west London. As well as the proposed rail connections highlighted above, passengers will also have the choice of taking existing Bakerloo line and London Overground services from Willesden Junction. A major rebuilding or renovation of the station will be required at an early stage to cater for development related trips and to act as a focus for

development to the north of Old Oak. The new station will need to offer improved interchange between the high and low level stations, accessibility improvements, better connections with buses and high quality pedestrian and cycle links to the surrounding streets. The station will also need to facilitate a new bridge connection over the WCML to the EMR site. However, there are no existing plans, funding or commitment to improvement by Network Rail, DfT, TfL, or rail operators and so this would need to be secured. Walk and cycle routes in and around the station will also need to be improved to cater for increased passenger numbers, particularly between Willesden Junction and the new development to the south. Any proposed work in and around the station including links over rail lines will require liaison with the Network Rail Delivery and Operations team.

North Acton

8.13 As well as improved access arrangements, works at North Acton to accommodate the predicted increase in passenger numbers will require new passenger facilities which may include new access from the north, improved entrances and ticket hall, a new footbridge, new stairs and lift access. TfL, OPDC, GLA and Ealing Council have undertaken a feasibility study looking at options for how the station's capacity and accessibility could be enhanced. The preferred option and design would be dependent on securing funding

and more detailed station modelling. There is also the possibility of a more substantial redevelopment which could allow for new structures to be built above the station. It will be important to secure good interchange with buses as part of any changes in and around the station.

Existing rail infrastructure

8.14 It is essential that existing rail infrastructure remains open during the likely long construction period and that any temporary disruption to both passenger and freight services is managed effectively and kept to a minimum. This will be a challenge when installing new stations, subways, bridges, works to move or alter rail lines or potential new decked structures over operational rail lines.

8.15 Existing and planned transport facilities and infrastructure including depots, maintenance facilities and stabling will need to be accommodated even if this involves relocation of some facilities in the long-term. Although HS2 will necessitate the relocation of the existing First Great Western and Heathrow Express depots, the new Crossrail depot is due to come into operation in 2017. TfL is currently assessing alternative locations for the reconfiguration or relocation of the Crossrail depot in the 2020's. Depending on the outcome of this work, the scale and phasing of development and related infrastructure works at Old Oak may be impacted.

8.16 South of the GWML tracks is a depot for the Intercity Express Programme (IEP) trains which is nearing completion on part of the former North Pole Eurostar depot. The first trains will arrive at the depot during 2015.

8.17 As well as the depots and stabling at Old Oak, there are existing rail freight facilities at and in the vicinity of Willesden Junction. If the existing rail freight facilities were identified for redevelopment, replacement facilities with the same capacity and accessibility would need to be provided nearby. The North and West London Lines and Dudding Hill Line also provide important routes for rail freight transport which will need to be accommodated. The GLA, TfL, OPDC, DfT, Network Rail and LCR will need to work together to plan for strategic rail and freight movement and to identify opportunities for redevelopment of sites no longer required for rail use.

PRINCIPLE T2: ROADS

Proposals should:

- a. Develop a network of new roads and streets to cater for the needs of all users, including measures to give priority to pedestrians, cyclists and buses, and to provide improved east-west and north-south connectivity;
- b. Ensure that roads in and around Old Oak and Park Royal can support development while maintaining capacity and reliability for strategic transport movements on an already heavily used network;
- c. Manage the cumulative impact of developments in west London on the A40 and A406 corridors, particularly on key junctions along these corridors including Hanger Lane, Gypsy Corner, Savoy Circus and Wood Lane;
- d. Provide appropriate links to, and improve junctions with the strategic road network;
- e. Provide sufficient capacity to enable the bus network to function effectively and for freight and site traffic to access and egress the site;
- f. Improve management of traffic on the existing network;
- g. Enhance existing highway infrastructure;
- h. Create new local links to the road network; and
- i. Create a legible, permeable and accessible network of streets for all users that encourages people to walk and cycle in comfort and connects into existing cycle infrastructure; and

j. Provide flexibility to enable the trialling and implementation of existing and future smart technology such as autonomous vehicles, drones, negative carbon vehicles and energy harvesting road design.

8.18 The road network will need to change if it is going to support new development in the area, improve conditions for existing users and facilitate improved pedestrian, cycle and bus connections. It will also be important that the amount of traffic generated by the development is limited to what the strategic road network including the A40 and A406 can handle without having a negative impact on its strategic function, given the limited amount of feasible and productive improvements that can be made. The A40 in particular has a number of junctions already at capacity and measures should be taken to ensure that there is minimal additional traffic generated that would put further pressure on these junctions as a result of development in Old Oak and Park Royal.

8.19 New junctions and road links will be needed to open up potential development sites. An indicative route network is shown at figure 80.

8.20 A 2014 study by Jones Lang LaSalle has suggested that the provision of Grand Union Street - an eastern highway link, bridging the gap between the HS2 interchange and Hythe Road, is one of the

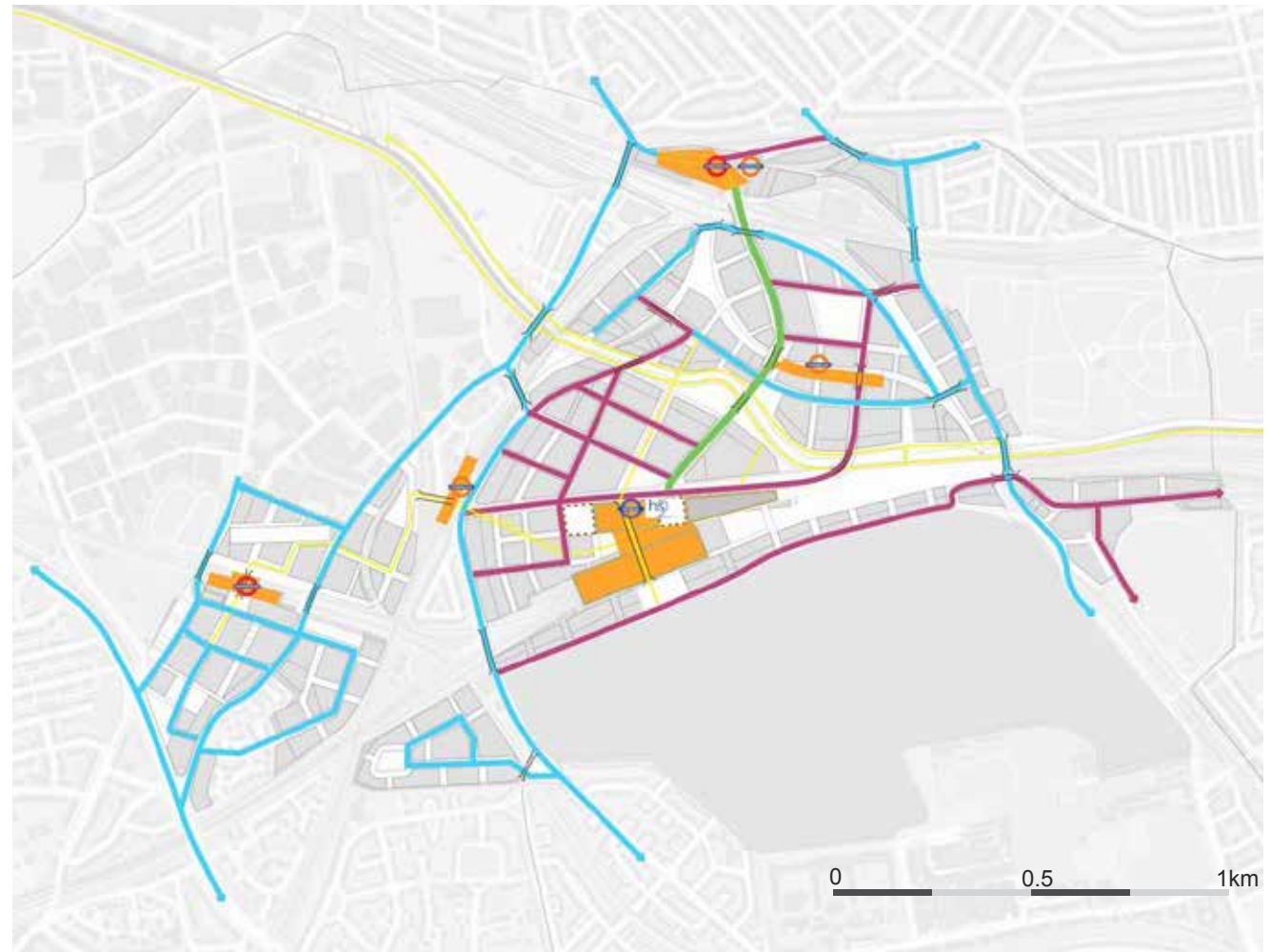
most important highway links to provide, as it connects the largely residential development to the north, to the transport hub and commercial development to the south. Other important links that are essential to delivery are identified in figure 62.

8.21 The Roads Task Force (RTF) Street Types classification adopted by TfL will be used to identify the movement and place functions of these new routes. Measures to prioritise bus movements, provide segregated facilities for cyclists and create pedestrian priority areas will be needed. Any through routes used by general traffic should be designed to avoid rat running including traffic calming and controlled crossing facilities. 20 mile per hour speed limits will be the norm across the area, and this should be achieved through good design, rather than merely signage and traffic calming. All new and improved roads must be built to adoptable standards. Any decision to adopt streets would need to be made in collaboration between OPDC and the Local Authority.

8.22 In the wider area, highways modelling carried out for the Strategic Transport Study showed that a number of road junctions would be affected by increased traffic as a result of development at Old Oak. Changes in delays at key junctions without any substantial changes to the highways network are shown in figure 81.

8.23 It may not be possible for physical improvement works to be carried out at many of these junctions and in any case this may just shift the problem to another location. A package of transport interventions that has been designed to provide access to development sites and to minimise impacts on the surrounding road network was tested as part of the Strategic Transport Study and is fully described in the report. However, there is a need for further analysis to examine the need for improvements in the wider area. A study of the A40 corridor, which could include tunnelling options, is being carried out to understand the cumulative impact of growth at Old Oak and elsewhere in west London and to identify potential long-term solutions. The study is due to report late in 2015 or early 2016.

8.24 Development proposals will need to demonstrate that the impact on the road network can be managed in a way that mitigates the negative impacts on traffic flow and junction capacity. Collision analysis will be used to help inform the need for improvements at specific locations.



- New and existing rail stations
- Existing and improved highway link
- New links
- Old Oak High Street
- Pedestrian and cycle link
- ≡ Bridges and tunnels

Figure 80: Existing and proposed road network

PRINCIPLE T3: CAR PARKING

Proposals in Old Oak should:

- a. Provide no car parking for new commercial development apart from parking for disabled people; and
- b. Provide no more than 1 car parking space per 5 residential units with priority given to disabled residents.

8.25 The modelling for the Strategic Transport Study indicated that the road network would not be able to accommodate additional development related traffic unless parking was restricted to very low levels across the Old Oak development area. Low levels of car parking will be essential to ensure that traffic congestion does not reach unacceptable levels. Nearly all spaces will be allocated for disabled staff and visitors, car club vehicles and operational use including deliveries. This approach is justified by the very high level of public transport accessibility resulting from the planned and proposed investment. The availability of rail services will be equivalent to central London and this will be supplemented by a radically improved bus network and high quality comprehensive walking and cycling provision on and off the highway so that the need for access to a car can be met by dedicated car club spaces together with parking for disabled people.

8.26 For new commercial development including offices, retail and leisure uses, no car parking should be provided apart from parking for disabled people. This approach will need to be applied to all new development in the core Old Oak area where Public

Transport Accessibility Levels (PTALs) will be the highest. It is expected that the majority of commercial space will be located close to Old Oak Common station and other public transport interchanges.

8.27 Further transport planning work is required to identify an appropriate level of parking for Park Royal and this would be set out through OPDC's Local Plan, where consideration would be given to the potential for flexibility to take account of the location and access to public transport services for employment uses in parts of Park Royal which are furthest from rail and Underground stations.

8.27 To ensure that impacts on the road network are minimised and to reduce the need for costly infrastructure, car parking for residential development will need to be restricted to very low levels, equivalent to a ratio of 0.2 spaces per unit. The approach taken in each place will need to be informed by PTALs and expected household types. Parking for disabled residents and visitors will be a priority and all parking spaces will be purchased on short leases rather than being sold with a specific property.

8.28 It is expected that Controlled Parking Zones (CPZs) will be co-ordinated across the area and that an approach to residents' permits will need to reflect the availability of alternatives to car ownership. Car club vehicles spread across the site should provide access to a car when needed for specific journeys and car club bays will need to be

designed into the new development areas at the outset, as well as bays for existing and future technologies such as autonomous vehicles and charging point infrastructure.

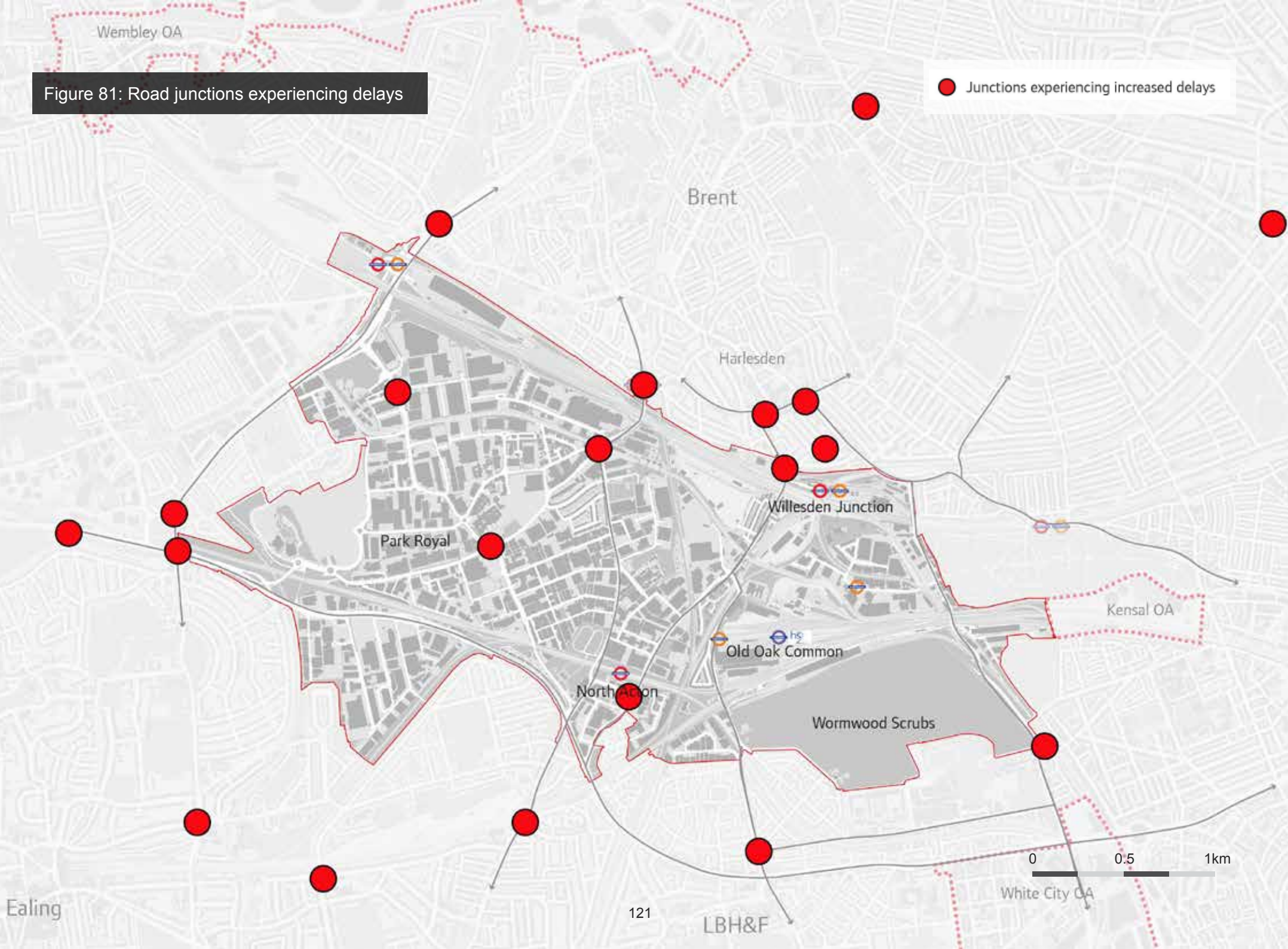
PRINCIPLE T4: TAXIS, PRIVATE HIRE & COACHES

Proposals should provide suitable facilities to cater for anticipated demand from taxis and coaches.

