

WELCOME



Old Oak Park red line application boundary

Old Oak Park is the current home of Cargiant. At 46 acres, it is the largest privately owned site in the Old Oak Common area and is the key land which unlocks and kick-starts the wider regeneration.

We held our first exhibition in December 2014, followed by further exhibitions in June and July 2015, and then in January and February 2016. At each stage our plans have evolved with more detail and responded to feedback.

This fourth exhibition details how the Old Oak Park masterplan has continued to evolve, the results of our ongoing engagement with the local communities, and explains how we intend to ensure that local people benefit from the area's transformation.

This is your opportunity to:

- Understand our emerging plans and hear how we're responding to feedback.
- Ask any questions that you have.
- Contribute directly to our design process by leaving your thoughts and comments.

ABOUT CARGIANT

Old Oak Park is owned and occupied by the world's largest car dealership – Cargiant – an important member of the local community and a major employer. The business has been based here since 1985, directly employing 800 people and supporting many hundreds of other jobs within the local area, selling over 50,000 cars a year and growing the business with a dedicated team who come from the surrounding areas.

When the regeneration begins Cargiant will relocate its business and is committed to remaining within West London, serving its existing customer base and retaining the current staff that are integral to its success. Cargiant anticipate their relocation will take place around 2021. Cargiant is passionate about this area and ensuring that existing communities genuinely benefit from the new development which will be created. It has formed a partnership with London + Regional Properties Ltd to manage both the design and delivery of new homes, jobs and community facilities.

www.cargiant.co.uk

cargiant

ABOUT LONDON & REGIONAL PROPERTIES

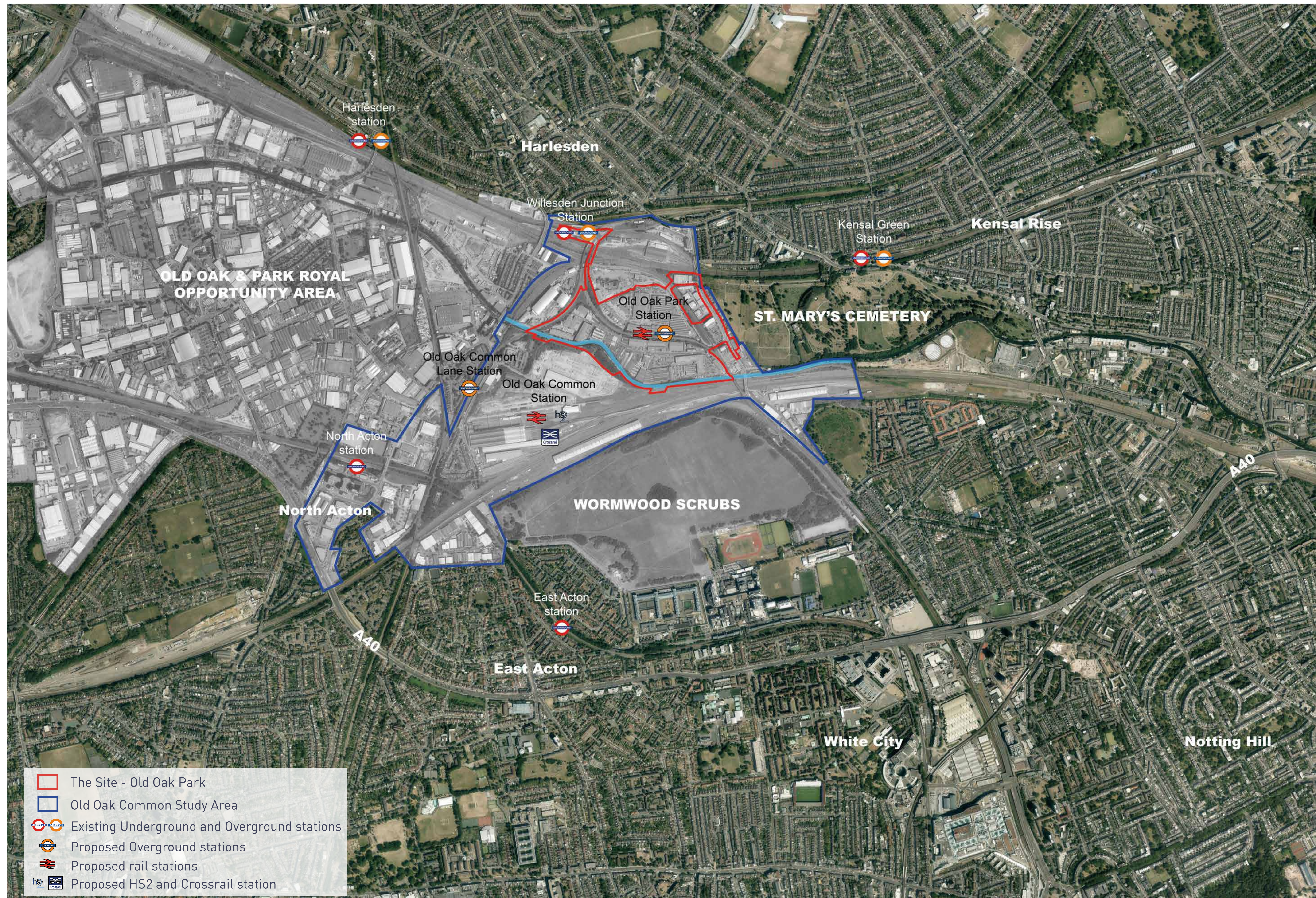
London & Regional Properties is Cargiant's development and delivery partner for Old Oak Park. They bring an experienced team with an outstanding track record creating successful new places and communities.

London & Regional Properties began in 1987 and has grown consistently since that time. Today it is the largest privately held property company in the UK, with 22 current active projects in London alone. Their long term approach to investment and developments adds value and creates destinations where people want to live, work and visit.

www.lrp.co.uk

LR

ABOUT THE AREA



Old Oak and Park Royal Opportunity Area Plan from the Planning Framework Document (OAPF), NOVEMBER 2015

Old Oak Park is a 46-acre site shown here with a red boundary, in many ways it is an island, surrounded by railway lines and separated from the long-established communities such as Harlesden, Kensal and Acton.

The area shaded in white identifies the Old Oak and Park Royal Opportunity Area covered by the Old Oak and Park Royal Development Corporation (OPDC).

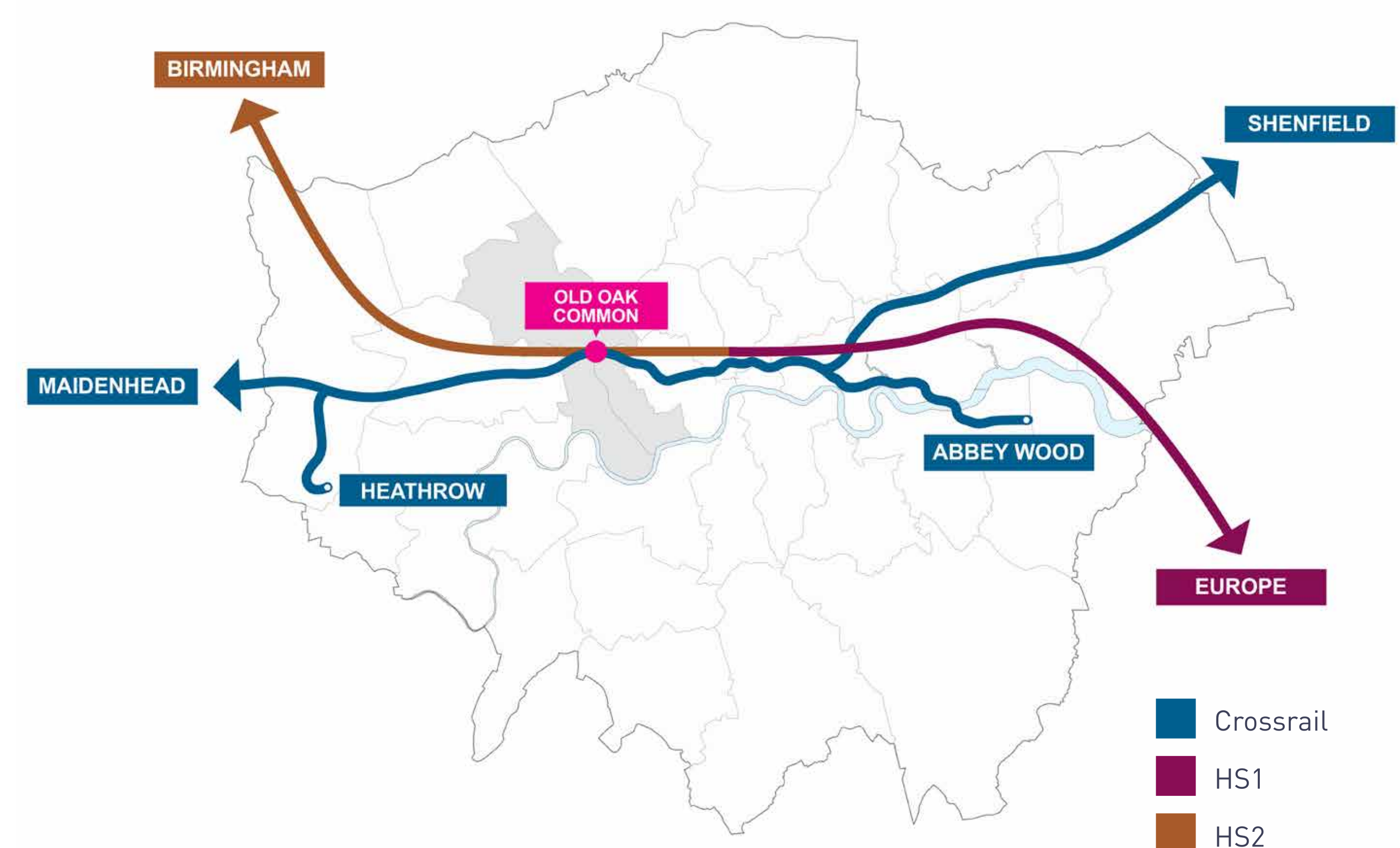
The focus of development in the OPDC area is within the blue boundary line, which Old Oak Park falls within. The OPDC area also includes the Park Royal Industrial Estate, to our west, so it can protect and enhance the jobs that are provided there, as well as Wormwood Scrubs to the south, so it can protect this important open space.