8.29 There is likely to be a strong demand for taxis and private hire vehicles (PHV) generated by the HS2/National Rail interchange. The HS2 Transport Assessment suggests that there will be around 140 taxi trips (per direction) generated in the peak hour upon opening of HS2 Phase 2. The interchange will be designed with fully accessible taxi ranks and facilities for PHVs. Taxis and PHVs may be allowed to use access routes that are not available to general traffic. Further taxi and PHV demands will be associated with the Overground stations in the area. A key challenge will be the ability of the local road network to accommodate this number of taxis, along with residual demand from the development. Depending on the nature of development, particularly those which attract many visitors, there may also be a need to provide temporary facilities for coach parking as well as pick up and drop off. Consideration should also be given to the delivery of facilities for future transport technology such as autonomous vehicles.

Figure 81: Road junctions experiencing delays

● Junctions experiencing increased delays



PRINCIPLE T5: BUSES

Proposals should:

- a. Provide increases in bus frequencies on existing routes and introduce new and extended bus routes through the new development area; and
- b. Provide improvements to bus infrastructure.

8.30 To accommodate the increase in travel demand and to better serve existing communities, it will be necessary to recast the bus network in this part of London, and to introduce new and extended bus routes across the new development area. In line with the Transport Strategy's aims there will be a strong emphasis on good provision of bus services as a way of ensuring a high public transport modal share and reducing the impact of the development on the surrounding road network. Infrastructure such as bus priority to secure reliable and quick passage through the site, and suitably located stops and stands will be essential to delivering this. Bus priority could encompass measures such as bus lanes, bus only areas and/or gates depending on the individual circumstances at each location.

8.31 Bus services will provide improved connections linking Old Oak and Park Royal to surrounding neighbourhoods including Harlesden, Kensal, Acton, White

City and Shepherd's Bush. There is also the potential to provide a direct link to the Opportunity Area at Kensal Canalside. A combination of bus route extensions, new routes, additional capacity on existing services and enhanced frequencies should accommodate the substantial increase in bus trips expected as a result of growth and development at Old Oak.

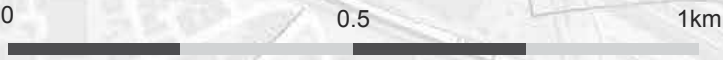
8.32 Figure 82 shows existing bus services as well as the indicative roads a future bus network could operate on. Bus routes will run along Old Oak Lane and Scrubs Lane into and across the core development area. In addition, creating a bus only link between the heart of Old Oak and Willesden Junction would give substantial benefits in terms of bus accessibility, journey times and operational efficiency. This could be achieved by building the proposed bridge across the West Coast Main Line rail tracks to a standard that could accommodate buses. A feasibility study will look at the cost, design and engineering implications. Routes running into the site via this bridge would attract additional bus passenger trips and create a vital link between the Old Oak development area and areas to the north that include some of the highest levels of deprivation in London. There would also be benefits in allowing buses to use the proposed route from Old Oak Lane/ Station Road to High Street/Harrow Road past Willesden Junction station.

8.33 All roads that will be used by buses must allow appropriate clearance for the largest double deck vehicles and be built to an adoptable standard with sufficient width. Where appropriate, priority should be provided over other vehicular traffic which may include the creation of bus only facilities not open to general vehicular traffic. Improvements such as the works to lower Old Oak Common Lane where it passes under the Great Western Main Line are absolutely vital in allowing access for double decker buses. These works will be carried out as part of HS2.

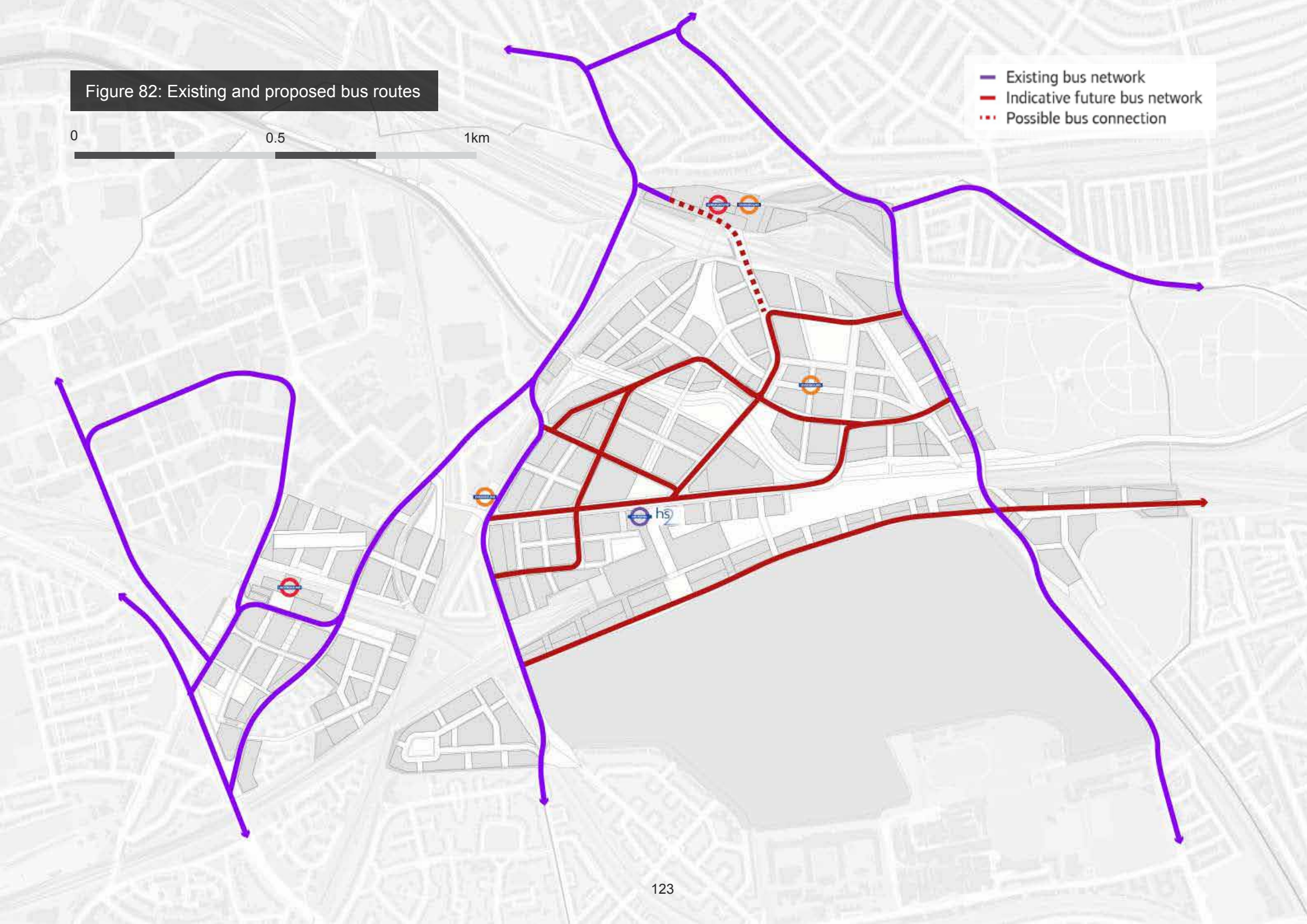
8.34 The bus routes which use these roads would need to be determined at a later date following a review of the bus network operating in the wider area and the form new development takes, particularly north of the canal. Proposals for individual sites, sources of funding and development phasing will all influence the development of the bus network. At present it is anticipated that there would be at least six bus routes running to/through the site.

8.35 This increase in bus services will also require provision of new supporting infrastructure such as bus stops, stands, turning and drivers' facilities and priority measures. TfL's Bus Stop Accessibility Guidance will be applied to all new facilities and existing facilities brought up to standard. Bus stops should be placed close

Figure 82: Existing and proposed bus routes



- Existing bus network
- Indicative future bus network
- Possible bus connection



to centres of activity. Whilst these issues will need to be considered in more depth at the detailed design stage it is important that they are built into the planning process now, as they will require sufficient space to be made available. In particular, sufficient space for bus interchange and standing space for terminating facilities will need to be provided, particularly around the HS2 station.

8.36 Where possible, bus services and the availability of through routes for buses will be provided from the beginning of the occupation of development to ensure that car-dependency does not become established. The bus services are likely to require initial subsidies to pump-prime routes before they become viable. In the short-term there will need to be bus service diversions and route changes to accommodate construction works. It will be essential that disruption to bus services during the long construction period is minimised and any extra costs incurred by TfL be paid for by the developers.

PRINCIPLE T6: WALKING & CYCLING

Proposals should:

- a. Create an exemplar pedestrian and cycle network and level of service across the development area with a high level of segregated cycle infrastructure;
- b. Provide high quality cycling provision in line with the Mayor's Vision for Cycling and the adoption of best practice from the 'Mini Holland' projects;
- c. Connect to existing and planned pedestrian and cycle links in the wider area;
- d. Ensure that all key destinations including public transport interchanges, local centres, schools and community facilities are fully accessible on foot and by cycle;
- e. Provide cycle parking to meet future demand in accordance with London Plan standards as a minimum; and
- f. Provide flexibility to enable the trialling and implementation of existing and future smart technology such as energy harvesting pavement materials.

8.37 Aside from limited access along the Grand Union Canal, Old Oak is currently impenetrable for pedestrians and cyclists and the whole area is difficult to navigate with numerous barriers to movement and a hostile environment. Large highway and rail corridors in the wider area also create barriers to movement in and out of the

site. The HS2/National Rail interchange will remain difficult to access unless improvements are made to the existing road network and new high quality links are provided for pedestrians and cyclists. There will be a need to provide new connections to both existing and proposed strategic cycling and walking routes and to key destinations such as Harlesden, White City, Park Royal, North Acton, Queens Park and Ladbroke Grove. Existing and indicative future cycle routes are shown in figure 83.

8.38 Modelling carried out for the Strategic Transport Study has shown that a high proportion of journeys in and around Old Oak will need to be undertaken on foot or cycle if the road network is not to suffer from increasing congestion. The area has great potential for cycling and walking given its topography and the close proximity of major trip attractors. In line with the Mayor's Vision for Cycling there should be a transformative change in conditions underpinned by high quality design solutions. The design of the area should therefore encourage and accommodate a high mode share for both cycling and walking. All streets should be designed to be comfortable and attractive for all pedestrians and cyclists.

8.39 Redevelopment presents an opportunity to open up the area and reconnect it to surrounding residential and business areas as well as establishing connections along the canal corridor and

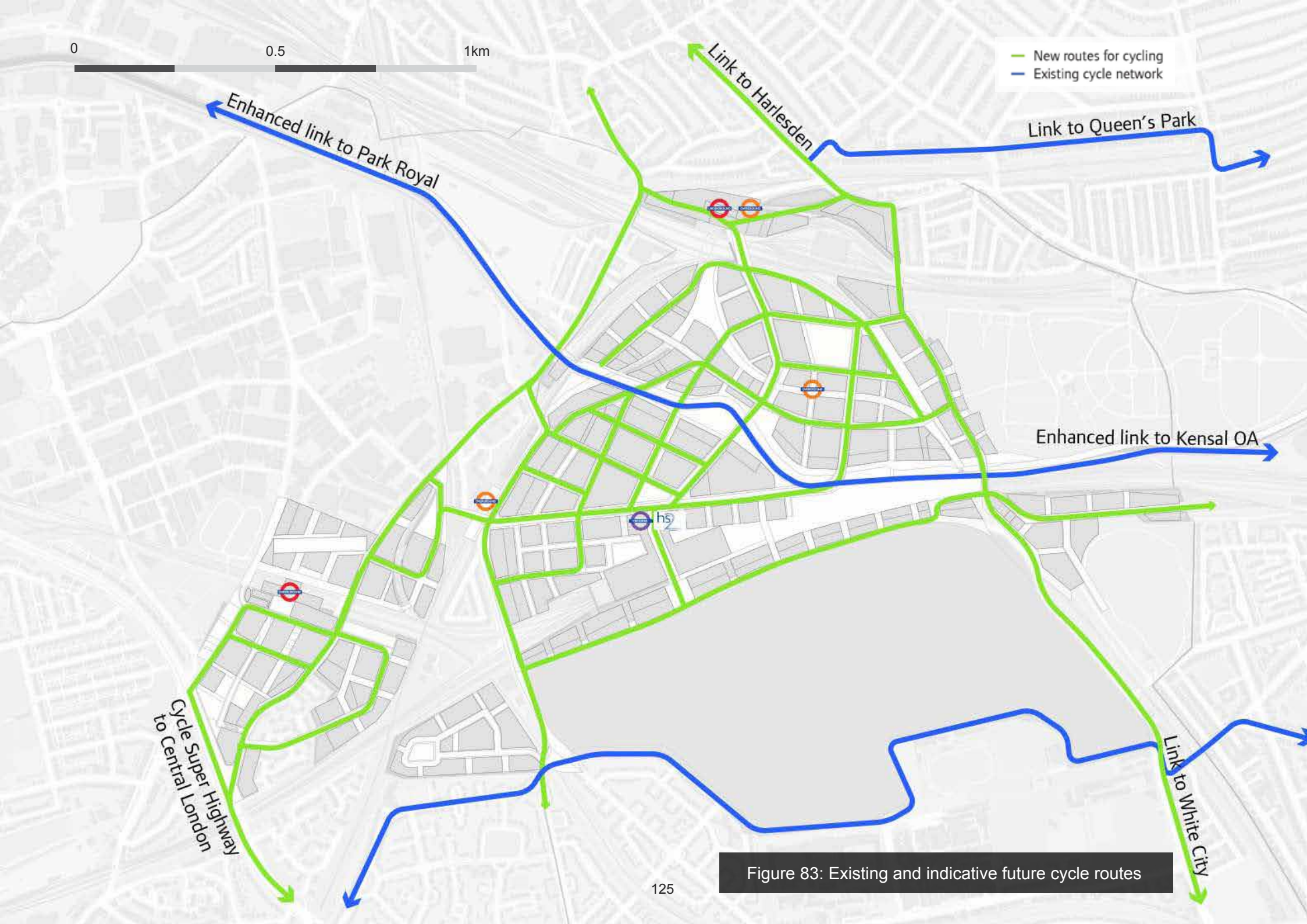


Figure 83: Existing and indicative future cycle routes

linking to green spaces such as Wormwood Scrubs. The canal towpath provides a leisure route for cyclists and pedestrians and is designated as a 'Quietway'. It is currently narrow and its capacity is limited but funding from the Quietway programme will improve these conditions. A continuous pedestrian and cycle route should also be created along the north side of the Grand Union Canal. There are proposals for the east west Cycle Superhighway to be extended along the A40 corridor and links to this from Old Oak will need to be provided. A substantial improvement to the cycle network on the A219 Scrubs Lane / Wood Lane will be required to make that strategic link. The Park Royal industrial estate should also benefit from improved facilities to enable more journeys to be undertaken by foot or cycle.

New route networks

8.40 Given the future delivery of the Cycle Super Highway along the A40, there is an opportunity to create new and substantially improved connections for pedestrians and cyclists in Old Oak that overcome the barriers and severance that currently make moving around the area so difficult. These links should contribute to coherent, comprehensive, high quality networks for walking and cycling across the new development area, connecting seamlessly to other neighbourhoods and local centres. Those networks should serve both local and strategic movement by pedestrians and

cyclists. Details will be determined as the masterplan and phasing of development across the site emerge.

8.41 Segregated facilities or priority measures to assist cyclists are likely to be required, particularly on busier streets. All cycle routes and supporting infrastructure will need to conform with or exceed London-wide and borough standards including the London Cycling Design Standards (2014). The network should draw on current best practice in London, including Cycle Superhighways, Quietways and the Mini-Holland programme (this is a scheme supporting three London boroughs to deliver local cycle networks with levels of service equivalent to best practice examples from the Netherlands).

8.42 New development will need to create a permeable and pedestrian and cyclist friendly environment at all times. The design of infrastructure should be accessible to all pedestrians and cyclists in line with the supplementary planning guidance Accessible London: achieving an inclusive environment and the forthcoming London Pedestrian Design Guidance. TfL's Pedestrian Comfort Level Guidance will be used to inform detailed planning of pedestrian routes such as pavement widths and crossing facilities and will be applied to both new and upgraded routes. Pinch points and hidden areas should be avoided. The most challenging aspect will

be providing infrastructure to overcome level differences and to cross rail lines and canals. Gradients should be minimised and shallow enough to provide access for all but in some locations it may be necessary to provide lifts to overcome changes in levels.

8.43 New residential areas should be designed to deliver street environments where permeability for walking and cycling is prioritised over through-movement for motor vehicles. Local streets should be low-speed environments where it is safe for cyclists of all ages and abilities to share the street with other users and where it is clear from the design of the street and use of materials that it is not a motor vehicle-dominated space.

Supporting infrastructure

8.44 Cycle parking will be provided to cater for future demand in line with the quantitative and qualitative requirements set out in the London Plan and the London Cycling Design Standards (2014), providing numbers in excess of London Plan standards. This will include private cycle parking for residents and employees as well as generous provision for visitors and high quality facilities at public transport interchanges. The spatial and design requirements will need to be factored in from the outset. Visitor cycle parking will be integrated into the overall urban design and sited in locations that do not impede pedestrian movement. Cycle wayfinding

PRINCIPLE T7: CONSTRUCTION FREIGHT, DELIVERIES & SERVICINGS

signage will be installed to improve the legibility and navigation to, from and through the area.

8.45 A future extension of Cycle Hire into Old Oak would represent a logical expansion westwards. Subject to further analysis, a network of docking stations could be designed in to the new development areas from the outset and built at the appropriate timings. Funding for the docking stations would need to be provided through contributions from developers as there are currently no plans by TfL to extend the network in this area. The case for extending further into the Park Royal industrial estate would need more detailed investigation.

8.46 To provide navigation, particularly for the large number of visitors expected to use the transport interchange, Legible London signage will be installed at key locations. To aid pedestrians' understanding of the area there should be consistent use of paving materials. High quality pedestrian connections linking the main transport interchange to the London Overground station(s) and other key destinations such as Willesden Junction, North Acton and surrounding areas will be designed to form part of the urban fabric. Where possible, these will be open 24 hours a day to non-rail travellers even where they are managed as part of the overall transport interchange.

Proposals should:

- a. Make maximum use of rail and water transport during the construction period, including removal of excavated material, and for servicing and deliveries;
- b. Co-ordinate and phase construction projects to enable the transport impacts to be effectively managed;
- c. Manage servicing and deliveries in line with best practice to minimise the impact on the surrounding road network;
- d. Support the provision and operation of measures to reduce freight trips (e.g. consolidation centres), promote cleaner vehicles, minimise any adverse impacts on local residents and businesses, and minimise interaction of larger vehicles with cycles and pedestrians.

8.46 The concentration of multiple infrastructure and development projects within one area and the sheer scale of construction activity will generate pressures on the transport network. This has not been explicitly modelled in the Strategic Transport Study although some information on construction movements has been collated by Network Rail based on information supplied by Crossrail and HS2. Further analysis of construction transport impacts will be required as information on development phasing becomes available. A construction logistics strategy that achieves

a high level of co-ordination between all developers and infrastructure providers drawing on best practice from elsewhere will be prepared. Challenging targets for use of sustainable transport will be set and enforced through the strategy. This will need to be jointly produced by TfL, OPDC, GLA, the land owners, the boroughs, HS2, Network Rail with input from the Park Royal Business Group and local residents.

8.47 Adopting sustainable transport solutions across all major construction projects will help to minimise impacts on local residents and businesses, create new commercial opportunities for local companies and allow the sharing of overheads. Construction phasing, detailed timing of deliveries and vehicle routing will need to be managed and co-ordinated across a range of projects. A central booking system for deliveries will need to be put in place and all major construction projects will be required to sign up and participate including a contribution to the costs of shared facilities such as consolidation centres, wharves and rail facilities.

8.48 There will be a need to co-ordinate and phase construction projects to enable the transport impacts to be effectively managed. As construction activity intensifies the number of vehicle movements on the local road network will increase along with

potentially increased exposure to road safety risk and deterioration in air quality.

8.49 A combination of voluntary measures, incentives and targeted investment will be used to reduce these increases as much as possible, e.g. through use of alternative modes. Residual movements will need to be made using vehicles that are designed to be as safe as possible, together with high standards of driver training.

8.50 Membership of a scheme such as the Fleet Operator Recognition Scheme and adherence to the industry Standard for reducing Work- Related Road Risk will form part of a package of measures to reduce risk to other road users from freight movements.

Using rail and canal in construction logistics

8.51 For a number of years there have been aspirations to make greater use of the canal and rail routes for freight transport in Old Oak and Park Royal and some sites already have direct rail or canal access. However, the potential of these modes, particularly for bulk transport has not been exploited.

8.52 Redevelopment in Old Oak alongside major infrastructure projects will generate a large amount of construction vehicle movements for a number of decades exporting waste and importing materials. The amount of construction activity planned for the area provides an opportunity for sustainable transport solutions to be

adopted. Maximum re-use and recycling of waste and construction materials within the area will reduce transport demands. For residual movements, there is potential for bulk construction materials and/or waste to be transported by rail and canal although issues of local environmental impact and commercial viability will need to be addressed.

8.53 The project director for HS2 phase 1 has stated that maximum use should be made of rail and water transport for movement of waste and construction materials. Alongside use of existing facilities, this is likely to require additional rail freight facilities which could be shared with other large construction projects and provide a legacy use for future distribution and logistics services. A commitment to maximising use of rail and water transport should be extended to all other major construction projects in Old Oak, drawing on best practice from Crossrail and the Olympics. As part of the scrutiny process for HS2, TfL has petitioned for maximum use to be made of the canal and rail network for construction transport in line with policy in the London Plan and Mayor's Transport Strategy and will continue to pursue discussions with HS2 Limited as the project is developed.

8.54 Off-peak rail paths for freight movements, to 2017 are reserved as part of the construction strategy for Crossrail, enabling 85% of excavated Crossrail material (by tonnage) to be removed by rail.

Investigation should take place as to whether paths can be identified beyond 2017 for the use of transporting construction materials and waste from major infrastructure and development projects at Old Oak.

8.55 Water transport could take advantage of existing wharf facilities on the canal and may be best suited to transport of bulk loads to be used in construction including movement of material for tunnel segments.

Freight transport geography

8.56 Old Oak and Park Royal currently generate a substantial number of road freight movements as they are key industrial sites where many raw materials and manufactured goods are handled en route to their final users, generally elsewhere in London. Although business relocations may have an impact on vehicle routing, there will still be a substantial number of freight movements to accommodate on the road network. Improving the reliability of deliveries and servicing is a key factor in business success.

8.57 Park Royal is London's largest industrial area and one of Europe's biggest urban industrial estates home to more than 2,000 workplaces and over 44,000 employees. Wholesale, transport and warehousing / storage use functions account for 27 per cent of commercial floor space in Park Royal. Manufacturing accounts for 20 per cent and construction related activities account for a further eight per cent. Arguably, in some sectors such

as food preparation, Park Royal already acts as a large-scale consolidation centre for central London. These generate a substantial number of strategic and local trips by heavy and light goods vehicles. Similarly, Old Oak currently accommodates a number of key industrial and waste processing activities.

8.58 Congestion at key junctions and on links providing access to strategic routes is a major barrier to business growth and may have been a factor in business relocations away from the area in recent years. The volume of freight and servicing movements also raises challenges in terms of maintenance and management of the road network and the safety and environment for other road users.

Reducing additional delivery and servicing trips

8.59 A potential solution to the problem of large freight vehicles using unsuitable roads and the resulting congestion is the establishment of consolidation centre(s) that could service Old Oak and Park Royal and potentially a wider area of west London. Consolidation centre(s) could reduce the volume of Heavy Goods Vehicles (HGVs) passing through the area although it would generate traffic impacts in the immediate vicinity. New commercial and residential development within the Old Oak area will generate large numbers of delivery and servicing movements once occupied. TfL wishes to discourage use of unsuitable roads by vans and HGVs to

avoid the resulting congestion that could arise. Consolidation centre(s) may also enable deliveries and servicing to take place during the night-time or other off peak periods, thereby avoiding the worst traffic congestion.

8.60 The establishment of consolidation centre(s) used by multiple businesses in the area could reduce demand and help manage flows at peak times by utilising existing and future technology to enable 'call-off' deliveries of stock during quieter times on the local road network and reducing freight's contribution to congestion.

8.61 Consolidation centre(s) should be located on sites that are easily accessible to the strategic road network, rail connected and central for local deliveries and servicing. Potential sites for consolidation centre(s) in the Old Oak and Park Royal area will be identified through the Local Plan process.

Designing facilities for deliveries and servicing

8.62 Servicing and deliveries in Old Oak and Park Royal will need to be managed in line with best practice to minimise the impact on the surrounding road network. In new development areas off street solutions for servicing should be adopted, where possible, utilising different ground levels including basement and void areas within multi storey structures. Street frontage servicing should be minimised and restricted to small individual units located on lightly trafficked streets which can be

serviced by small delivery vehicles. From the outset residential and commercial developments will be designed with central drop off facilities for home deliveries including refrigerated storage. Given that the largest growth in traffic in recent years has been light goods vehicles (vans) it is particularly important to find more efficient means of delivering goods to enable the road network to function more effectively.



Figure 84: Grand Union Canal looking east

9. ENVIRONMENT STRATEGY

ENVIRONMENT

PRINCIPLE E1: WATER

Proposals should:

- a. Minimise water consumption through the use of efficient devices, smart landscaping and the use of grey water and rainwater recycling;
- b. Use an extensive range of sustainable drainage techniques (including green infrastructure) to ensure that new development achieves a greenfield run-off rate; and
- c. Explore opportunities to retrofit sustainable urban drainage measures to existing buildings and public realm; and
- d. be part of an integrated approach to water utility planning.

9.1 The Old Oak and Park Royal area provides an opportunity for the design and implementation of innovative water management techniques that can help minimise flood risk, reduce water wastage, and ensure that any increasing demand on water supply does not impact on the already at critical supply levels across London and the south east of England.

9.2 Flood risk within Old Oak and Park Royal is generally low, albeit with some

localised higher risk areas. However the downstream combined sewer catchment is recognised as having significant capacity issues leading to frequent surface water and combined sewer flooding. OPDC as local planning authority will be encouraged to work with Thames Water and the Royal Borough of Kensington and Chelsea on current proposals to upgrade the Counters Creek water tunnel.

9.3 All proposals must ensure that any new development does not increase flood risk either on site or elsewhere. This should be achieved through the provision of comprehensive new drainage infrastructure, coupled with the provision of grey water recycling and rainwater harvesting systems.

9.3 In line with the emerging London Sustainable Drainage Action Plan (LSDAP) consideration should be given to delivering and encouraging sustainable drainage retrofits. There are a wide range of relatively easy and low cost options associated with existing industrial buildings and large format public buildings e.g. hospitals and open spaces to enable surface water storage and infiltration measures to be implemented.

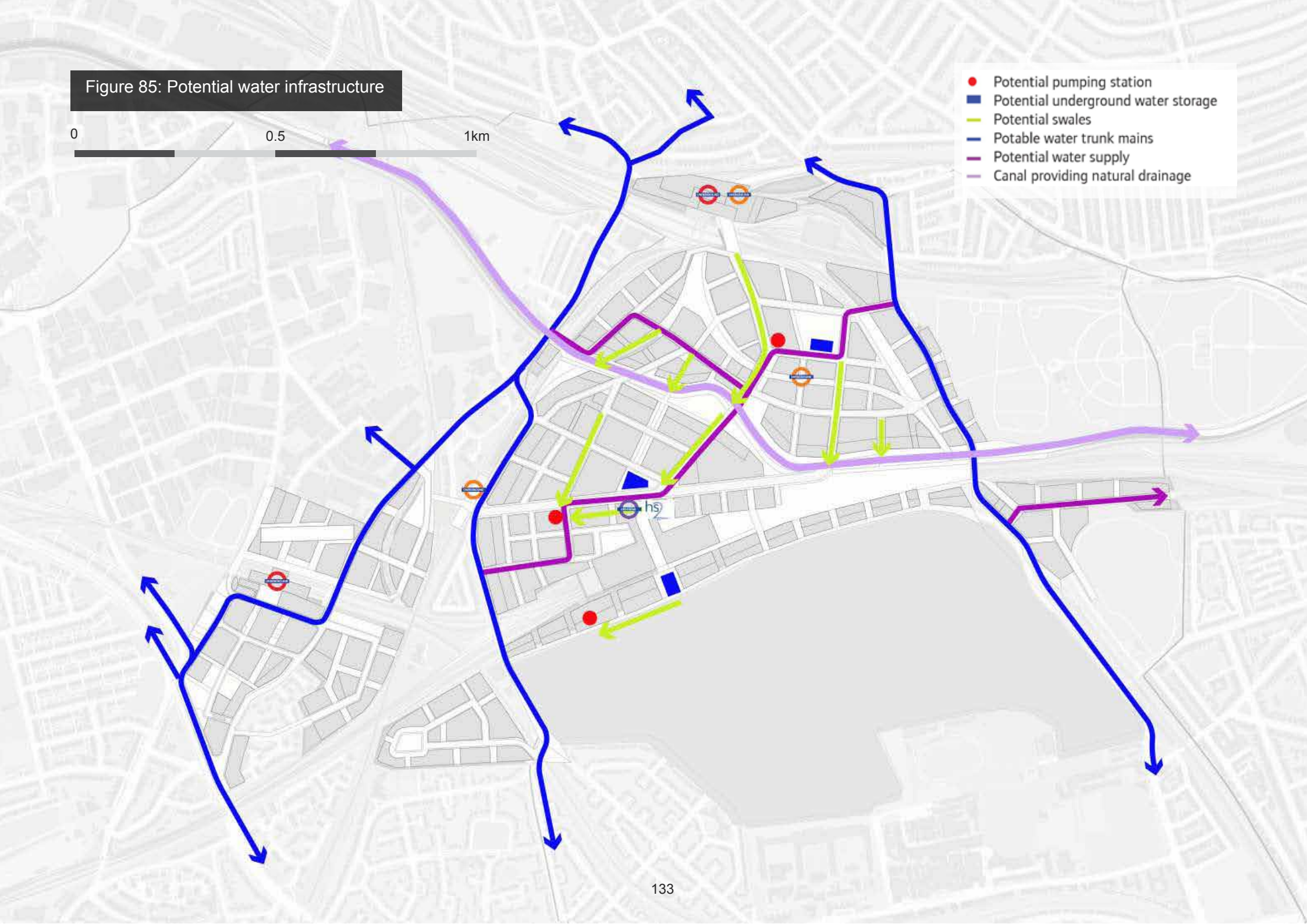
9.4 GLA and OPDC will commission an Integrated Water Management Plan to highlight the long term infrastructure requirements for water demand and drainage in Old Oak and Park Royal to support policies in OPDCs future Local Plan and work with other emerging OPDC strategies. The Integrated Water Management Plan would look to:

- Assess the existing water supply infrastructure in the Old Oak and Park Royal area;
- Assess the existing sewerage and drainage infrastructure in the Old Oak and Park Royal area;
- Consider the likely range of demands for water supply, sewerage and drainage through the redevelopment of the Old Oak and Park Royal area;
- Propose a range of options to minimise drinking water demand, maximise grey/ rainwater re-use, maximise the use of sustainable drainage systems and minimise discharge to the Combined Sewer system;
- Consider a range of sensitivity tests for the above options;
- Assess the spatial implications of any required infrastructure; and
- Assess the outline costs of any required infrastructure.

Figure 85: Potential water infrastructure

0 0.5 1km

- Potential pumping station
- Potential underground water storage
- Potential swales
- Potable water trunk mains
- Potential water supply
- Canal providing natural drainage



PRINCIPLE E2: WASTE

Proposals should:

- a. Continue to protect waste sites in Park Royal as set out in the West London Waste Plan, as adopted by OPDC in July 2015;
- b. Investigate the potential for the relocation of existing waste sites from Old Oak to Park Royal and wider;
- c. Support London's transition to the circular economy to turn London's waste into an economic opportunity and become 100% net waste self-sufficient
- d. Investigate the potential for integrating waste sites in Old Oak delivering benefits in the form of jobs, new materials and low carbon heat and power; and
- e. Demonstrate innovative waste and recycling management and collection processes to help boost London's recycling rate.

9.5 The London Boroughs of Brent, Ealing, Hillingdon, Hounslow and Richmond have produced a joint West London Waste Plan, which identifies within Park Royal, specific sites that should be safeguarded for waste. The Mayor will support the local authorities in protecting and safeguarding these waste sites and OPDC have adopted the West London Waste Plan as a Development Plan Document, ensuring that these waste sites will be safeguarded.