With the huge investment in transport infrastructure being delivered at Old Oak Common – combining Crossrail, HS2 and the London Underground and Overground – Old Oak Park will have the best connections in London.

We are also next to the best fibre optic network in Britain – which runs along the A40 – allowing us to deliver superfast internet connections.



Old Oak and Park Royal in relation to the other Opportunity Areas in West London and the new transport links (OAPF November 2015)



Location of Old Oak Common in London

THE MAYORAL DEVELOPMENT CORPORATION- WHAT'S CHANGING AT OLD OAK COMMON

In June 2013 the Mayor of London set out a 30-year vision to transform the Old Oak & Park Royal area into a thriving new district with more than 25,500 new homes and 65,000 jobs.

It is this change that prompted Cargiant, who have built a successful business here, to start the process of preparing regeneration proposals for its land.

In April 2015 a Mayoral Development Corporation was set up to coordinate the planning and delivery of this new part of London. The Old Oak and Park Royal Development Corporation (OPDC) includes representation from each of the three Boroughs around it – Hammersmith & Fulham, Brent, and Ealing – and will be the planning authority that considers the Outline Planning Application that is being prepared for Old Oak Park, as well as future detailed planning submissions. The OPDC published its first policy document – the Opportunity Area Planning Framework (OAPF) for Old Oak Common – in 2015. Following that the first consultation on the Draft Local Plan was carried out in February and March 2016.

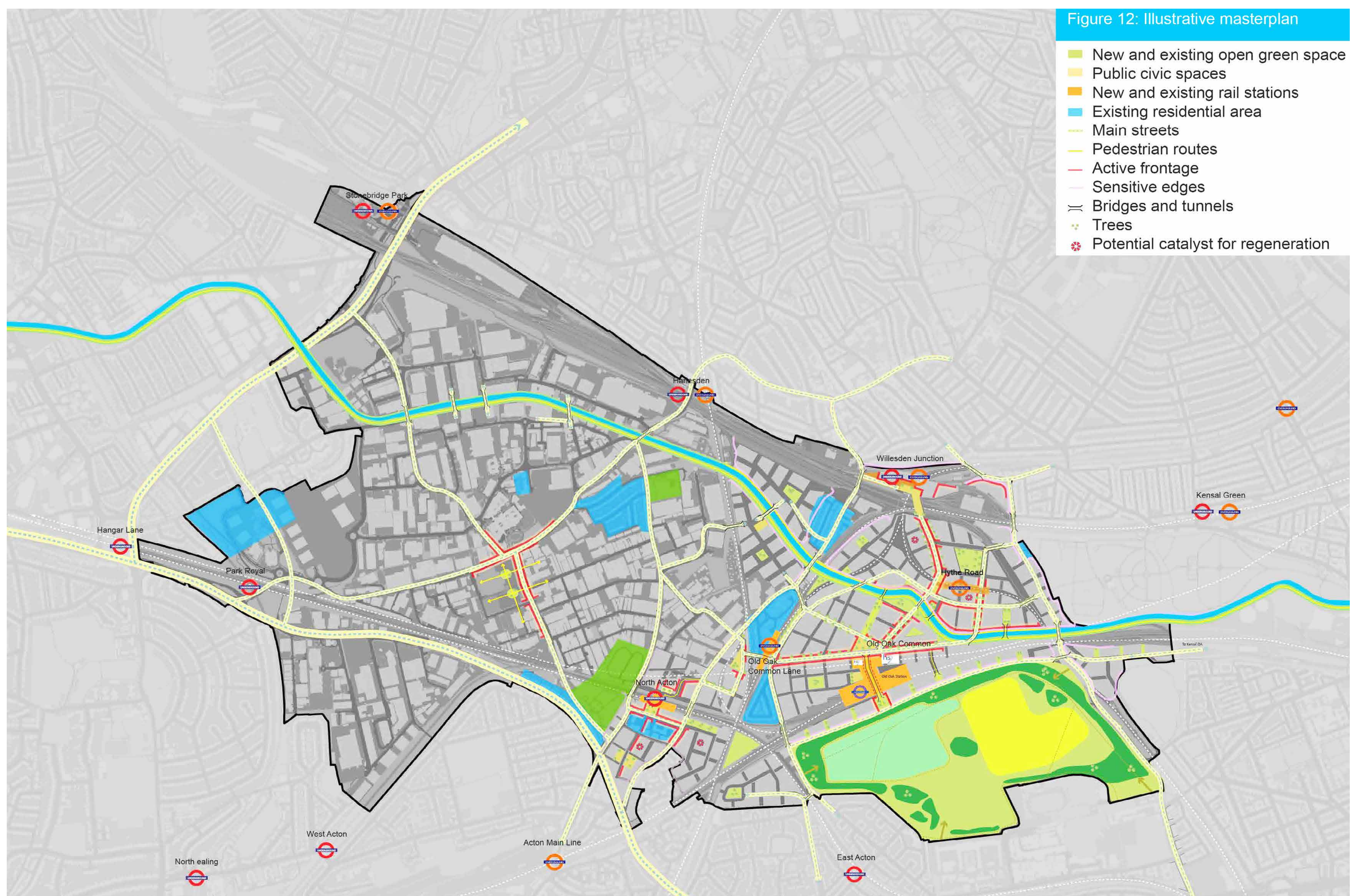
All of the information displayed by Old Oak Park is separate to consultations that have been run by the OPDC on their planning policy documents. Our development team continues to work closely with officers from the OPDC and the three Boroughs and the information displayed here has been prepared by Cargiant and London + Regional Properties.

Land Ownership at Old Oak Common

In 2016 the Government confirmed an agreement in principle that much of the railway land and public sector-owned land will be transferred to OPDC in the future – so it will become not just the planning and regeneration authority, but also the largest landowner and major delivery body. Cargiant's land, Old Oak Park, is the largest private landholding and is not part of this transfer.