9.6 The London Borough of Hammersmith and Fulham form part of the Western Riverside Waste Authority (WRWA), whose members also consist of the Royal Borough of Kensington and Chelsea and London Boroughs of Wandsworth and Lambeth. The WRWA have not started a joint waste plan and waste apportionment is currently dealt with on a borough by borough basis as set out in the London Plan. Within the London Borough of Hammersmith and Fulham part of the OAPF area there are several existing waste sites:

- European Metal Recycling;
- Powerday;
- Capital Waste Ltd;
- UK Tyre Exporters; and
- O'Donovan's Waste Disposal Ltd

9.7 New development in Old Oak and Park Royal affords the opportunity to explore how the existing waste sites in Hammersmith and Fulham can be incorporated into solutions for the treatment and transfer of waste in the area and potentially provide for energy need. For example, the Powerday waste site provides construction waste services. This facility could act as the on-site construction waste management centre for the redevelopment of the Old Oak Opportunity Area and could be refurbished over the lifetime of the development so that its focus could switch to municipal waste

management and district-scale energy generation. Alternatively, the Powerday could be relocated in the longer term to release the site for housing or alternative uses.

9.8 It will be necessary to relocate one or more of the waste sites in Hammersmith and Fulham to accommodate new development. In particular the early relocation of EMR is considered necessary to facilitate the early regeneration of Old Oak North. The Mayor is keen to ensure that existing waste management activities in Old Oak continue to operate in the area and will work with waste providers to explore ways in which sites could be relocated. Any relocation deemed necessary will be done in line with London Plan waste policy and the GLA will work constructively with the relevant borough/s within its jurisdiction to ensure its waste apportionment is met. The London Plan requires Mayoral Development Corporations to cooperate with the boroughs in which they sit to ensure that apportionment needs are met. As part of the Duty to Cooperate, OPDC will need to discuss its approach to the relocation of waste sites within the London Borough of Hammersmith and Fulham, to ensure that the waste policies in its Local Plan ensure that the borough is still able to meet its apportionment target.

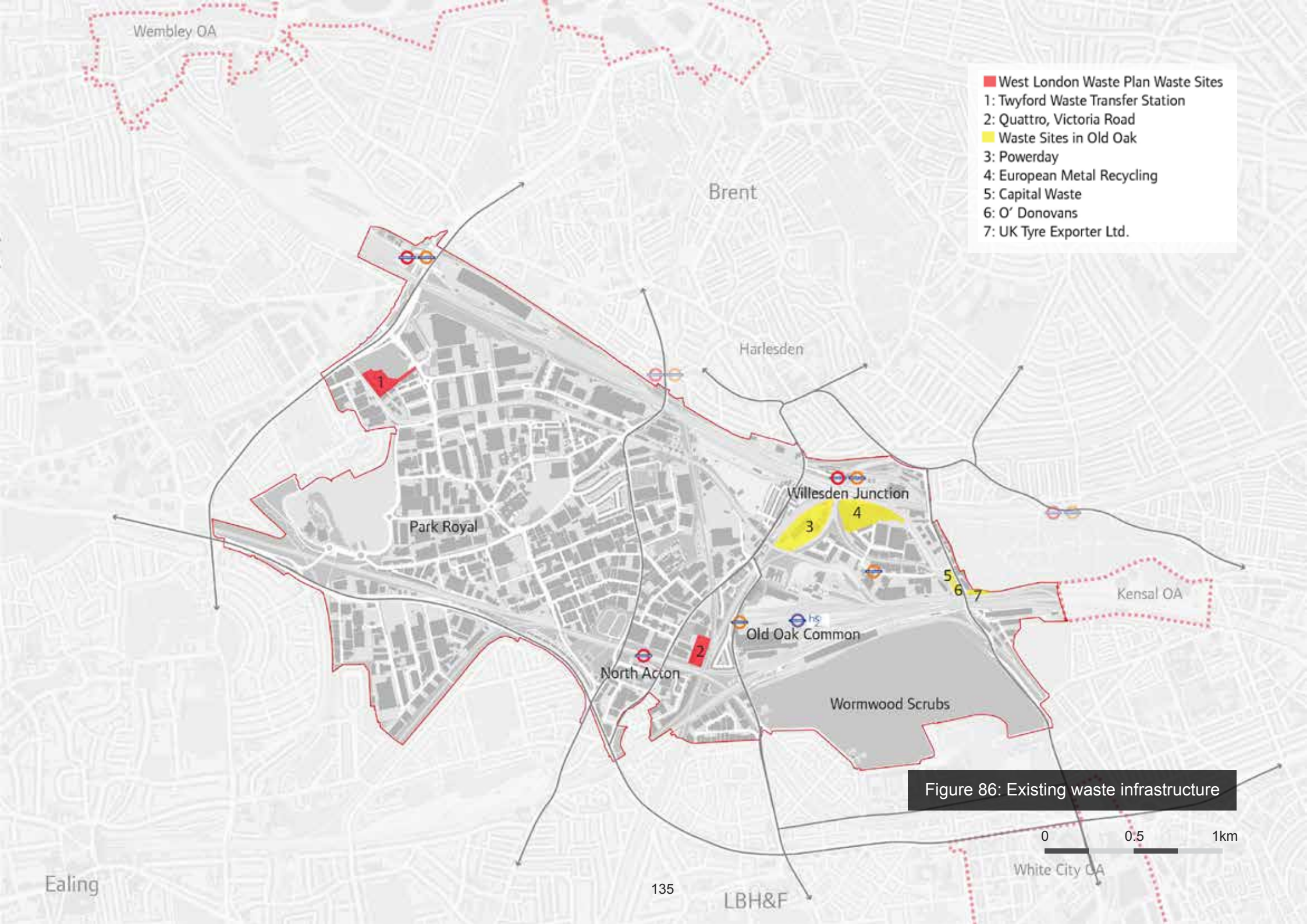


Figure 86: Existing waste infrastructure

PRINCIPLE E3: AIR QUALITY

9.9 Given the scale of new development to take place, development should seek to deliver over and beyond Mayor's waste policy and targets, through the use of innovative solutions to reduce waste production in construction phase, use recyclable materials as much as possible, and to achieve a 95%+ reuse and recycling rate as achieved on the Olympic Park site in 2012. Development should provide local facilities to support waste minimisation and achieving high reuse and recycling rates and identify final destinations for residual waste, with preference for local energy generation facilities where appropriate.

9.10 Development should provide highly visible and accessible recycling facilities for both residential and non-residential and see a commitment for adequate storage space maximising recycling opportunities and meeting the standards in the GLA's SPG on Sustainable Design and Construction. This should be considered at the earliest stages of the design process and included in plans submitted when applying for planning permission.

Proposals should:

- a. Minimise the generation of air pollution, both during and post construction, making new developments 'air quality neutral' or better; and
- b. Achieve EU established health-based standards and objectives for a number of air pollutants (NOx, PM10 and PM2.5).

9.11 Development proposals should include mechanisms to ensure that they are air quality neutral and achieve EU health based standards. Longer-term improvements to air quality (and other benefits such as urban cooling) can also be delivered through a strategic approach to the provision of trees in the public realm which considers the form and structure of the canopy and how groups or avenues of trees interact with the open space network to create 'breeze pathways' that optimise air flow.

Road Traffic

9.12 The main source of existing air pollution in the area is directly attributable to emissions from road traffic, as is the case for most parts of London. The site is close to roads with high traffic flow resulting in significant concentrations of road traffic-related pollutants. Airborne concentrations of the main pollutants increase substantially when compared to sites not close to main

roads, as exemplified by locations near the A40 Western Avenue. During construction, the main air quality effects are anticipated to result from emissions of oxides of nitrogen (NOx) and fine particulate matter and dust (PM10 and PM2.5) emanating from an increase in road traffic and traffic-management schemes.

9.13 Mechanisms for minimising air pollution are therefore closely tied to the principles of the transport strategy: encourage use of public transport, walking and cycling and minimise the number of trips by private vehicle. Developers will be required to undertake strategies that assess baseline air quality levels, set targets for new air quality levels, monitor this during and post construction and take action if these targets are exceeded.

9.14 Once the proposed scheme is in operation, changes in traffic are anticipated to be the cause of significant residual effects for air quality at a small number of residences close to a short section of the A4000 Old Oak Lane. There will be adverse impacts on NO2 concentrations on Victoria Road, Victoria Terrace and Shaftesbury Gardens. There will be moderate adverse impacts on NO2 concentrations on the A4000 Old Oak Lane, Shaftesbury Gardens and Wales Farm Road close to the Old Oak Common station area. There

will also be slight adverse impacts for NO₂ concentrations on A4000 Victoria Road (near the A40 Western Avenue) and along the A219 Wood Lane in the vicinity of Burlington Danes Academy (DfT, 2013). There will be temporary moderate adverse impacts on roadside NO₂ on the A5 Edgware Road between Blomfield Road and the A40 Marylebone Flyover. These are considered significant effects. Traffic data obtained from the Old Oak Common area indicates that some roads are predicted to have significant changes in traffic flows. In this regard, there will be moderate adverse impacts for fewer than 20 properties assessed for NO₂ along the A4000 Old Oak Lane between the junctions with Atlas Road and Channel Gate Road.

9.15 The guidance in the Transport Strategy chapter, which aims to maximise use of walking, cycling and public transport while minimising the number of additional vehicle trips, should help to mitigate some of the negative impacts on air pollution. A site-wide construction logistics plan which promotes use of rail and water transport and greater efficiency in use of road transport should also be beneficial.

Dust Emissions

9.16 Existing uses at Old Oak include a number of industrial and waste recycling plants that cause a substantial amount of

dust and emissions. The reconfiguration of the area is likely to see an improvement in current air quality issues.

9.17 Future dust emissions will be associated with activities including vehicular movements, site preparation, demolition, works and the use of haul routes within areas of construction. For example, dust concentrations are particularly acute near high density housing 20 meters to the east of the land required for construction on Stephenson Street. Two localities, Midland Terrace and Wells House Road are partially encircled by construction compounds at Old Oak Common Station, Old Oak Common Lane underbridge satellite compound and Victoria Road tunnel drive main compound. It is anticipated that the main dust-generating activities will occur at the construction compounds at Old Oak Common, Atlas Road, Victoria Road and Willesden Euroterminal.

9.18 Development proposals for buildings that give rise to air pollution will be encouraged to ensure mechanisms (interventions e.g. technology) are put in place to ensure that they are air quality neutral and achieve EU health based standards. Longer-term improvements to air quality (and other benefits such as urban cooling) can also be delivered through a strategic approach to the provision of trees in the public realm which considers the

form and structure of the canopy and how groups or avenues of trees interact with the open space network to create 'breeze pathways' that optimise air flow. Mitigation measures will need to be in accordance with the Control of Dust and Emissions from Construction and Demolition SPG.

Managing noise

9.19 The reduction and management of noise generated activities during the construction and operational phases of development should be managed in accordance with London Plan policy 7.15. Further detailed guidance will be provided through the development of the OPDC Local Plan.

PRINCIPLE E4: ENERGY

Proposals should:

- a. ensure that Old Oak and Park Royal area is an exemplar of low carbon development; and
- b. commit to achieving the highest standards of energy efficiency and low/zero carbon technology.

9.19 The GLA and OPDC will be particularly supportive of exemplar residential and non-domestic proposals that look to achieve cost-effective near or zero carbon standards on-site.

9.20 The proximity between the proposed Old Oak mixed-use area and the Park Royal industrial area provides the opportunity to interconnect these two places to achieve a diversified energy demand that will enable a more cost-effective energy supply and infrastructure provision.

9.21 As part of an integrated utilities strategy, OPDC and GLA will produce an Energy Strategy for the area. As more detailed development proposals emerge, this will be superseded by an Energy Masterplan for the Old Oak and Park Royal area. It is expected that this Masterplan would provide confirmation and additional guidance on:

- Heating and cooling requirements, including the potential for heat and cooling networks, energy centre

requirements and the potential for use of waste heat and other energy sources to supply district heating networks;

- Electricity infrastructure requirements, including electricity substation requirements, location, land take and the opportunity to retail electricity;
- Heat networks and their associated thermal storage and energy production plant in balancing energy demands and supply at a local distribution level: the feasibility of energy from waste will be established;
- Consideration of the ability to connect into nearby decentralised energy developments, proposed at White City and Wembley;
- Smart grids and demand side response at building (new and retrofitting existing) or aggregate level to optimise capacity investment, reduce energy demands, balance local energy supply and demand, including peak energy across the site, and reduce the need for network reinforcement;
- Existing buildings and the need to mitigate peak loads;
- The use of innovative technologies for distributed generation;
- Energy demands for electric and fuel cell vehicles and the opportunities for distributed refuelling infrastructure, i.e. chargepoints and electrolyser hydrogen refuelling stations, and their use in last mile electricity grid balancing; and

- Ensuring energy infrastructure is located to be resilient to current risks and the impacts of future climate change.

9.22 The Energy Strategy and subsequent Masterplan will be used to inform future OPDC planning policy in the Local Plan. This is particularly relevant around safeguarding sites for electricity substations, energy centres and network routes (and their installation design coordination with other linear infrastructure) and planning for heat network installation according to heat load development.

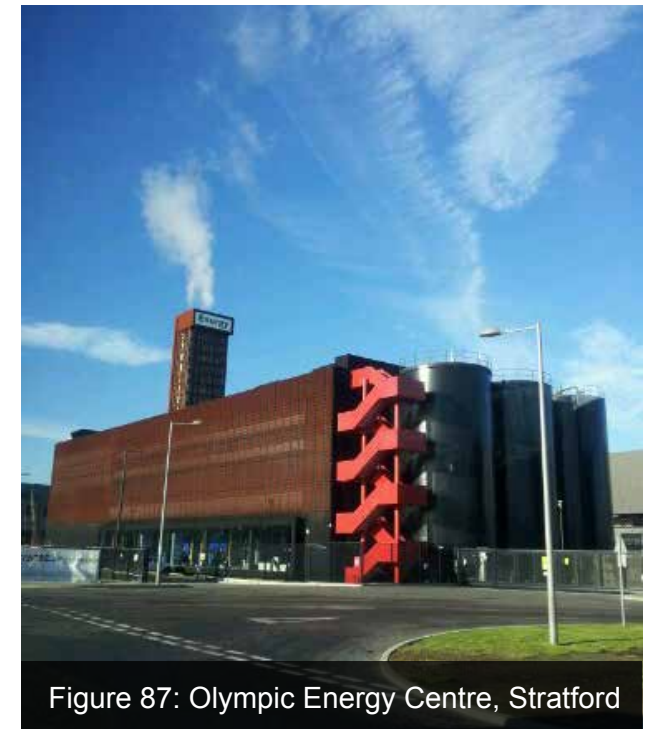


Figure 87: Olympic Energy Centre, Stratford

PRINCIPLE E5: GREEN INFRASTRUCTURE

Proposals should:

- a. Create a network of amenity spaces connected by soft landscaping and tree planting to encourage healthy, walkable neighbourhoods;
- b. Use green infrastructure to sustainably manage rainwater (see water section);
- c. Retain and enhance the value of existing ecological or nature conservation assets;
- d. Improve ecological connectivity by enhancing existing green corridors such as the canal and railway lines; and
- e. Help reduce temperatures in hot weather and intensification of the urban heat island effect through providing shading and evaporative cooling and green and brown roofs and walls.

9.23 At Old Oak there is an opportunity to ensure that the concept of green infrastructure is fully adopted and realised such that the provision of open space throughout the site is not informed solely by space standards but by the functions that a well-planned green infrastructure network can provide; in particular, the role of green infrastructure in surface water management and the opportunity to encourage 'healthy living' neighbourhoods by creating greener routes through the development.

9.24 Furthermore, the development site has existing green corridors in the form of the canal and railway embankments which have some existing ecological value

but which could be bolstered by carefully considered landscaping or habitat creation, particularly along the Grand Union Canal corridor where there is scope for increasing its biodiversity value by planting marginal vegetation and reedbeds.

9.25 Wormwood Scrubs is a major open space to the south of the development site. Whilst increased recreational use of this site is a likely consequence of the new development, Wormwood Scrubs has considerable existing ecological value which will need to be maintained, and enhanced where possible. Consequently the green infrastructure within the core development site itself should be designed to accommodate as much of the day to day recreational demand as possible.

9.26 Within Park Royal there will also be opportunities as part of development proposals to secure ecological enhancements. Development should look to connect up existing ecological areas and corridors through the provision of street greening and new open space and biodiversity corridors. These improvements would also help to enhance the environmental quality of Park Royal.

PRINCIPLE E6: LAND CONTAMINATION & REMEDIATION

Proposals should identify land that is contaminated and sources of contamination and remediate the land, in accordance with the stages outlined below.