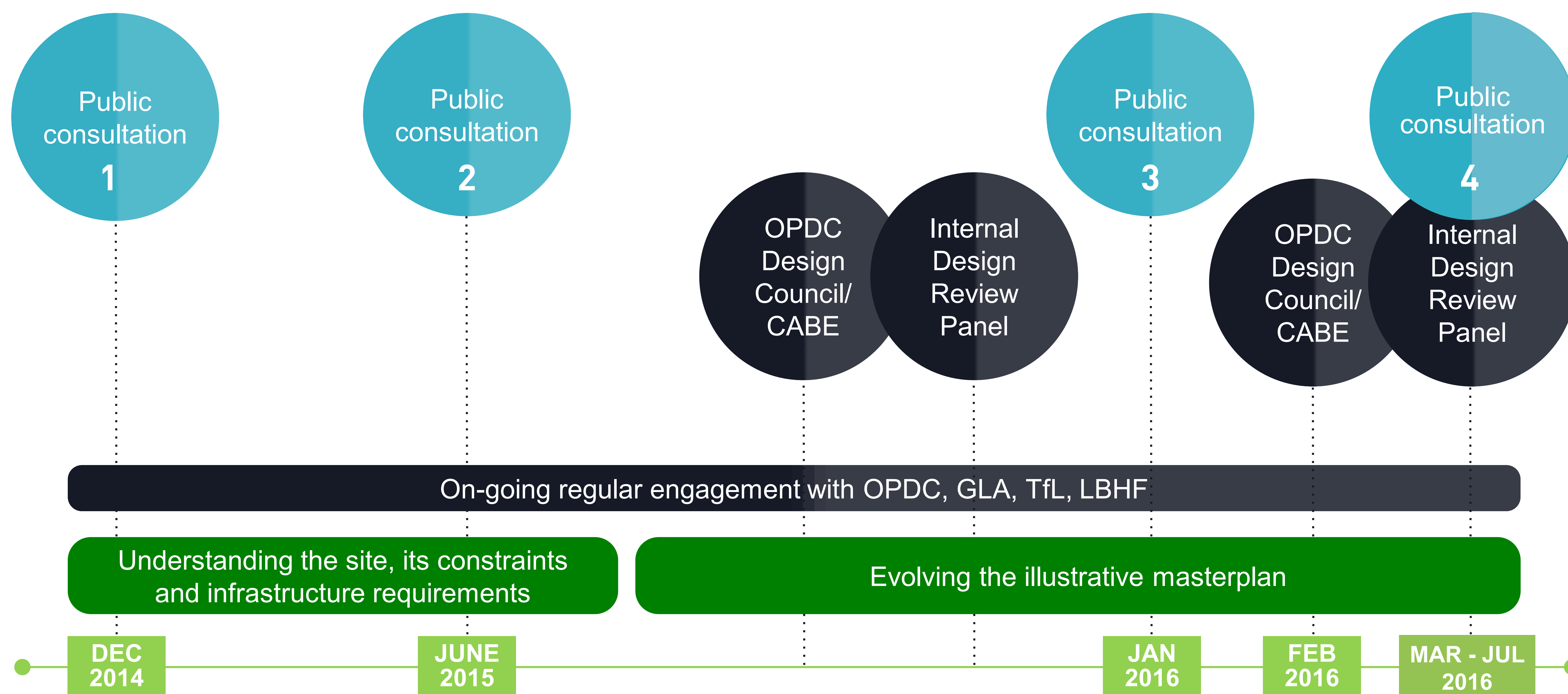


OPDC Planning Documents: A Vision for the Future, JUNE 2013 - Draft Local Plan, FEBRUARY 2016 - OAPF, NOVEMBER 2015



OPDC Draft Illustrative masterplan. FEBRUARY 2016

OUR CONSULTATION 2014-2016



Old Oak Park public consultation 2014-2016



Public Consultation, JUNE 2015



John Perryn Primary School, DECEMBER 2015



Grand Union Alliance Workshop, DECEMBER 2015



Grand Union Alliance Workshop, JUNE 2016

Since December 2014 the team have carried out three phases of public consultation:

- 1. December 2014:** Introducing Cargiant and their site within the local area.
- 2. June & July 2015:** Identifying our priorities and early thoughts for the site.
- 3. January and February 2016:** Sharing our early masterplan.

In this fourth exhibition we are presenting how the masterplan has evolved following these consultations by providing more information on the character areas that form the proposals and highlighting the design changes applied to the scheme based on the feedback received.

We have also held meetings, site visits and workshops with local groups including:

- All Souls Parish Church, Harlesden
- Castlehaven Community Association
- College Park Residents Association
- Diocese of London
- Friends of Wormwood Scrubs
- Grand Union Alliance
- Hammersmith & Fulham Historic Buildings Group
- Harlesden Neighbourhood Forum
- Harlesden Town Team
- Just Space
- Midland Terrace Residents Association
- Old Oak Neighbourhood Forum (emerging)
- Park Royal Business Group
- Thames Valley Harriers / Linford Christie Stadium
- The Hammersmith Society
- The Island Triangle Residents Association
- Wells House Road Residents Association
- West Acton Residents Association
- Wormwood Scrubs Charitable Trust

We continue to engage regularly with local communities with ongoing meetings with local representatives and organisations, activities in local schools to engage young people about the opportunities emerging in their area, regular meetings with the Mayoral Development Corporation and the London Boroughs of Hammersmith & Fulham, Brent and Ealing and presentations to the OPDC PLACE Review Group of design experts.

OUR PRIORITIES

1. To provide homes for Londoners

Old Oak Park can deliver a significant proportion of the more than 24,000 homes envisioned for the whole area. These will be homes which Londoners can afford to buy, rent and live in with a wide range of housing types and tenures.

2. To create jobs and help local people access those jobs

We will be creating thousands of jobs across the new offices, shops, services and cultural attractions which will be created. Through an on-site skills centre and work with authorities, we will support local people in accessing these jobs.

3. To deliver an exceptional new piece of London

We recognise people want to live where there are job opportunities, good schools, great parks and leisure facilities nearby. Where it is easy to get to and move around, with interesting things to do both in the day and in the evening at all times of the year.

4. To ensure that local people genuinely benefit from this regeneration

We understand the area and its communities. This must not be a place just for the new residents but a new Centre for all of West London.

YOUR FEEDBACK SO FAR

There has been overwhelming support for the regeneration of the area, our priorities and our evolving Masterplan as well as very helpful and constructive feedback.

We first presented our priorities in June and July 2015 and 99% of those who responded to our consultation agreed, as well as highlighting a number of other priorities:

- More green space.
- Genuinely affordable housing.
- Transport integration.
- Sustainable power generation.
- Space for independent local business, shops and markets.
- Activate the canal-side but also the canal itself.

The results of the consultation questions asked in January and February 2016 are presented below and we continue to gain further valuable feedback from on-going discussions with residents, community groups and others.

A number of key areas and local priorities have been raised throughout our three phases of consultation. Much of the illustrative Masterplan presented in this consultation responds to the feedback we received and demonstrates how we are integrating these comments into our design.

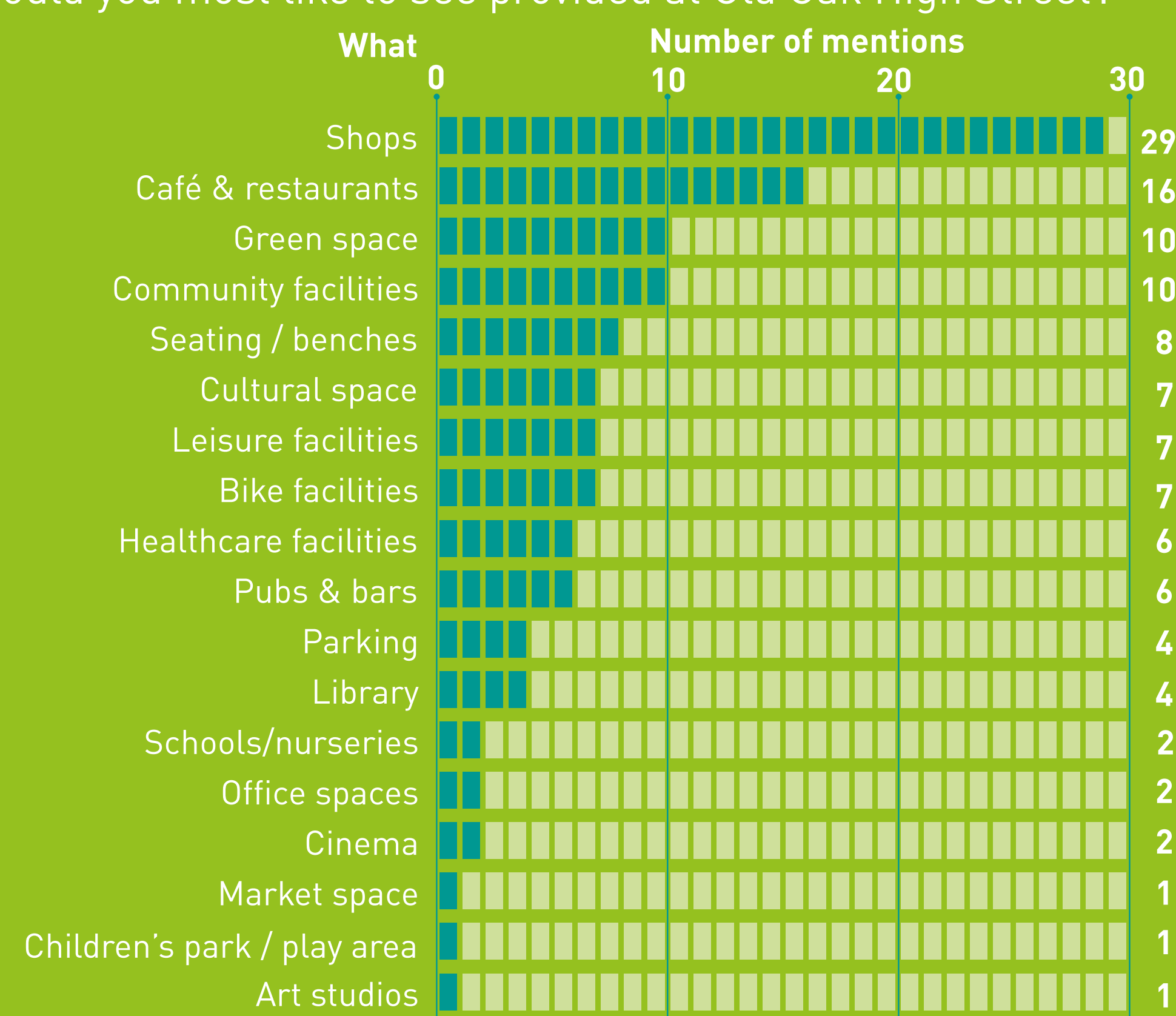
At each stage we have also been clear and transparent, publishing summary brochures that demonstrate the changes and answer key questions that have been raised.