9.27 The Old Oak and Park Royal area has been heavily used by industry and there are likely to be a number of sites with substantial land contamination. Specifically, contamination may pose risks to water resources (notably ground water) and construction activities. The OPDC, Environment Agency and local authorities will work together to address land contamination and may need to undertake further work looking into the potential land contamination context in the OPDC area to inform the Local Plan. The Local Plan and future planning applications in the OPDC would need to comply with all statutory processes for managing the decontamination of land. Statutory duties to address land contamination would remain with the individual local authorities within the Old Oak and Park Royal area. Any proposals will need to follow the below seven stage process:

1. Preliminary Risk Assessment

9.28 This assessment should comprise of a desk top study which includes details of past and present uses at the site and the surrounding area to identify any potential sources of contamination. Any pollutants associated with these sources should be

identified along with their potential related risks. It should then be determined what sensitive receptors are likely to be present at the development site such as humans, ecological receptors or building materials. Any pathway from potential on-site sources to off-site sensitive receptors should also be identified. A conceptual site model should be produced to demonstrate where any pathway connects any of these sources to the sensitive receptors.

2. Site Investigation Scheme

9.29 This Method Statement is based upon the preliminary risk assessment and should set out how the site investigation will be carried out, how the sources of pollution identified in the conceptual site model will be targeted and determine the existence of the pathway to the identified receptors.

3. Site Investigation

9.30 This investigation should be undertaken using current guidance and methods. The results of the investigation must be clearly presented, compared against recognised and approved standards and interpreted so that it is clear to see where remediation action is required.

4. Risk Assessment

9.31 The results of the site investigation should be assessed to determine the degree and nature of any contamination on the site and the risks posed by any contamination to human health, controlled waters and the wider environment. The conceptual site model should be revised

with the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages.

5. Remediation Strategy

9.32 A detailed method statement for any required remediation works identified through the risk assessment should be produced with the aim of breaking any pollutant linkages. The Strategy should support waste minimisation and maximising resource use by promoting the sustainable remediation and reuse contaminated soils.

6. Verification

9.33 A report should be produced which validates and verifies that all of the works outlined in the remediation strategy have been undertaken as agreed. This would include details such as analytical results confirming successful in-situ remediation or importation or clean topsoil cover, the proper placement of gas membranes and waste transfer tickets demonstrating a duty of care in handling any off site transfer of excavated soil.

7. On-going monitoring

9.34 If during development, contamination not previously identified is found to be present at the site, the respective Council should be immediately informed and no further development (unless agreed in writing by the Council) should be carried out until a report indicating the nature of the contamination and how it is to be dealt with is agreed in writing.



Figure 88: EMR site in Old Oak



Figure 89: West Coast Main Line looking west

10. DELIVERY STRATEGY

Development Infrastructure Funding Study

10.1 The GLA and OPDC are currently in the process of developing a Development Infrastructure Funding Study (DIFS), which will eventually sit as evidence to OPDC's Local Plan.

10.2 The DIFS is focussing on the core development area at Old Oak; however, delivery and securing infrastructure will be equally important in the Park Royal industrial estate and the GLA will be undertaking further work on delivery in Park Royal. This will look in particular at utilities infrastructure, as there are known to be problems with the current connectivity (broadband), drainage and energy networks.

The DIFS will inform the following future workstreams:

- the Local Plan produced by the proposed Old Oak and Park Royal Mayoral Development Corporation (OPDC);
- A Community Infrastructure Levy (CIL), which is a levy charged on developments to pay for infrastructure. This would be produced by the OPDC and would undergo its own statutory consultation and examination;
- A Section 106 Supplementary Planning Document (SPD), which would identify those pieces of infrastructure not been picked up through CIL and would provide further detail on types of infrastructure and funding sources; and
- Infrastructure prioritisation and delivery

strategy (Regulation 123 list). This would form part of the DIFS and CIL work and would identify the potential delivery mechanisms for infrastructure and rank infrastructure under the following categories of importance:

1. critical enabling infrastructure,
2. essential mitigation,
3. high priority; and
4. desirable.

PRINCIPLE DL1: WORKING WITH STAKEHOLDERS

Proposals must:

- a. Ensure a comprehensive approach to the regeneration of the area, development that restricts the ability to secure the comprehensive regeneration of the area will not be supported;
- b. Demonstrate joined up working between key stakeholders such as the public and private sector landowners, local authorities, statutory undertakers and infrastructure providers and adjacent landowners and developers;
- c. Optimise development and accelerate delivery of public sector assets by ensuring that public sector landowners are joined up and have an aligned strategy; and
- d. Kick start regeneration in advance of the planned Old Oak Common station in 2026;

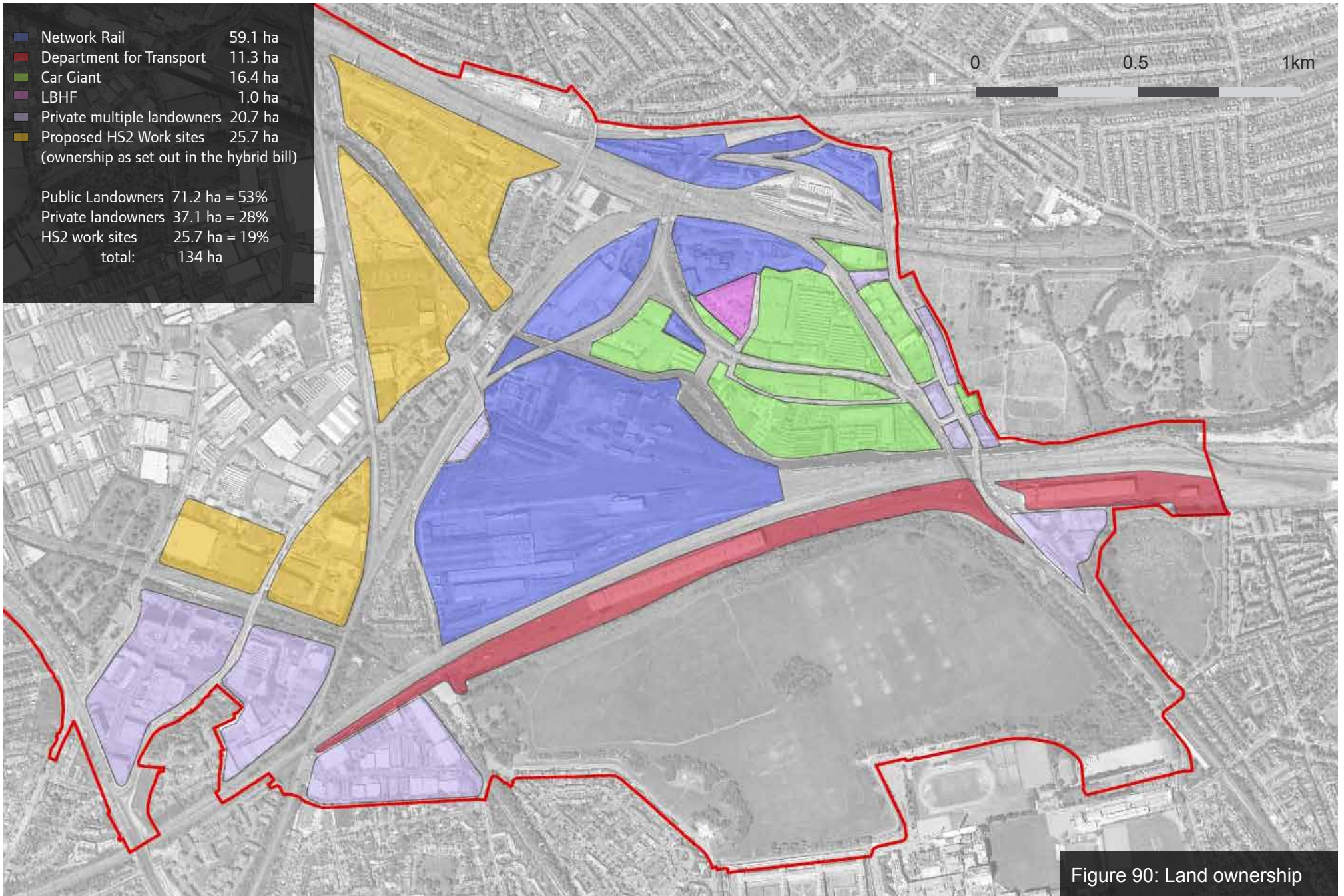
10.3 As can be seen from Figure 90, there are several landowners who own (or have a long term interest) in the majority of land in the core development area. This makes the assembly of deliverable development plots less problematic than on sites in more fragmented ownership. These large landowners include:

- Network Rail;
- Department for Transport (DfT);
- Cargiant;
- The London Borough of Hammersmith and Fulham;
- HS2 Ltd (who will be acquiring land for the construction of the Old Oak Common station.)
- TfL/Crossrail

10.4 The GLA and OPDC have started the process of engaging with landowners, developers, utility providers and other public sector bodies in order to understand their needs and aspirations and in turn how these can best fit with the Mayor's regeneration objectives for the area.

10.5 The GLA and OPDC will work with landowners and developers to ensure that infrastructure requirements for early development help secure the objectives of the wider masterplan whilst not placing an infrastructure burden that stops development from coming forward.

10.6 To ensure a comprehensive approach is taken, in accordance with this OAPF, the GLA and OPDC will encourage collaborative working



across all parties. This collaborative working is aimed at minimising the need for compulsory purchase; however, the GLA or OPDC does have the ability to use its CPO powers where it is considered necessary to secure the comprehensive regeneration of the area.

To achieve a comprehensive approach, landowners will need to demonstrate how:

- their proposals fit within this planning framework and do not prejudice future development on adjacent sites;
- proposals are being phased to fit with other stakeholders' aspirations; and
- consideration has been given to the provision of on-site infrastructure in relation to the overarching planning framework.

10.7 72% of freehold land ownership within the core development area is within public sector ownership. Early estimates show that this public sector land could accommodate 10,500 homes and 46,000 jobs. This would generate substantial capital receipts to the public sector as well as long term revenue receipts in the form of council tax, business rates, income tax, corporation tax and stamp duty.

10.8 The GLA is working with public sector landowners such as Network Rail, the Department for Transport, TfL and the London Borough of Hammersmith and

Fulham to realise optimal value for their assets and secure substantial benefits for the Opportunity Area. Joined up public sector working will be particularly instrumental in securing the timely development of public sector owned land in the area.

10.9 Old Oak Common station is currently programmed to open in 2026. This will undoubtedly transform the area, giving Old Oak unparalleled local, regional and national transport connections. However, the GLA and OPDC are keen to ensure that, where feasible, development in the surrounding area is brought forward in advance of the opening of Old Oak Common station. This could include the potential for small or large-scale catalyst uses such as sports, leisure, recreational, arts, cultural education and health related uses. Early development proposals will need to demonstrate how they fit with and support the long term delivery of the wider masterplan.

Indicative phasing

10.10 Figure 91 provides an indicative phasing plan for development in the Old Oak Common Opportunity Area. Phasing is split between pre and post 2026, when the planned Old Oak Common station is due to open. Given the length of time over which this project could be delivered it is anticipated that the exact phasing would vary and what is set out represents a pragmatic and potentially deliverable programme based on a number of assumptions made at the time of writing this planning framework.

10.11 Given the size of the Opportunity Area and the predicted numbers of homes and jobs, it is unlikely that all sites identified as being pre-2026 would be fully built out within that period. However, the opportunity for those sites identified as pre-2026 is that they could be developed without being overly reliant on the opening of Old Oak Common station and so should not be sterilised for development during the station's construction.

Pre 2026

10.12 Development pre-2026 is most likely to start on land to the north of the Grand Union Canal, around North Acton, along Scrubs Lane and on the Oakland's site.

10.13 At North Acton development has already started, with the Berkeley Homes and Costume Store and other student

- pre 2026
- post 2026
- 1: Willesden Junction
- 2: Powerday
- 3: EMR
- 4: LBHF Triangle
- 5: Car Giant North
- 6: Scrubs Lane West
- 7: Oaklands House
- 8: Crossrail Depot+Sidings
- 9: Car Giant South
- 10: Scrubs Lane East
- 11: Sword and shield site
- 12: Station site
- 13: IEP Depot
- 14: North Pole East
- 15: Mitre Bridge
- 16: North Acton Station
- 17: Portal Way
- 18: Perfume Factory
- 19: Island Site
- 20: Brunel Road
- 21: HS2 work site
- 22: HS2 work site



Figure 91: Development phasing

0 0.5 1km

housing schemes already occupied. This high pace of regeneration and renewal at North Acton is anticipated to continue with opportunities for growth in the immediate vicinity of North Acton station, as well as to the south on the Holbrook House, Perfume Factory and Portal Way sites.

10.14 To the north of the Grand Union Canal, on the Oakland's House site and along Scrubs Lane, there is potential for the early delivery of new homes and jobs. This would require a series of infrastructure upgrades as set out elsewhere in this planning framework including new and improved road, bridge and pedestrian/cycle connections into the surrounding area and onto the canal, and an improved Willesden Junction station, addressing decontamination issues, new utility infrastructure, mitigation of environmental concerns, and provision of sufficient social infrastructure and addressing the policy guidance set out in this planning framework and in the London Plan.

10.15 Pre-2026 these sites could support delivery of approximately 9,000 homes and 9,000 jobs. The GLA and OPDC would also encourage small and / or large-scale catalysts for early regeneration, such as education establishments, a sports stadium, a sports and leisure complex, health, arts and cultural centres, aligned with improvements in the key infrastructure and better connections. These uses should

contribute to and not reduce delivery of homes and jobs across Old Oak.

Post 2026

10.16 The opening of Old Oak Common station in 2026 will act as a huge catalyst to kick start the regeneration of the land to the south of the Grand Union Canal. Land to the south of the canal and on HS2 work sites would include a significant proportion of the new commercial space proposed for the area. This represents a shift in land use strategy from a focus on housing delivery pre-2026 to a focus on commercial space delivery post-2026. This strategy reflects the fantastic public transport accessibility that would bring Old Oak within just 10 minutes of Central London and Heathrow and 38 minutes of Birmingham.

10.16 Within the core development area development post-2026 will include the land to the south of the canal and also the remaining homes and jobs on other sites that have not yet been completed. The overall quantum of post-2026 development is approximately 15,000 homes and 46,000 jobs.

10.17 In addition to the figures in the paragraph above, there are two large HS2 work sites located on the western side of Old Oak Lane immediately south of the West Coast Main Line. These sites will be cleared and ready for redevelopment post 2026. This land will be protected

as Strategic Industrial Location (SIL). However, as and when this land becomes available once it is no longer required by HS2, there may be the opportunity to encourage its use as a mixture of SIL appropriate uses including Preferred Industrial Location towards the eastern end of the land and Industrial Business Park uses closer to and along Old Oak Lane. Industrial Business Park SIL uses could provide higher density employment space and could help create a buffer between the mixed use redevelopment of Old Oak and the SIL uses of Park Royal. There may also be opportunities to link this to the growth aspirations expressed by Imperial College to provide more scale-up space for their growing businesses from their White City campus.

10.18 In addition to the above listed HS2 work sites there are also other HS2 work sites around the HS2 station and on the Shield site. The future redevelopment of these sites, once no longer required by HS2, should come forward in line with the principles set out in the Old Oak South section of this planning framework.

10.19 The Crossrail depot and sidings are located immediately north of the Old Oak Common station and their full or partial relocation to an alternative site is needed to enable the redevelopment of this land. The Mayor considers it critical to relocate all or parts of the depot and sidings in the

2020's so that development can proceed upon the opening of the proposed Old Oak Common HS2, National Rail and Crossrail stations and to unlock the comprehensive regeneration of the Old Oak area. Work is currently underway by TfL to look at the feasibility of reconfiguring the depot and sidings or fully or partially relocating them to alternative locations. Although there are significant costs associated with relocation of the depot, it is an important site in helping to increase development value across the wider Old Oak Common Opportunity area as well as improving connectivity and permeability.

10.20 To the south of the Old Oak Common station, the GLA, OPDC and TfL are in discussions with the Department for Transport (DfT) regarding the potential relocation of the IEP depot to elsewhere on the Great Western Main Line in the future. The longer term relocation of this existing use could release this site for new homes and jobs.

10.21 The Mayor has identified the opportunity to relocate and/or reconfigure this rail site to enable development of this land in the future. The development of this site would provide much needed new homes and jobs. It would also enable delivery of a new access from Wormwood Scrubs through the future HS2, Crossrail and National Rail stations for residents, workers and visitors. As with the Crossrail depot and

sidings, there are likely to be significant costs and challenges associated with relocating and/or reconfiguring this land to enable its redevelopment. The depot is currently operational and has a lease which runs until 2038 with an opportunity for this to be extended until 2045. The GLA recognises that this depot will be complex to bring forward. Further discussions with the Department for Transport (DfT) are needed to progress this. .

10.22 The indicative phasing set out in the table below will be subject to further work as part of OPDC's Local Plan. The Local Plan will set out a 20 year housing supply and will be informed by a Strategic Housing Land Availability Assessment (SHLAA) and a Strategic Housing Market Assessment (SHMA).