Consultation Response Summary Documents: AUTUMN 2015 - JANUARY & FEBRUARY 2016 - APRIL 2016

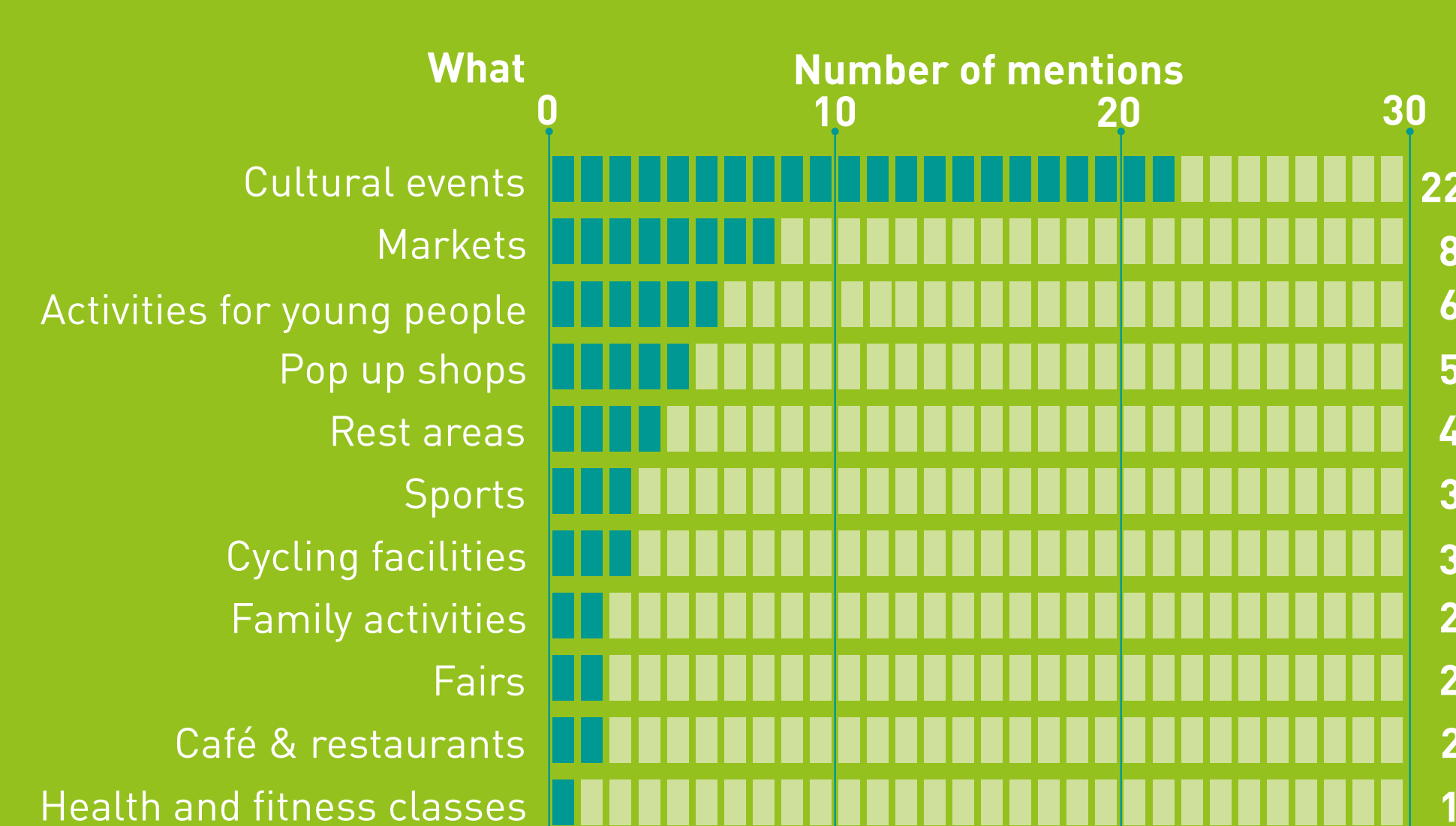
QUESTION 1:

We have proposed a new High Street called Old Oak High Street as a 25 metre wide pedestrian area lined with shops and community facilities. What would you most like to see provided at Old Oak High Street?



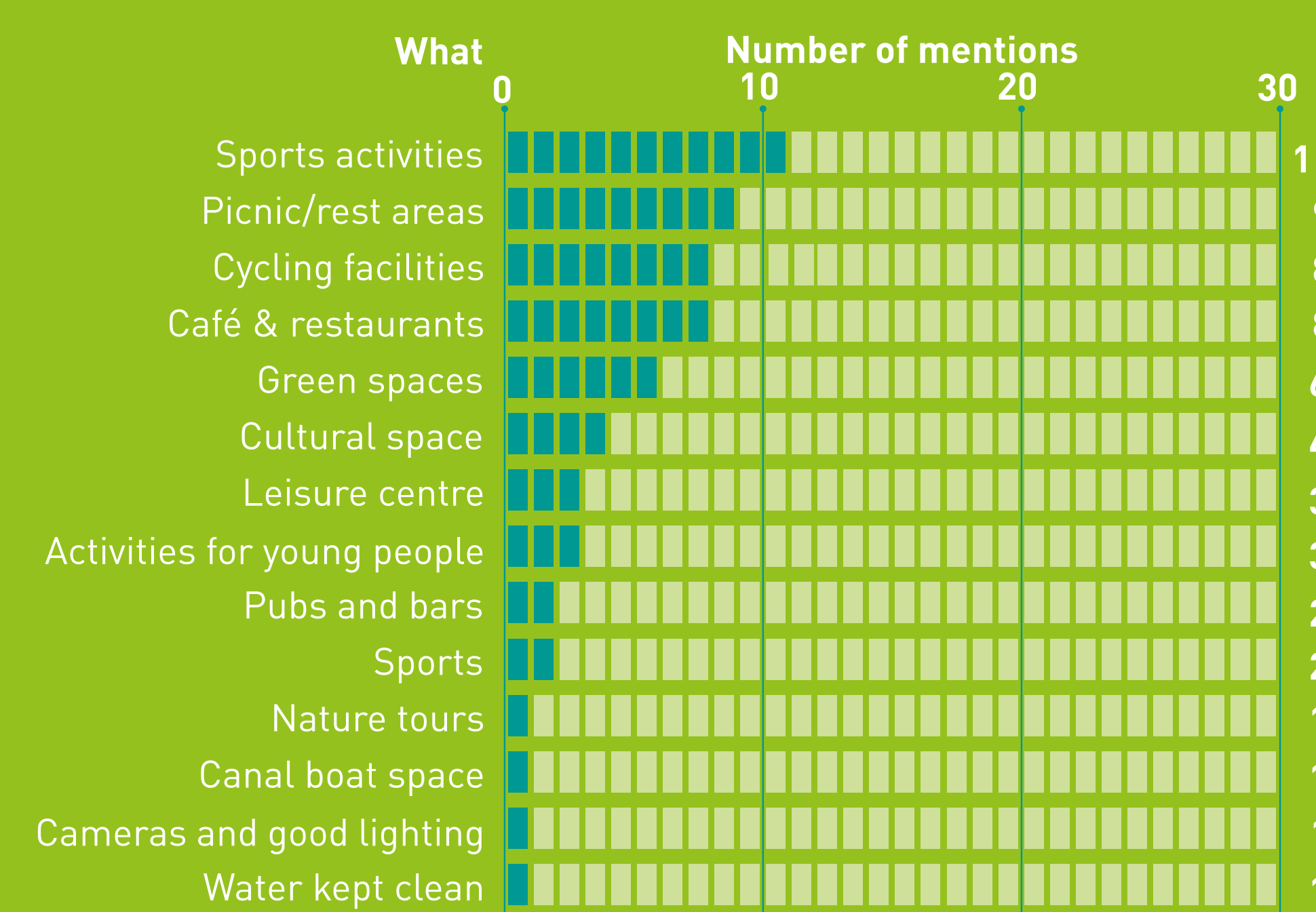
QUESTION 2:

We want to create a new public space at Hythe Road Station called Central Square. What events and activities would you most like to see hosted within this space?



QUESTION 3:

We want to animate the canal and waterside environment. What activities would you most like to enjoy at this area or what uses would you most want us to include here?



96%

Supported our proposals for a new viaduct

"The proposal for this is very welcome. It would be an asset to the whole Borough and to a much wider area of London and south-east England."

98%

Supported our proposals to create a new cultural quarter

"We welcome the opening-up of both banks of the canal. As implied above, there should be temporary moorings and the inclusion of a small marina would also be very welcome."

DESIGN EXCELLENCE

Old Oak Park will be a new piece of London.

Our masterplanning team is led by PLP Architecture who has been responsible for a series of high profile and innovative designs in several major world cities.

They are working alongside engineers Arup who lead on infrastructure design, such as the 14 bridges, viaducts and underpasses that unlock our site, as well as Dutch landscape architects West 8 who are visioning the site's public open space including the Canal, the Central Square and residential parks.

There are a number of other design review processes and design guidance mechanisms to help us create an exceptional and sustainable new piece of city.

DESIGN REVIEW PANEL

We have established our own independent Masterplan Design Review Panel as a regular internal sounding board chaired by Paul Finch OBE, who performed a similar role for the London Olympics. We also have culture specialist, urban strategists and regeneration economist on the panel. Their role is to ensure the masterplan incorporates best practice and current thinking in urban design.

OPDC AND DESIGN COUNCIL CABE

In addition to our internal panel we have held a series of presentations to the OPDC's own design review group through Design Council CABE.

TESTING THE MASTERPLAN

We are appointing a number of architects, many of them globally renowned, who will each look at an individual plots, building or areas and help us demonstrate what could be delivered at key points across the site.

DESIGN GUIDANCE

We have almost 50 individual buildings in our masterplan. Accompanying our Outline Planning Application will be design guidance that will set the highest standards and guide future architects who are developing detailed proposals for these.



Sampson House & Ludgate House
London, UK



Nova, Victoria, London, UK



Westferry, London, UK

ABOUT PLP - LEAD MASTERPLANNERS

London-based group of architects, designers and researchers who value the transformative role of ideas and the capacity for architecture to inspire. The foundation of PLP work lies in a commitment to the quality of life in the city, a delight in the handling of material, space and light and optimism about architecture's potential to enrich our society. PLP believes that high quality masterplanning and sustainable masterplanning are synonymous. PLP adhere to a rigorous and comprehensive set of urban design principles and recognize the importance to take into account the local and regional environmental, social and economic context. PLP has international experience on a wide range of urban design and masterplanning projects at varied scales, promoting a collaborative approach at all stages and conducting public consultations as an inclusive process. As both architects and planners, PLP Architecture bring added value to every project. The knowledge of building typologies, architectural technology and construction methodologies inform PLP's masterplanning and urban design, bringing an holistic multi-scalar approach to all projects.

www.plparchitecture.com

PLP/ARCHITECTURE



Madrid Rio Manzanares Linear Park



Jubilee Gardens, London



Toronto Central Waterfront

ABOUT WEST8 - LANDSCAPE ARCHITECTS

West 8 is an award-winning international office for urban design and landscape architecture founded in 1987. Over the last three decades West 8 has established itself as a leading practice with a team of 80 architects, urban designers, landscape architects and industrial engineers, with offices in Rotterdam, New York and Belgium. With a multidisciplinary approach to complex design issues, West 8 has extensive experience in large-scale urban master planning and design, landscape interventions, waterfront projects, parks, squares and gardens. The firm also develop concepts and visions for large-scale planning issues that address global warming, urbanization and infrastructure.

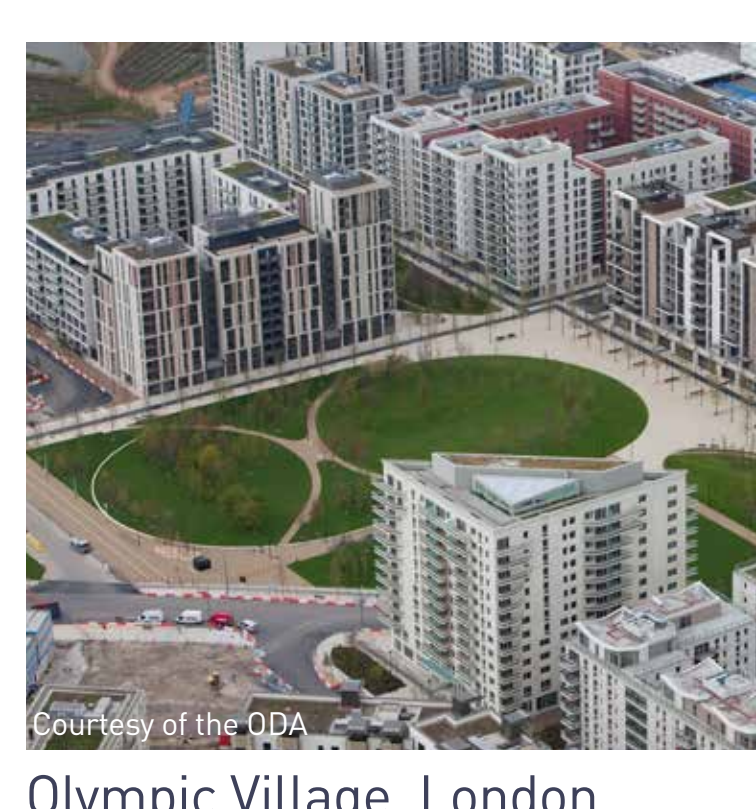
The office gained international recognition with projects like Schouwburgplein in Rotterdam, Borneo Sporenburg in Amsterdam (NL), Chiswick Park and Jubilee Gardens in London (UK), Toronto Waterfront (CA), Madrid Rio Manzanares Linear Park (ES) and Governors Island in New York (US). Amongst the hundred awards received by West 8 are the Harvard GSD Veronica Rudge Green Prize for Urban Design, the Global Award for Sustainable Architecture™ and the International Urban Landscape Gold Award (IULA).

www.west8.nl

WEST 8



King's Cross, London



Olympic Village, London



Athletes village, London

ABOUT ARUP - INFRASTRUCTURE DESIGN

Arup is an independent firm of designers, planners, engineers, consultants and technical specialists offering a broad range of professional services. They aim to help our clients meet their business needs by adding value through technical excellence, efficient organisation and personal service.

Arup provides the engineering and related consultancy services necessary to every stage of the project, from inception to completion and after. These are available to clients singly or in combination, to suit the particular circumstance of the job.

Throughout the world Arup aims to provide a consistently excellent multi-disciplinary service, which also incorporates our concern for the environment. Arup is committed to sustainable design, to its increasing incorporation in our projects and to industry-wide sustainability initiatives.

Founded in 1946, Arup now has more than 12,000 people working in 92 offices in 40 countries and our projects have taken us to more than 160 countries.

www.arup.com

ARUP

OUR VISION



Birds eye view of Old Oak Park

Since 2014 we have been developing a site-wide Masterplan that will deliver the following:

- **Around 6,500 new homes for Londoners** – of all tenures and price ranges, revised down as we have evolved our masterplan from our early vision of 9,000 and then 7,000, in order to prioritise the quality of the public realm and retain the Rolls Royce Building.
- **Up to 8,000 new jobs across a vibrant mix of uses** – including a variety of flexible commercial spaces focused on small to medium sized companies and start-ups, with dedicated training and education initiatives in place to ensure local people are able to access these jobs.
- **A new cultural quarter** – a new cultural hub, including major institutions and a visitor attraction of national significance that will also deliver community outreach programmes with schools and the local community.
- **A Primary School, community centres and healthcare services** – so that the social infrastructure is in place to support a sustainable community.
- **A new High Street** – a 25 metre wide oak lined thoroughfare potentially with a bus route, connecting Harlesden and Willesden Junction station with the new Overground station at Old Oak Park, then passing South over the canal to Old Oak Common station and Wormwood Scrubs.
- **An exceptional environment on both sides of the Grand Union Canal** – an amazing asset running for 1km along the site, the canal will have a nature reserve and towpath to the south and a new promenade to the north with a series of high quality public open spaces for everyone to enjoy.
- **A new Canal Basin bringing the Grand Union Canal into Old Oak Park** – creating a fantastic and accessible waterside environment with activities happening on the water, with restaurants and bars around it.
- **Retaining the Rolls Royce Building as a commercial hub** – the 1940's building will be refurbished to become a home for start-up and growing businesses, so that following Cargiant's relocation new business and ideas will be able to flourish and provide jobs in this part of west London.
- **A new Central Square at the Overground station** – the size of almost two football pitches and the heart of Old Oak Park, a dynamic centre with a cultural hub, community and sports facilities, shops and a local market.
- **A 21st century viaduct** – creating permeability across the site so that the rail lines no longer cut the site in two, enabling generous areas of open space to be created and providing the best possible passenger experience for those arriving at Old Oak Park.
- **Facilitating 14 new bridges and underpasses** – high quality and elegant infrastructure which will celebrate Britain's engineering heritage, connecting with surrounding areas North, South, East and West, delivering new bus routes as well as road, pedestrian and cycle links.
- **A network of streets, parks and squares** – with beautiful landscape treatments, children's play areas, public art, performance spaces and sports facilities, well-lit with natural surveillance from the surrounding buildings.
- **Shops, cafés, restaurants, bars and sports and leisure facilities** – so that Old Oak Park functions as successfully as other centres, providing amenities for residents, workers, visitors and the wider community.
- **A sustainable development** – that is flexible and robust to meet London and the planet's future needs, including new energy centres, water management solutions such as a Sustainable Urban Drainage System (SUDS), green, brown and blue roofs, district heating, a range of housing typologies, local services and community infrastructure

OUR ILLUSTRATIVE MASTERPLAN WHAT'S CHANGED



Our illustrative masterplan

Since we last consulted in January and February 2016 we have made some important changes to our illustrative masterplan in response to the feedback we received:



1 Rolls Royce Building retained following local feedback we are now proposing to retain most of the 1940's Rolls Royce Building, the current Cargiant HQ.