Phase	Approximate years	Housing	Jobs
Pre-2026	2016-26	9,000	9,000
Post-2026	2026+	15,000	46,000
Total	35 years	24,000	55,000

PRINCIPLE DL2: INFRASTRUCTURE

Proposals should provide the necessary infrastructure to support the needs of development.

10.23 Developers will be expected to make a reasonable return from development. However, developers would need to do so within the parameters established by the Development Plan including the Mayor's London Plan and Local Plans. This would include making appropriate contributions to the delivery of supporting infrastructure and affordable housing.

10.24 The GLA has commissioned a Development Infrastructure Funding Study (DIFS) for the Old Oak and Park Royal area, which is looking at the viability of development and the amount and type of infrastructure necessary to support the delivery of 24,000 homes and 55,000 jobs in Old Oak and 1,500 homes and 10,000 jobs in Park Royal. A summary of the types of infrastructure considered necessary and the timing of its delivery are provided in the proceeding sections of this planning framework.

10.25 Figure 92 shows some of the key infrastructure fixes and principles within the Old Oak and Park Royal area. The fixes are those pieces of infrastructure whose broad location is reasonably settled and that is unlikely to dramatically change through

further iterations; however, as more detailed design progresses for these and we build a better understanding of what is possible, then the exact location form and function of these pieces of infrastructure may change. The principles are pieces of infrastructure, whose location is broadly known, but for which there is likely to be more flex in terms of location and design. Neither the fixes nor the principles preclude newer or more innovative solutions from being proposed. Such proposals would need to be carefully considered to ensure that they continue to deliver the aspirations of this planning framework.

10.26 To enable delivery of infrastructure considered necessary to unlock the comprehensive regeneration of the area, there may be a need in the future for OPDC and/or the GLA to use its CPO powers.

Transport Infrastructure

10.27 Figures 92 and 93 show indicative locations for the key transport infrastructure enhancements identified within the Old Oak and the wider area. This infrastructure is necessary to unlock land and provide access to development sites; however it is recognised that alternative infrastructure options could be delivered to meet evolving need. As identified in the transport chapter, the provision of appropriate transport infrastructure will be critical to realising the development potential at Old Oak. Without the transport infrastructure identified in Figure 92, little development at Old Oak

may not be able to occur. The delivery of infrastructure has been split between pre and post 2026.

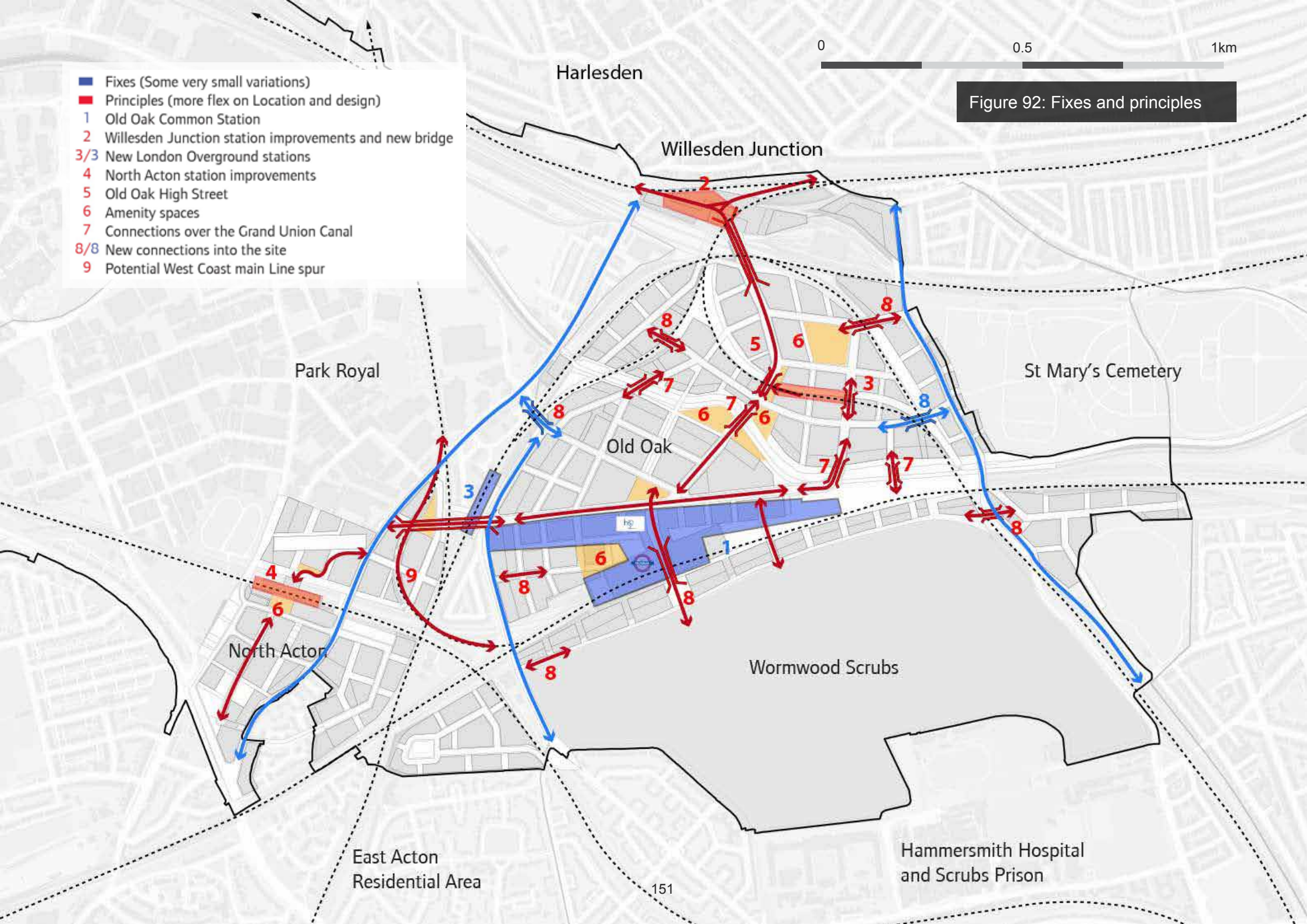
10.28 Some of these infrastructure items may be funded by Government, some by other public sector bodies, some form part of the GLA and/or other public bodies' petitions on the HS2 Bill, and some will form part of existing Network Rail / TfL capital programmes. However, a substantial proportion of transport infrastructure is assumed to be funded through forms of development value capture – either through a Community Infrastructure Levy (CIL), Section 106 or Section 278 planning contributions. This could also potentially be funded through the use of Tax Increment Funding (TIF) as was used to fund delivery of the Northern Line Extension at Vauxhall Nine Elms Battersea (VNEB); however, agreeing such an approach will require on-going discussion with central Government.

Pre 2026

10.29 Land to the north of the Grand Union Canal has a particularly important role to play in kick starting the regeneration of the wider area. It has the potential for early delivery of new homes, infrastructure and potentially a mix of small to large-scale catalyst uses such as new educational facilities, a sports stadium, a sports complex, health, arts, leisure and/or cultural uses, which could act as a catalyst for the regeneration of the area and focus for the early phases of development.

Figure 92: Fixes and principles

- Fixes (Some very small variations)
- Principles (more flex on Location and design)
- 1 Old Oak Common Station
- 2 Willesden Junction station improvements and new bridge
- 3/3 New London Overground stations
- 4 North Acton station improvements
- 5 Old Oak High Street
- 6 Amenity spaces
- 7 Connections over the Grand Union Canal
- 8/8 New connections into the site
- 9 Potential West Coast main Line spur



Land currently occupied by Cargiant and European Metal Recycling (EMR) could be brought forward for redevelopment in advance of delivery of High Speed 2 (in 2026). In addition development along Scrubs Lane and at North Acton could also be supported. The full delivery of these sites would require provision, facilitating provision, and/or contributing towards:

10.30 Improved connections to Willesden Junction station to the north, including:

- delivery of a new bridge over the West Coast Mainline (accessible and inclusive pedestrian and cycle as a minimum) linking Old Oak North to Willesden Junction station (1); and
- Improvements to Willesden Junction station to improve its capacity and accessibility and improved connections from the station area on into Harlesden Town Centre via both Harrow Road and Old Oak Lane (2).

10.31 Improved East-west connectivity:

- A new bridge connection over the Grand Union Canal, following a route through the Oakland's House site (3);
- Providing a new vehicular connection over/ under the rail line to the north of the existing Hythe Road entrance to provide a second connection from these sites to Scrubs Lane (4); and
- Improving the Hythe Road entrance/exit (5).

10.32 the comprehensive regeneration of the wider area in particular through:

- Delivery of a new eastern bridge over the canal from Hythe Road into the Old Oak Common station site (6);
- Public realm and capacity enhancements on existing highways such as Scrubs Lane and Old Oak Lane (7); and
- Delivery of the Hythe Road London Overground station on the West London Line (8)

10.33 To the south of the canal, substantial transport improvements will be made to Old Oak Common Lane and Victoria Road (9) in association with providing access to the west of Old Oak Common station. A new London Overground station to the west of Old Oak Common Lane (10) would be required to provide interchange between the North London Line and HS2/Crossrail, including a direct link underneath these rail lines and across the Shield site to allow this connection between North Acton and Old Oak. Improvements to North Acton station (11) to provide increased capacity and improved access will be necessary to cater for the increased demand resulting from development. There may also be a need to improve the existing gyratory at North Acton, and work on this is currently being progressed by Ealing Council with OPDC and TfL. Development on the Oakland's House site would require a new access road off of Old Oak Common Lane (12). A potential Crossrail spur to the West Coast Main Line may also be provided pre 2026 (13), providing Crossrail services to locations such as Harrow and Wealdstone, Watford and Tring.

Post 2026

10.34 Once Old Oak Common station has been completed and is operational, the focus for development is anticipated to shift to the south of the Grand Union Canal and on to the HS2 work sites. The relocation of the Crossrail depot and sidings would make it possible to create additional connections over the Grand Union Canal, including the completion of Old Oak High Street (14). On the IEP depot, development will provide opportunities to create a new access to Wormwood Scrubs (15), through the Old Oak Common station. Redevelopment would provide the possibility for improved east-west connectivity through the creation of a new street linking Old Oak Common Lane to Scrubs Lane (16). Development to the east of Scrubs Lane may also provide opportunities for connections further to the east (17) to the Kensal Canalside Opportunity Area and beyond to Ladbroke Grove.

10.35 To the west, development on the Shield site would provide opportunities to deliver a connection from the new station on the North London Line to Victoria Road (18) and on to North Acton station. This could include the potential for a new entrance to North Acton station to its north (19).

10.36 To the north of the Grand Union Canal, infrastructure provision post 2026 is likely to be related to providing additional connections either over or under the West London Line and North London

Figure 93: Early indication of transport infrastructure pre and post 2026

0 0.5 1km

- Infrastructure pre 2026
- Infrastructure post 2026
- Land developable pre 2026
- Land developable post 2026
- Station

Willesden Junction

Park Royal

St Mary's Cemetery

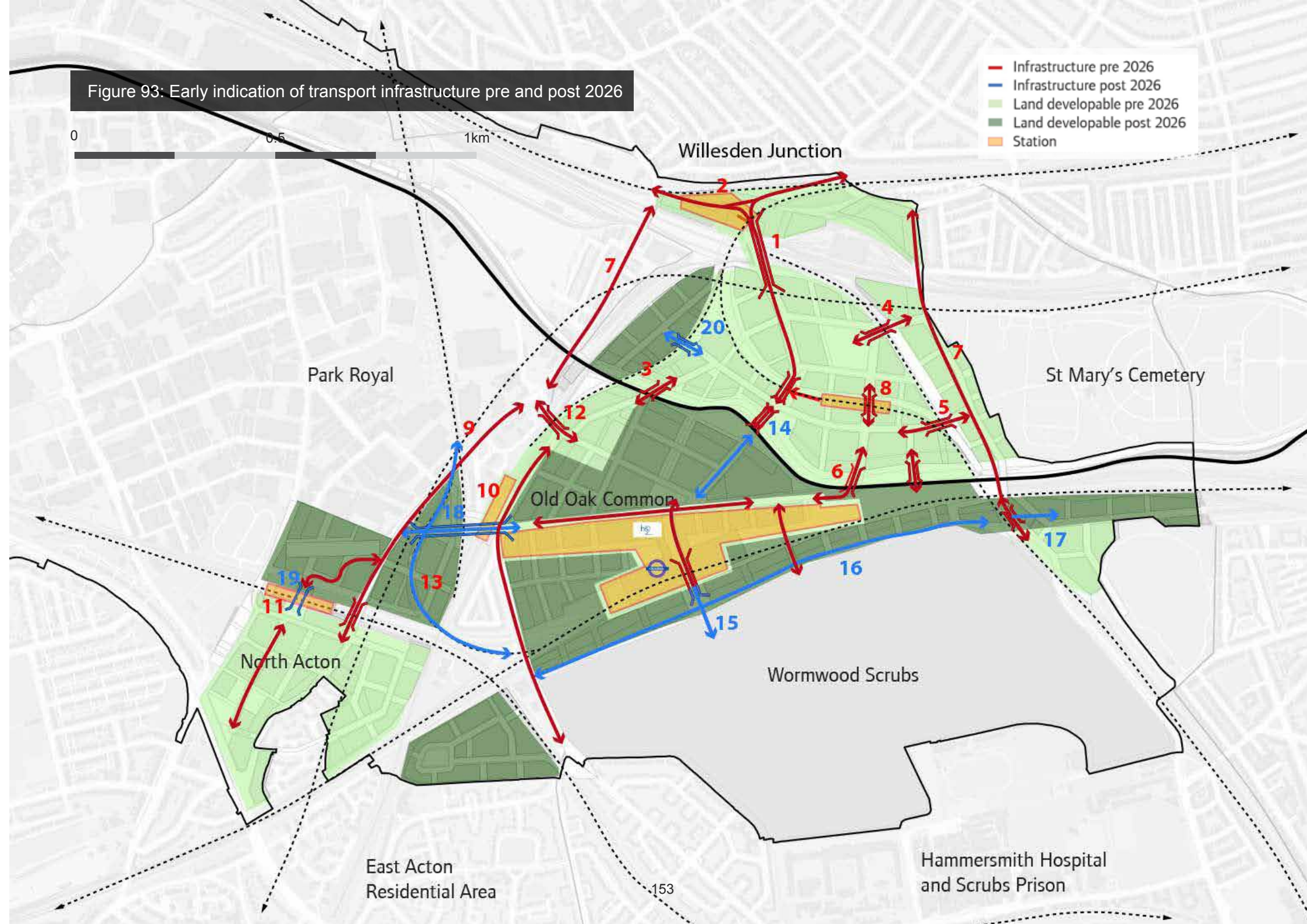
Old Oak Common

North Acton

Wormwood Scrubs

East Acton Residential Area

Hammersmith Hospital and Scrubs Prison



Line tracks, particularly to development on the Powerday waste site, which would require improved highway access (20). Connections would also help improve access between Willesden Junction, the canal and Old Oak Common station.

Social Infrastructure

10.37 Figure 94 shows indicative locations for social infrastructure provision within the Old Oak area. Locations of social infrastructure are only indicative at this stage as the exact locations will be dependent on further masterplanning work by developers, further consideration of development phasing and further discussions with social infrastructure providers.

10.38 The amount of social infrastructure required will be contingent on the new resident and worker population in the Old Oak area. Below are early outputs from the Development Infrastructure Funding Study (DIFS) indicating of the amount of social infrastructure that would be necessary to support the London Plan homes and jobs targets. These figures are likely to change as further modelling work as part of the DIFS is undertaken.

Education

10.39 Off-site provision:

- A one form entry expansion of an existing primary school; and
- A two form expansion of an existing secondary school

On-site provision:

- 3x2 form primary schools; and
- An all through (3-19 years) 4 form school

10.40 In the early phases, the focus would be on expanding existing school capacity rather than building on-site provision. Any existing school expansion would be dependent on further work to identify the ability of any premises to expand coupled with the ability of children living in the development to easily access the school – especially in the case of the primary school expansion, where school runs require greater parental supervision. Further work will be necessary to understand the timing of and potential locations for the all-through school as this will be a substantial facility, which is likely to require the acquisition of land. Potential funding mechanisms for its delivery will be considered.

Health – Primary and Community Care

10.41 Development at Old Oak is anticipated to give rise to the need for 30 GPs, which could be accommodated in a number of “hubs” that may also be collocated with other public services and private businesses. Currently modelling suggests that approximately 1,200 sqm of GP space would be required within each hub. There will also be provision for dentists, pharmacists and opticians. OPDC will be working with the Clinical Commissioning Groups (CCGs), Directors of Public Health from each of the local boroughs, local Health and Wellbeing

Boards, NHS England, the GLA Health Team and Public Health England to ensure that:

- the new health provision contributes to local Health and Wellbeing Strategies;
- that health infrastructure provision has been informed by local people, key stakeholders and commissioners of the services; and
- dialogue will be undertaken with the local boroughs and CCGs about how Social Care facilities and how they might be developed to complement and ensure that there are adequate health and social care facilities for the new population with the area.