4 Reduction in new homes proposed from 7,000 to around 6,500, as we continue to refine the plans prioritising high quality design and variety within the types of new homes.



2 Layout of Rolls Royce quarter now with the Rolls Royce Building at its heart, which will provide flexible spaces for start-up businesses, the area around it will have a beautiful park stretching the distance down to the canal.



5 The High Street
We have allowed for flexibility in our design for the High Street so that bus services can serve the area, while still maintaining a car-free environment with dedicated pedestrian and cycle space.



3 A new Basin bringing the Grand Union Canal into Old Oak Park not just running along its edge, making the water more accessible and creating a place for restaurants and bars around it.



6 Bigger parks and green open spaces for everyone to enjoy, providing playgrounds, kick-about areas and outdoor seating.

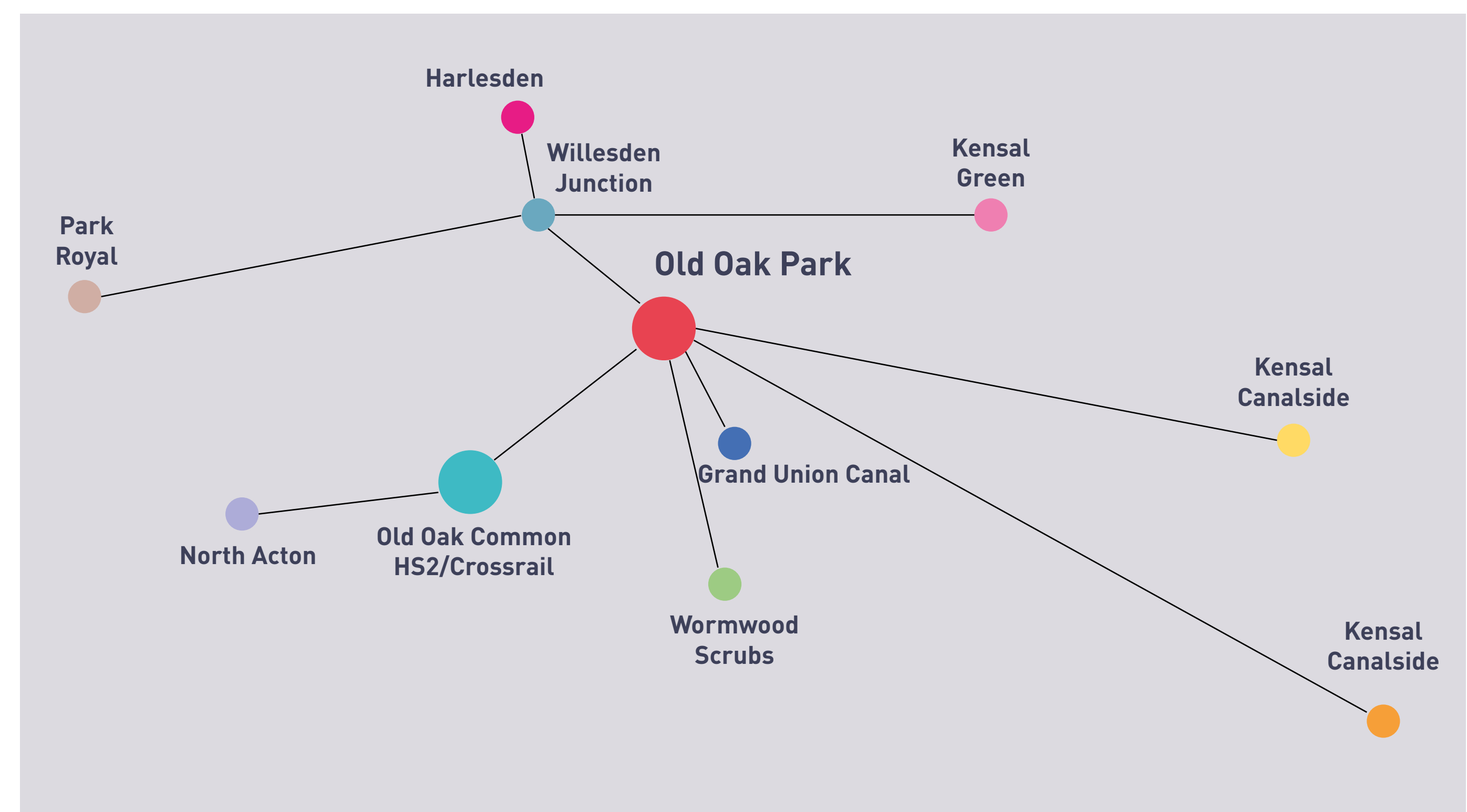
DELIVERING FOR EXISTING & NEW COMMUNITIES

“Cargiant has been here since 1985. We are land-owners, not speculative developers, with a passion for this area. We will see this development through to its completion and ensure we create something of real value to the local community.”

Tony Mendes, Managing Director, Cargiant

Old Oak Park will be open to all and deliver significant benefits for existing communities.

1. Beautiful new parks, walks and open spaces.
2. Play spaces for all ages.
3. Sports facilities.
4. A new canal basin – making the water more accessible.
5. Spaces for local markets and independent traders.
6. A stunning and safe environment around the canal.
7. New and improved connections.
8. A new Primary School, nurseries and crèches.
9. Health services, including GP surgeries and health centres.
10. A cinema and leisure facilities.
11. Bars, cafés and restaurants along the canal.
12. Cultural facilities – including a new world-renowned visitor attraction with educational and outreach initiatives.
13. Shops to serve the needs of local people – such as supermarkets, convenience stores, dry cleaners, opticians and post offices.



6,500 new homes

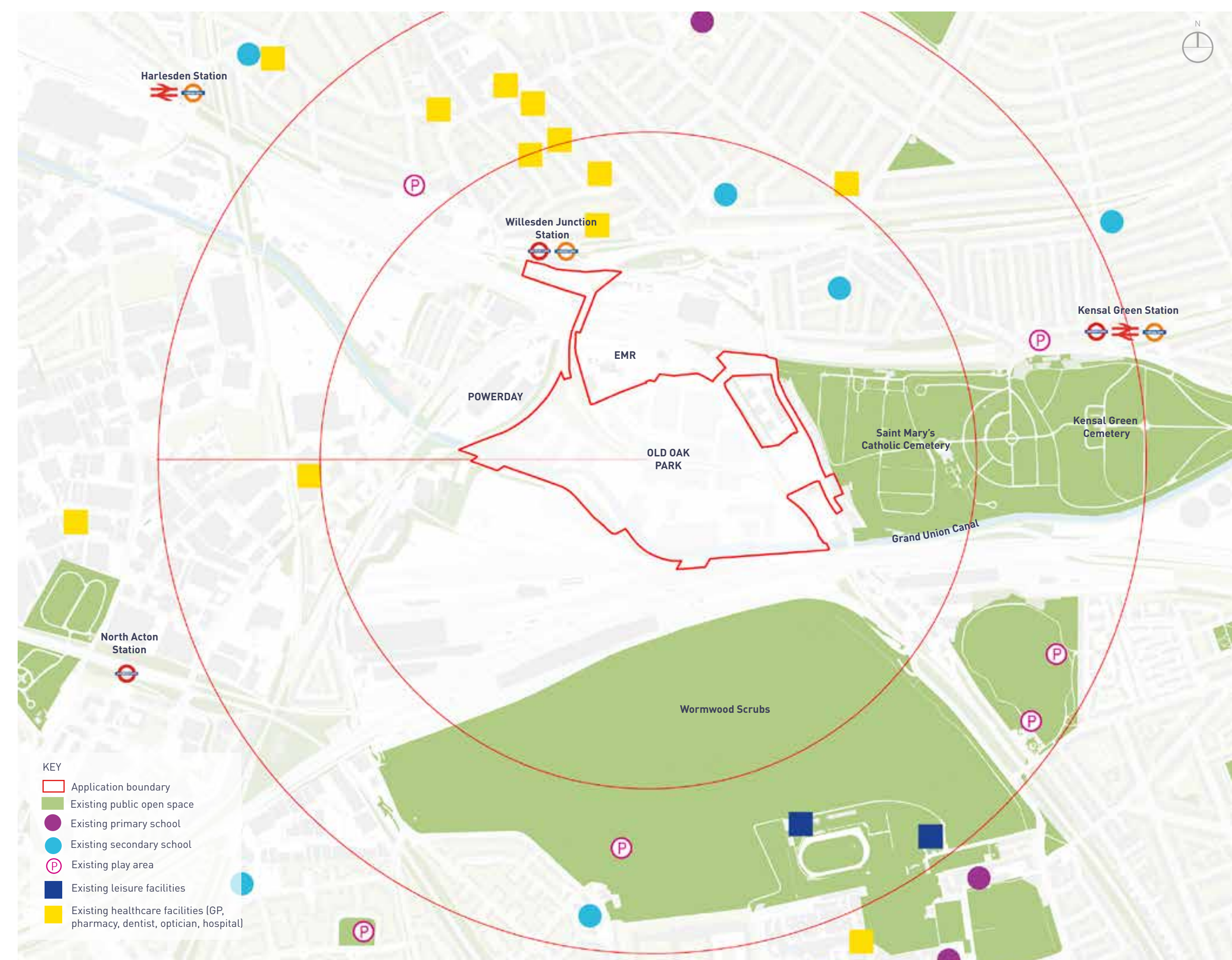
8,000 jobs created, helping local people access them

Increased footfall and spending to support local businesses, shops and services

1 KM of beautiful canal front opened up



Proposed indicative location of new community facilities



Existing community facilities provision



Health Centre, Kentish Town



St Mary and St Pancras Primary School, Camden



Street Market, London



King's Cross, Camden

A NETWORK OF ROUTES & PLACES

Our public realm strategy is based on a network of routes and open spaces varied in size, character and importance.