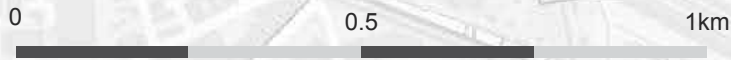
Emergency Services

10.42 Development at Old Oak has been identified as being likely to give rise to the following emergency service infrastructure:

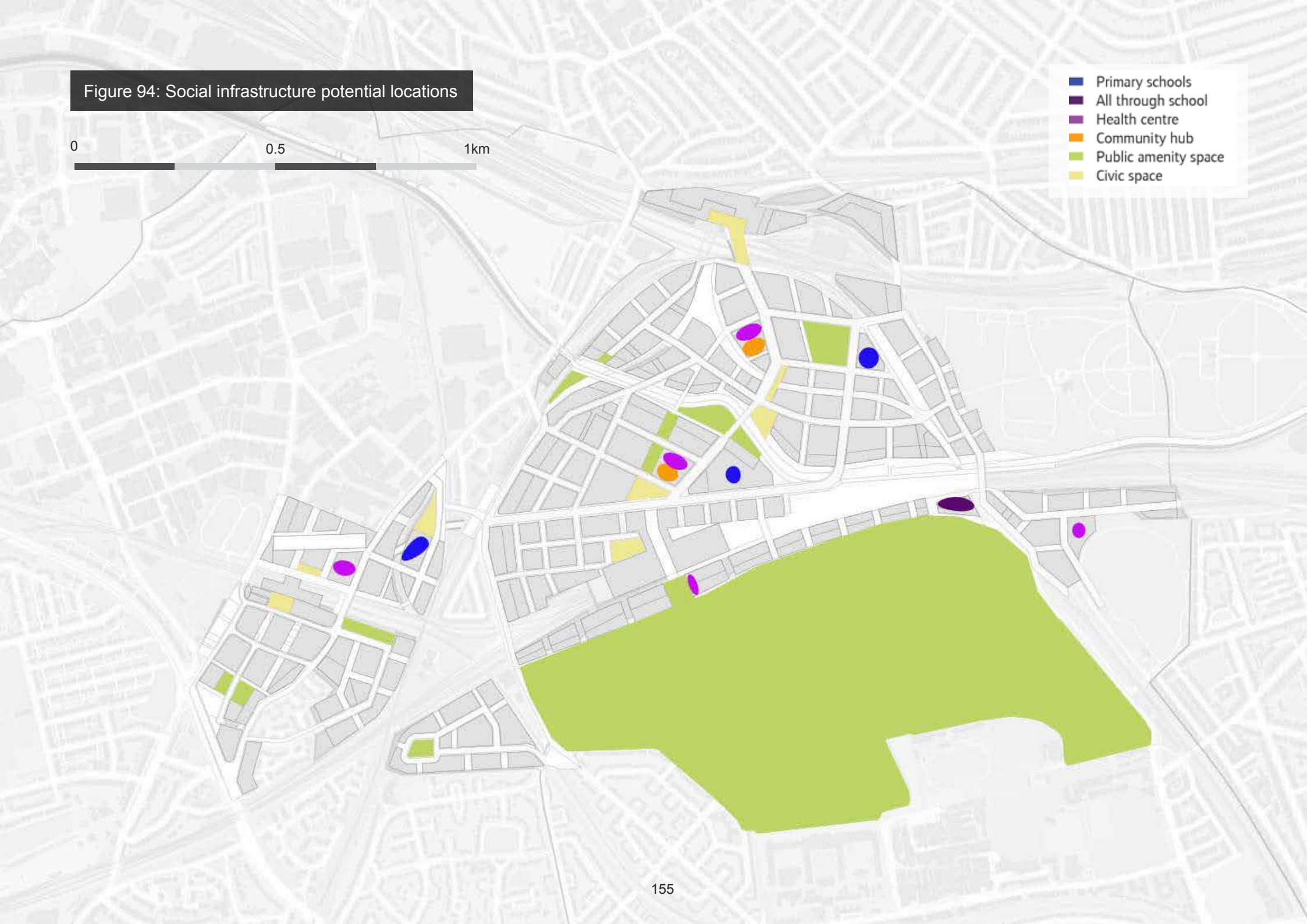
- Two extensions to existing police facilities (each of 425sqm);
- An on-site contact point/police shop;
- A 25sqm CCTV monitoring suite;
- Intensification (1,500sqm) of Park Royal Fire Station; and
- Provision of additional capacity at existing ambulance stations;

10.43 Further discussions would be necessary with the emergency service providers and councils to agree any emergency service infrastructure provision and further consideration would need to be given to the emergency service providers' service delivery plans.

Figure 94: Social infrastructure potential locations



- Primary schools
- All through school
- Health centre
- Community hub
- Public amenity space
- Civic space



Community and Sports Facilities

10.44 Development is anticipated to give rise to the need for two community hubs of 2,600sqm, which could be co-located with other services such as GPs, police, cultural facilities and primary schools. One or both of these facilities could be anchored by a library and could provide a variety of other services, including affordable office, training and meeting space, adult learning and training space, halls for hire and a crèche. Provision of places of worship within the Opportunity Area would also be encouraged as part of development proposals, which could be collocated with community facilities. Affordable sports provision will be secured through CIL or S106 agreements.

Open Space and Play Space

10.45 Figure 95 also illustrates the indicative open space network identified in the OAPF indicative masterplan (see page 37). These are:

- Sensitive enhancements to Wormwood Scrubs;
- Enhancements to Grand Union Park;
- Improvements to existing towpath so the South of the Grand Union Canal;
- New towpath to the north of the Grand Union Canal;
- New open space to north of Grand Union Canal;
- Civic square near to rail stations; and
- 'Green grid' network of open spaces.

10.46 Play space will also be required. For under 5s, this is likely to be provided within development plots, whereas for older children, formal and informal play will be secured within public open spaces.

Economic Infrastructure

10.47 Figure 95 shows the Index of Multiple Deprivation for the area surrounding the Old Oak area. Within the immediate vicinity of Old Oak there are a substantial number of Super Output Areas (SOAs) classed as being within the top 10% deprived nationally and a significant number of SOAs within the top 20%. The levels of deprivation become even more pronounced when looking specifically at income deprivation, with a greater proportion of SOAs in the 10% and 20% most deprived. Over 9% of residents in Harlesden, over 7% of residents in Stonebridge and over 5% of people in the College Park and Old Oak were claiming Job Seekers Allowance in May 2014, compared to a national average of 2.4%.

10.48 The regeneration of Old Oak will provide opportunities for employment for local people, both in the end state when development is complete but also during the construction phase.

10.49 It is important that strategies are put in place to ensure that local residents and businesses benefit from this construction

boom, in addition to putting in place measures that provide opportunities for nearby residents to secure post-construction employment.

10.50 In order to achieve this, the Mayor will:

- Require developers to put in place procedures to ensure small and medium sized local enterprises (local SMEs) have access to tender opportunities for the procurement of goods and services generated by the development both during and after construction;
- Negotiate as part of planning obligations from major developments:
 - support and funding of Workplace Coordinators working within the developers' project team to ensure that local people benefit from employment opportunities throughout the development;
 - the provision of a recruitment & employability Construction Training Centre before and during construction; and
 - the provision of a post construction standalone Recruitment and Job Shop in a focal point of the development.
- Set planning policy requirements for local apprenticeships and training as part of construction and post construction works

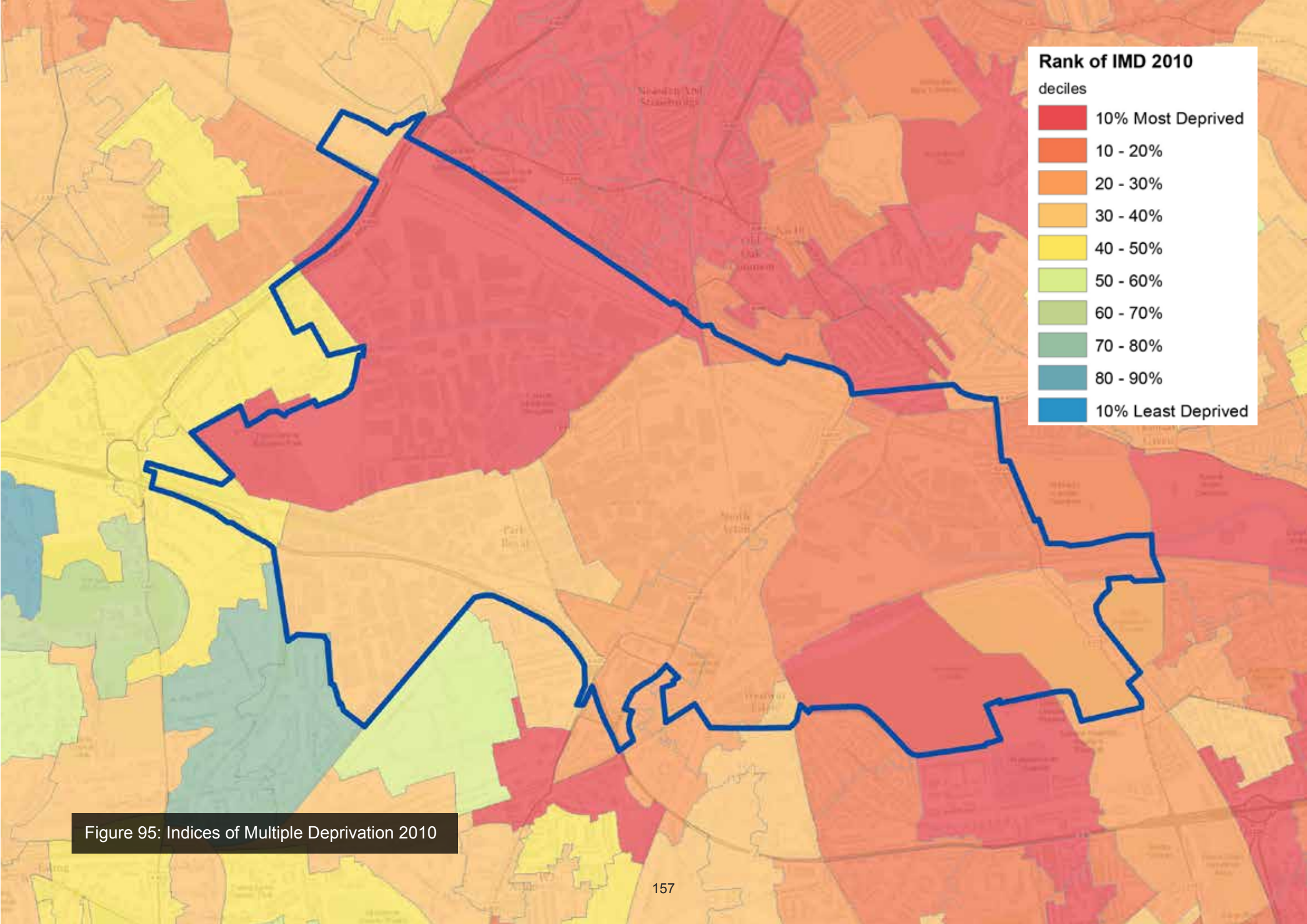


Figure 95: Indices of Multiple Deprivation 2010

Utilities Infrastructure

10.51 Figure 96 provides indicative utilities infrastructure network gas and electricity in Old Oak and Figure 85 on page 133 provides an indicative utilities network for foul and surface water sewerage. The GLA with OPDC will be seeking to deliver a Construction Programme in 2016 with providers. Existing networks in Park Royal may also require enhancement, which would be investigated further as part of a future Local Plan developed by the proposed OPDC. OPDC has established a utilities panel guide the development of a SMART and integrated Utilities strategy. This work would identify the proposed approach, targets, capacity and existing assets in the area and set a proposal for how to deliver it.

10.52 The GLA plans to undertake more detailed modelling of potable water and foul and surface water sewerage supply and demand with Thames Water, who is responsible for water infrastructure and distribution networks. Given the number of homes and jobs predicted at Old Oak, the provision of substantial new potable water infrastructure is anticipated. Demand on the foul and surface water sewerage network can be dramatically reduced by sustainably managing surface water drainage flows. The GLA will require developers to utilise Sustainable Urban Drainage Systems (SUDS) and consider the phasing of SUDS to minimise run off (see guidance for water in the Environment Chapter). Only once all other sustainable drainage options have been considered will connection to the

surface water network and finally combined network be considered.

10.50 National Grid own and operate gas distribution. The Old Oak area is currently served by a low pressure gas network. There are also a number of medium pressure gas mains in the vicinity of the Old Oak area. Development at Old Oak will require an expansion of the medium pressure gas mains infrastructure and reinforcement of the existing mains where any connection is made. Low pressure mains will also be required to serve individual buildings, which would usually be provided under new roads and footpaths.

10.53 The local electricity distribution network in the Old Oak area is owned and operated by UK Power Networks (UKPN). The network is composed entirely of underground cables, the majority of which were installed between the late 1930s and 1960. Development in the Old Oak area will require an upgrade in the network, including a new main substation to serve the development. Substations are not ideal neighbours from an aesthetic or public perception perspective and so that the location of the substation would need to be carefully planned.

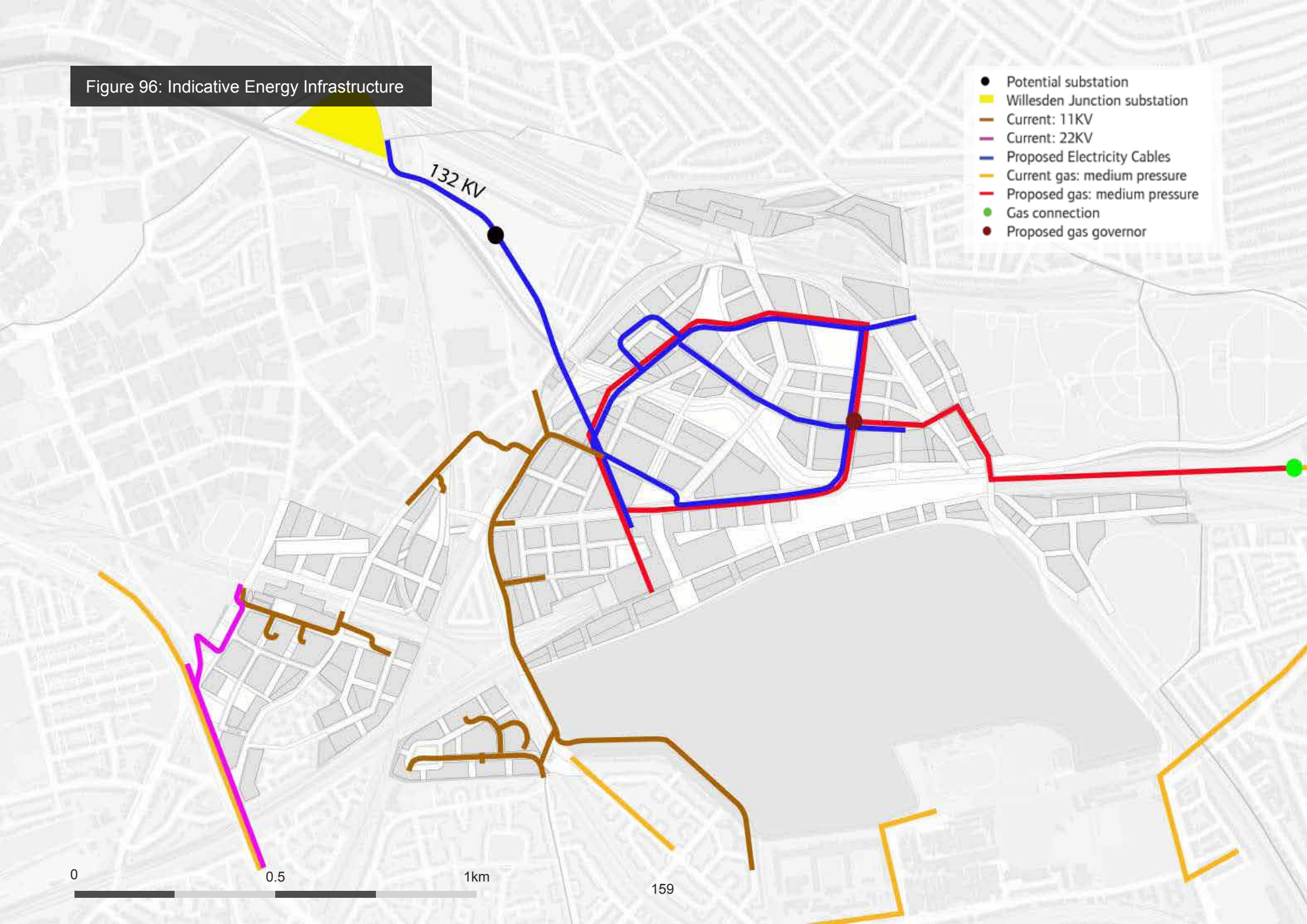
10.54 An energy strategy will be developed over the coming months, which will inform the development of an energy masterplan as detailed on in the Environment Chapter. This will set out the extent of the energy infrastructure to be implemented in the area and look at potential overlap with electricity network development (e.g. co-

location of energy centre and substations and sharing of pipe and cable routes). The Plan forms the basis of the system to be developed in detail at the delivery stage.