The two most important spines at Old Oak Park are the High Street running North-South and the Canal running East-West, but beyond these are a series of key squares, parks, gardens and more informal spaces.

Further areas of open space have been deliberately spread across Old Oak Park so that everyone is close to public space. The key areas of open space are:

1. Central Square
2. Grand Union Square
3. Old Oak Gardens
4. Old Oak Entrance
5. Rolls Royce Gardens
6. Mitre Basin

Connecting these spaces will be a pedestrian friendly environment with shared surfaces on the tertiary routes network whilst on the primary routes we will have dedicated cycle lanes. Boulevard trees, street furniture and high quality materials will give a sense of cohesion throughout the site.

A defining feature of Old Oak Park will be its oak trees that will line our streets and we are looking to start cultivating these very soon so they will be maturing when the site is ready to accommodate them. This also has benefits for water retention and drainage and our entire planting strategy is designed to ensure Old Oak Park is as green as possible.

The railway embankments will also provide a further opportunity for new planting and the creation of green walls which will also serve as ecological corridors and noise barriers, whilst making sure trees and plants won't disrupt train services.

Old Oak Park will have some of the best public transport connections in London:

- We are working with the OPDC on our residential parking strategy but think this will be around 0.2 spaces per new home, or 1 space for every 5 new homes.
- There will be least 2 cycle parking spaces per new home.
- Car movements generated at Old Oak Park will be around the same as those currently generated by the Cargiant operation.
- We will work with neighbouring local authorities to ensure that the local roads around us are not used for on-street parking.
- There will not be any commercial parking provision for those working at Old Oak Park – other than operational or disabled bays.
- On local streets there will be a focus on public disabled parking and Car Club bays.
- We are minimising the servicing that will take place on primary roads such as refuse and recycling collection and deliveries – so the routes are kept clear.

SITE



Proposed network of public open spaces

LOCAL CONTEXT



Integration of the proposed network of public open spaces within the local area



Example of canalside walk



Antwerp High Street, Belgium



Example of doorstep play area in Rathbone Market



Granary Square, King's Cross, London



Artist impression of Old Oak Gardens



Arundel Square, Islington



Example of playable space under the viaduct, Zaandstad, Netherlands



Artist impression of Grand Union Square



Artist impression of the proposed canal side walk

NEW CONNECTIONS

We are proposing a number of new connections in all directions and significant infrastructure that will unlock the site and the opportunities at Old Oak Common, as well as to ensure integration with the surrounding areas.

Harlesden and Willesden Junction Station

The existing narrow pedestrian connection offers very poor accessibility across the West Coast Mainline to the north. This path and bridge will be widened and enhanced in the early stages of development.

We are also working with Network Rail and TfL to ensure the High Street that runs through the site also continues across into Harlesden and to help create a welcoming environment around Willesden Junction.

Scrubs Lane and Kensal

The main vehicle access to Old Oak Park will be from Scrubs Lane, next to the current railway underpass into Cargiant. This will create a larger new entrance for easy access. The existing access will be upgraded but used only for cycle and pedestrian access – as well as for emergency services.

To the north-east of the site a new pedestrian connection will cross the railway lines onto Scrubs Lane, providing access to Harlesden High Street and Kensal Green. It will be delivered by Old Oak Park on land that is in our control and without the need to demolish any existing buildings.

Old Oak Common, North Acton and Park Royal

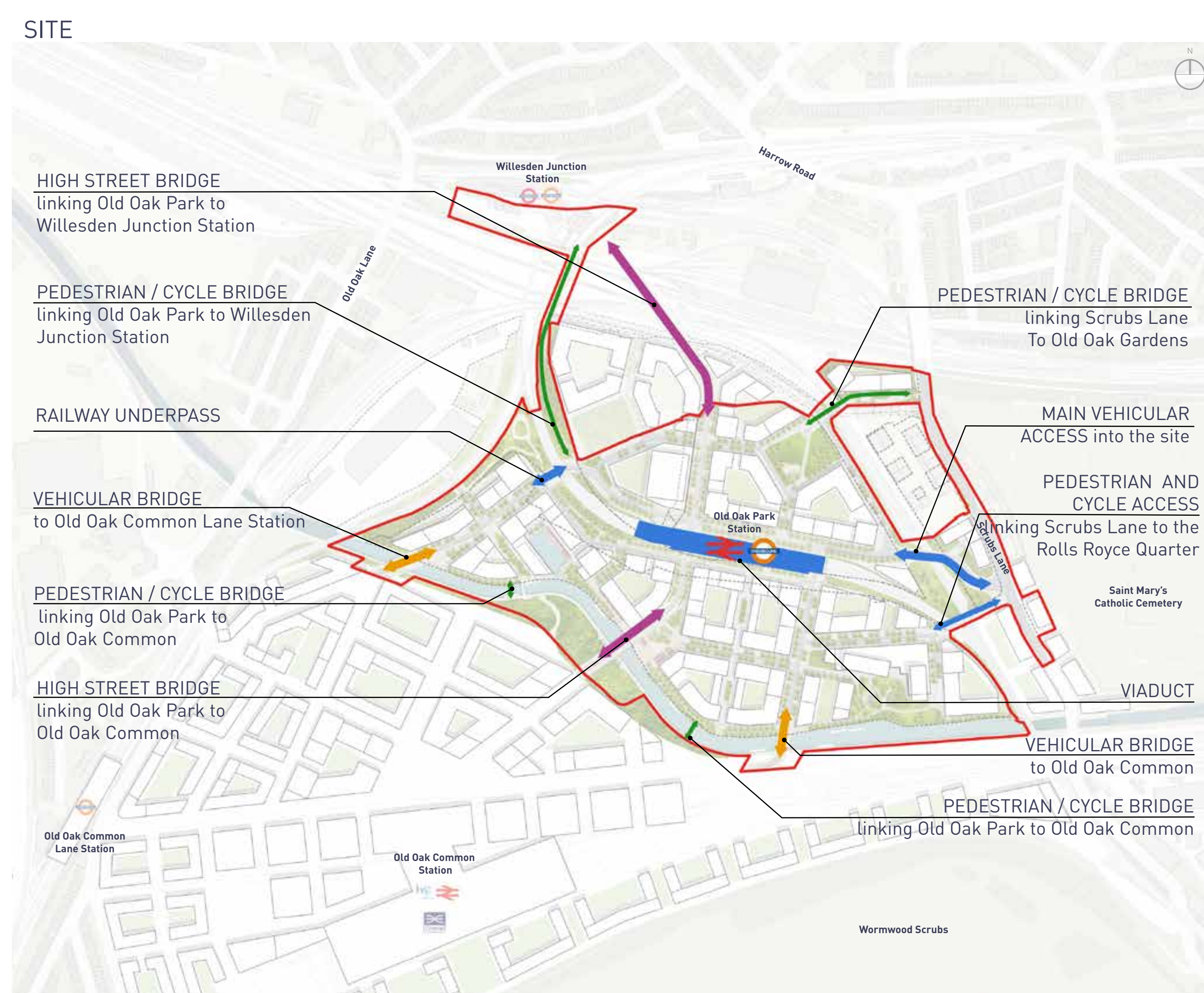
Old Oak Park will also create a new pedestrian and cycle bridge across the Grand Union Canal in the early phases. We are also working closely with neighbouring landowners, the OPDC and the Canal & River Trust, to facilitate a number of further connections across the canal in the future stages.

These include two vehicle bridges connecting to Old Oak Common Lane and to the new Crossrail and High Speed 2 Station, and a pedestrian and cycle bridge that will link our High Street into the southern development area – providing an impressive approach into Old Oak Park for those arriving via HS2 and Crossrail.