10.55 District heating/cooling networks should also be installed at Old Oak, in accordance with the London Plan. Estimated costs of installation of heat networks and the associated infrastructure can range from £5,000 to £10,000 per dwelling depending on development density. Based on the figure of £7,500 per unit the network would cost around £180 million. However, heat networks create an income as a result of energy demand. It is estimated that 24,000 homes would generate an income of approximately £12,000,000 per annum, making it an attractive proposition to energy suppliers and investors.

10.56 Telecommunications networks are provided by a range of operators including BskyB, BT, Colt, Instalcom, Verizon, Virgin Media, Cable & Wireless and Vodafone. Networks usually fall within the existing public highway network and there is a major telecommunications mast operated by Cable & Wireless adjacent to the Powerday waste recycling site to the north of the Opportunity Area. The area is served by three exchanges: Acton to the south-west, Harlesden to the north-west and Kensal Green to the east. New superfast broadband will need to be provided to the Old Oak area from these three exchanges. Further to the west in the Park Royal Industrial Estate, there are shortcomings with broadband that will also need to be addressed (see the Park Royal Chapter).

Figure 96: Indicative Energy Infrastructure



- Potential substation
- Willesden Junction substation
- Current: 11KV
- Current: 22KV
- Proposed Electricity Cables
- Current gas: medium pressure
- Proposed gas: medium pressure
- Gas connection
- Proposed gas governor

0 0.5 1km

PRINCIPLE DL3: Smart Old Oak & Park Royal

Proposals should contribute to the advancement of a Smart Old Oak & Park Royal by integrating innovative technologies, services and open data sharing arrangements into new development by:

- a. Undertaking a baseline study mapping out existing utilities and Information and Communications Technology (ICT) system resources across the development and neighbouring areas. This would identify those resources with the greatest potential for reuse, identify gaps and provide the foundation for a strategy to fill them; and
- b. Supporting the delivery of the OPDC's SMART Strategy, setting out how best practice technologies, services and open data will be designed in to schemes and/or safeguarded for future implementation as new technologies, services and use cases develop.

Smart London

10.57 Smart London is a Londonwide priority which promotes London being at the vanguard of innovative technology, services and uses of city data to drive efficiency, interoperability, collaboration, sustainability, economic growth and quality of life. A smarter Old Oak and Park Royal will function more efficiently and will provide a better quality of life for Londoners.

10.58 The scale of development at Old Oak and Park Royal offers an exemplary opportunity to be a demonstrator for technology and explore how smart processes can be scaled up to create a 'smarter' London experience for all. Specifically, the significant level of new transport infrastructure generates a great potential for Old Oak and Park Royal to act as a demonstrator for the implementation and trialling of smart transport technology. The GLA will engage with developers, infrastructure providers and London's technology sector in bringing forward ambitious and innovative proposals including digital asset mapping and utilities modelling.

10.59 Smart solutions, in their broadest sense, should be identified at an early stage and then designed and built in a way that facilitates the area's progress towards becoming smarter.

10.60 Masterplans and site briefs should engage with the OPDC's emerging Smart Advisory Group and provide in-depth measures and solutions for increasing smart innovations and capabilities within developments and infrastructure projects. The developer should use procurement processes to support innovative business that could enhance smart functionality. When the developer contracts out services related to the management of a development or infrastructure, the

contracts should be set up to enable additional functionality to be added later at a fair and transparent cost.

10.61 OPDC is developing its own Smart Strategy to ensure smart processes and contemporary technology can shape, and continue to inform, the development of Old Oak and regeneration of Park Royal.

Smarter Examples

10.62 There are numerous examples illustrating how data, technologies and services are being used to enhance the lives of Londoners, create new businesses and answer city problems:

- London Datastore (<http://data.london.gov.uk/>) is a data sharing website, allowing for the free flow of data between stakeholders;
- GLA population projections visualisation tool (<http://data.london.gov.uk/case-studies/population-projections/>) is the creation of an interactive tool to view population projections allowing users to more readily understand current and future population trends across London. It allows users to look at how largescale developments are projected to drive population growth in the local areas.
- Whereabouts London (<http://whereaboutslondon.org/>) is an ongoing experiment in how open data can be used to help cities and citizens see their environment in a new light. By blending

235 types of data we're beginning to investigate what London could look like if we drew London's boundaries afresh, grouping neighbourhoods based on how we live, not where we live. Reimagining neighbourhoods in this way could help local authorities to commission shared services, or design and procure shared infrastructure more effectively across existing administrative boundaries.

- Access to high-speed broadband (<http://data.london.gov.uk/case-studies/broadband/>) and the internet is now considered the fourth utility and if we are to remain competitive in the global economy and bolster our reputation as the greatest city on earth we need to ensure every Londoner is able to access the very best digital connectivity. Whilst London leads Europe in much of its broadband connectivity there are still concerns – slow and unreliable broadband is a common complaint from some high-tech businesses in the capital – and the Mayor's Office believe a shift from basic broadband to superfast could boost London's economy by around £4bn by 2024.
- London Output Area Classification (LOAC) (<http://data.london.gov.uk/case-studies/London-output-area-classification/>) uses a combination of over 60 Census variables to
- classify every single small area in London within demographical groups.
- The CELSIUS (<http://celsiuscity.eu/>) scheme will demonstrate how London's

smart heat and power networks can operate in the future.

- Building Information Modelling (BIM) – a computer model that maps out buildings and infrastructure so that others can understand how it functions and how their projects can connect into infrastructure. This helps to stop the often uncoordinated approach to laying utilities where by each statutory undertaker lays pipes and cables, which ultimately ends up with roads being dug up and re-laid multiple times during occupation.

10.63 Figure 97 shows utilities modelling undertaken in association with Crossrail's construction plans at Liverpool Street. There is an aspiration to undertake a similar exercise of utilities modelling at Old Oak

and Park Royal in order to better understand existing utilities infrastructure and explore opportunities for more efficient infrastructure provision.

Clean Tech

10.64 London's green economy generates approximately £28 billion a year to the capital's economy, with 9,000 businesses employing over 160,000 people. The sector is predicated to continue growing at a rapid rate in excess of 6% per annum. There are significant opportunities for the green economy to play an important role in the Old Oak and Park Royal area, with opportunities for clean tech now in the Park Royal Industrial Estate, soon in Imperial at White City and in the future in the Old Oak area.

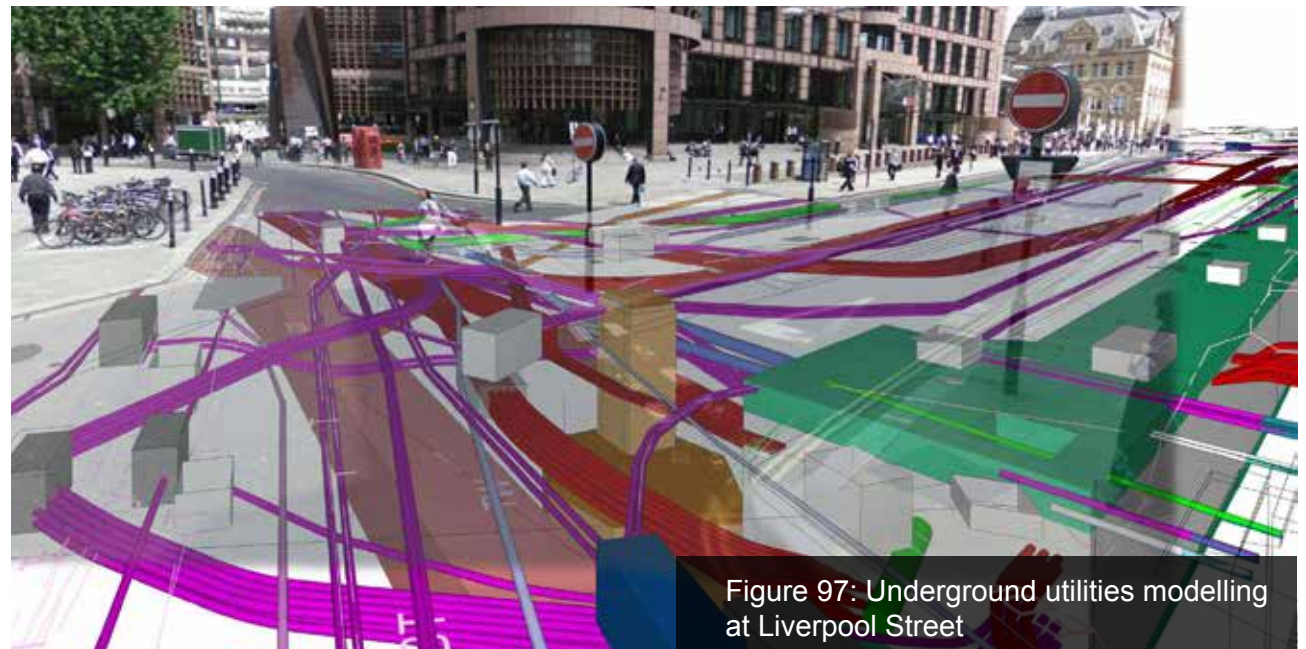


Figure 97: Underground utilities modelling at Liverpool Street



Figure 98: Willesden Junction station overlooking Old Oak

GLOSSARY

Glossary	
Active frontages	<p>Making frontages 'active' adds interest, life and vitality to the public realm. This means:</p> <ul style="list-style-type: none"> • frequent doors and windows, with few blank walls; • narrow frontage buildings, giving vertical rhythm to the street scene; • articulation of facades, with projections such as bays and porches incorporated, providing a welcoming feeling; and, on occasion, • lively internal uses visible from the outside, or spilling onto the street.
Amenity spaces/assets	Different types of open space, usually found in residential areas. It includes recreational play areas and parks.
Community engagement	The process by which organisations and individuals within the community build ongoing relationships for the purpose of benefitting the local community
Development Plan Documents (DPDs)	Planning policy documents which make up the Local Plan. They guide development within a local planning authority area by setting out the detailed planning policies, which are used in determining planning applications.
Green Cross	The primary movement network for Old Oak and Park Royal that is centred on Old Oak High Street (linking Harlesden town centre in the north to Wormwood Scrubs, East Acton and White City in the south) and Grand Union Street (linking Park Royal in the west to Scrubs Lane in the east) alongside the Grand Union Canal
Green grid	A network of green spaces and features such as street trees and green roofs - that is planned, designed and managed to provide benefits to people and environment.

Green infrastructure	The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole. See also Urban Greening.
Gross Value Added (GVA)	A measure in economics of the value of goods and services produced in an area, industry or sector of an economy.
Hybrid Bill	They combine features of public and private bills of parliament. Essentially they are Government bills which affect certain individuals and organisations in ways that do not affect everybody
Lifetime neighbourhoods	A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community. This can be achieved by extending the inclusive design principles embedded in the Lifetime Home standards to the neighbourhood level.
Legibility	The degree to which a person understands and recognises characteristics about an area which help them navigate around an area.

Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Mayoral Development Corporation	An organisation created by the Mayor of London under the Localism Act 2011.
Participatory approach	Everyone has an involvement in shaping change and has a voice, either in person or by representation.
Place	The result of a complex interplay of different elements, e.g. the cultural and social factors which have combined to create identity, the physical or built elements that make up the place and the people associated with it through memories, association and activity.
Placemaking	Recognising the distinctiveness of individual locations in plans, policies and proposals, and responding accordingly.
Public Realm	This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
Social infrastructure	Covers facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Streetscape	Streetscape is a term used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect, particularly how the paved area is laid out and treated. It includes buildings, the street surface, and also the fixtures and fittings that facilitate its use – from bus shelters and signage to planting schemes
Supplementary Planning Guidance (SPG)	An SPG (sometimes called supplementary guidance) gives guidance on policies in the London Plan. It does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPGs should be regularly reviewed. While only the policies in the London Plan can have the status that the GLA Act 1999 (as amended) provides in considering planning applications, SPGs may be taken into account as a further material consideration.
Supplementary Planning Documents (SPDs)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainable Urban Drainage Systems (SuDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

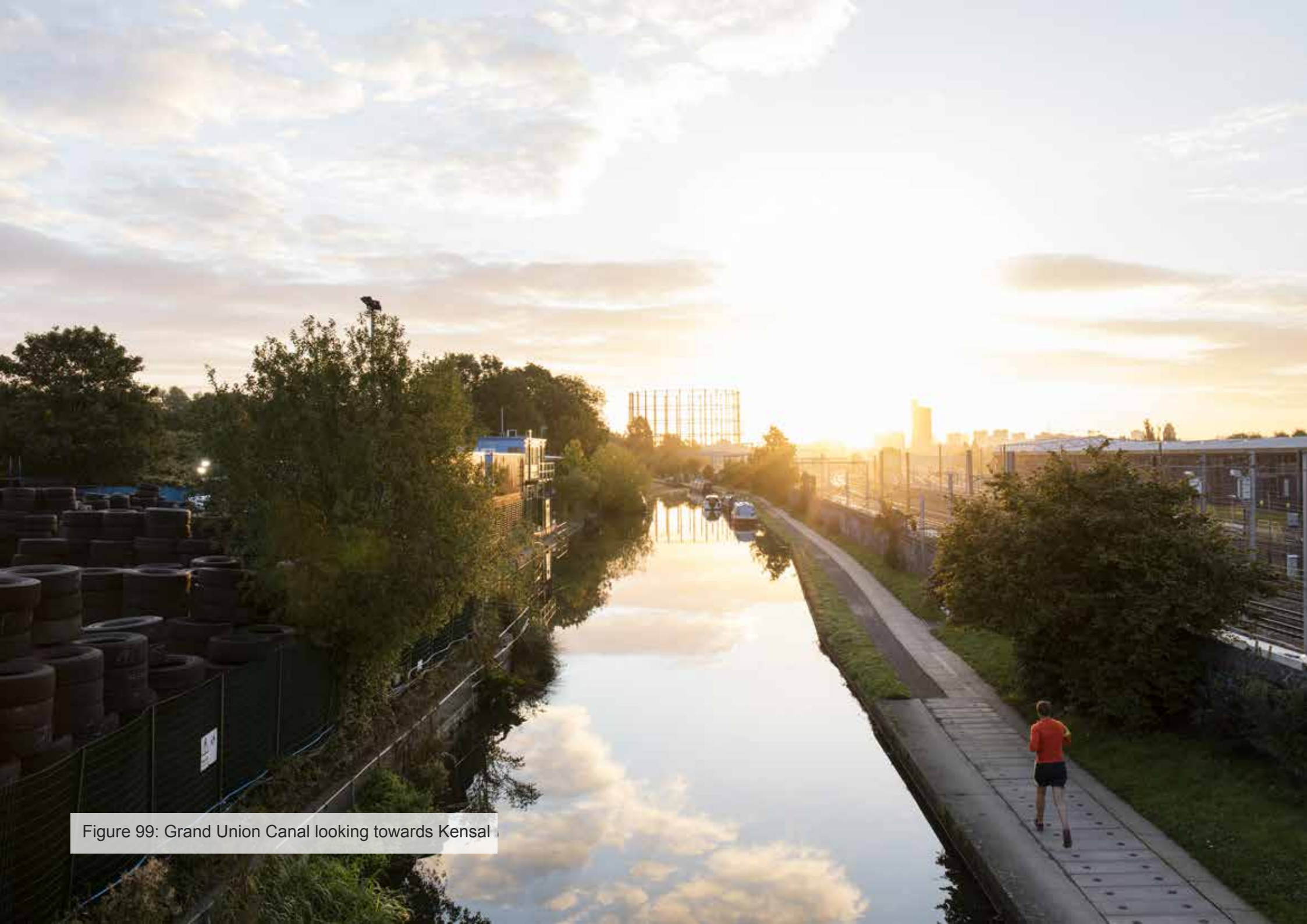


Figure 99: Grand Union Canal looking towards Kensal