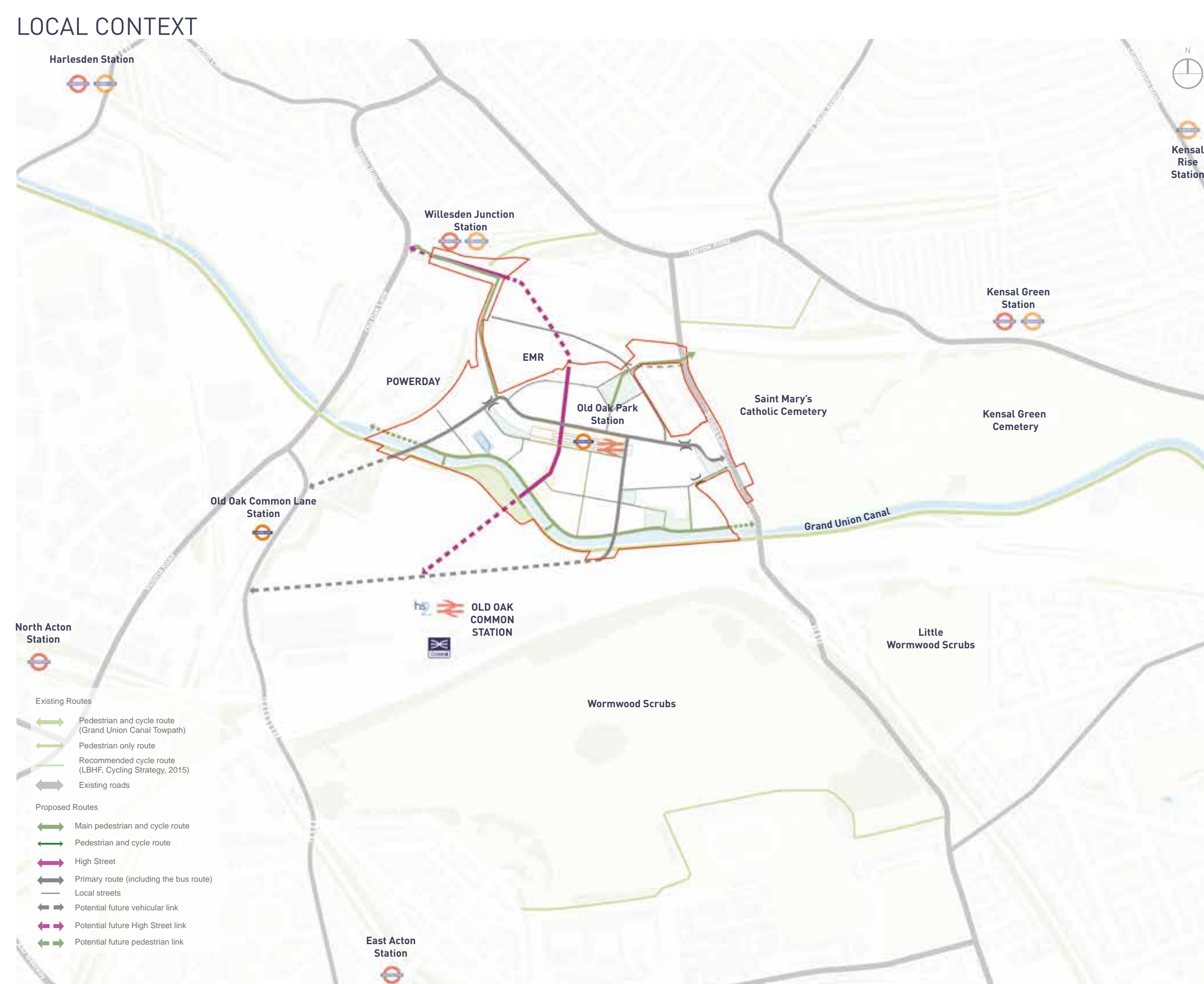
There are significant challenges in the levels across the site but our design team and engineers have proposed solutions to create landmark infrastructure that is easily accessible to all, including those with disabilities.

We are facilitating 14 bridges and underpasses, of which:

- 6 are dedicated for pedestrians and cyclists only;
- 6 are railway bridges and underpasses;
- 2 are new vehicle bridges.

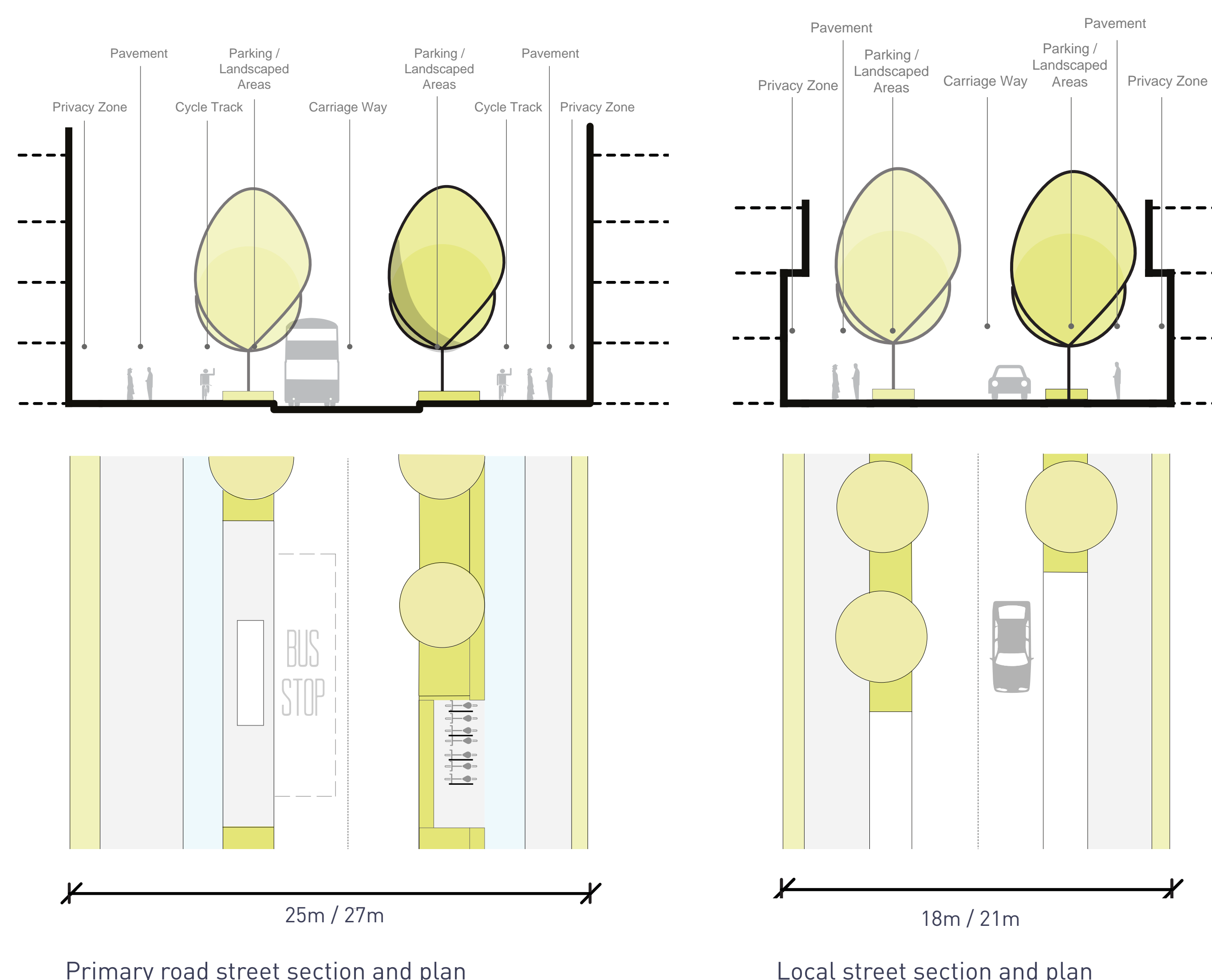


Proposed new connections



Integration of the proposed routes network within the local area

Primary and local routes at Old Oak Park will have generous pedestrian areas, shared surfaces and tree lined streets.



Primary road street section and plan

Local street section and plan



Artist impression of the proposed footbridge to Willesden Junction Station in the early phases of the development



Artist impression of a residential street

THE VIADUCT: THE KEY TO CREATING PERMEABILITY AT OLD OAK COMMON

Railway lines currently dissect Old Oak Park, cutting off parts of the site from one another and creating a very real physical barrier to the creation of a successful new community. Overcoming this barrier and ensuring the best approach to delivering the new Overground Station has been a key priority for Old Oak Park. Our solution is the creation of a new 150m viaduct where the rail lines are lifted up into the air, freeing up the land below as useable public space.

Network Rail and TfL are currently in the process of appraising the options; either a new viaduct that will open up the 150m below it, or an embankment solution that would use a few tunnels through it to connect the site together but create very poor quality spaces.

We believe the viaduct solution – similar to that used for the DLR and the Paris Metro – has substantial benefits which outweigh the marginal additional cost when compared with the embankment solution. It is essential to our vision for Old Oak Park and allows us to:

- Create permeability through the whole site.
- Deliver much more public space, with far less land at ground level taken up by rail infrastructure.
- Deliver around 620 more homes than the embankment option.
- Improve connectivity, with open arches across Old Oak Park rather than a limited number of fixed tunnels.
- Showcase modern engineering and design – to make an architectural feature of the rail supports themselves, as they have done in Paris.
- Create high quality public spaces around the viaduct, including a major new public square around Old Oak Park Station.
- Produce a better passenger experience when arriving and departing from Old Oak Park.
- Create a more beautiful environment across Old Oak Park.
- Allow the delivery of a major new public square centred around Old Oak Park Station.
- It can be constructed “off-line” and then connected to the existing railway at either end.

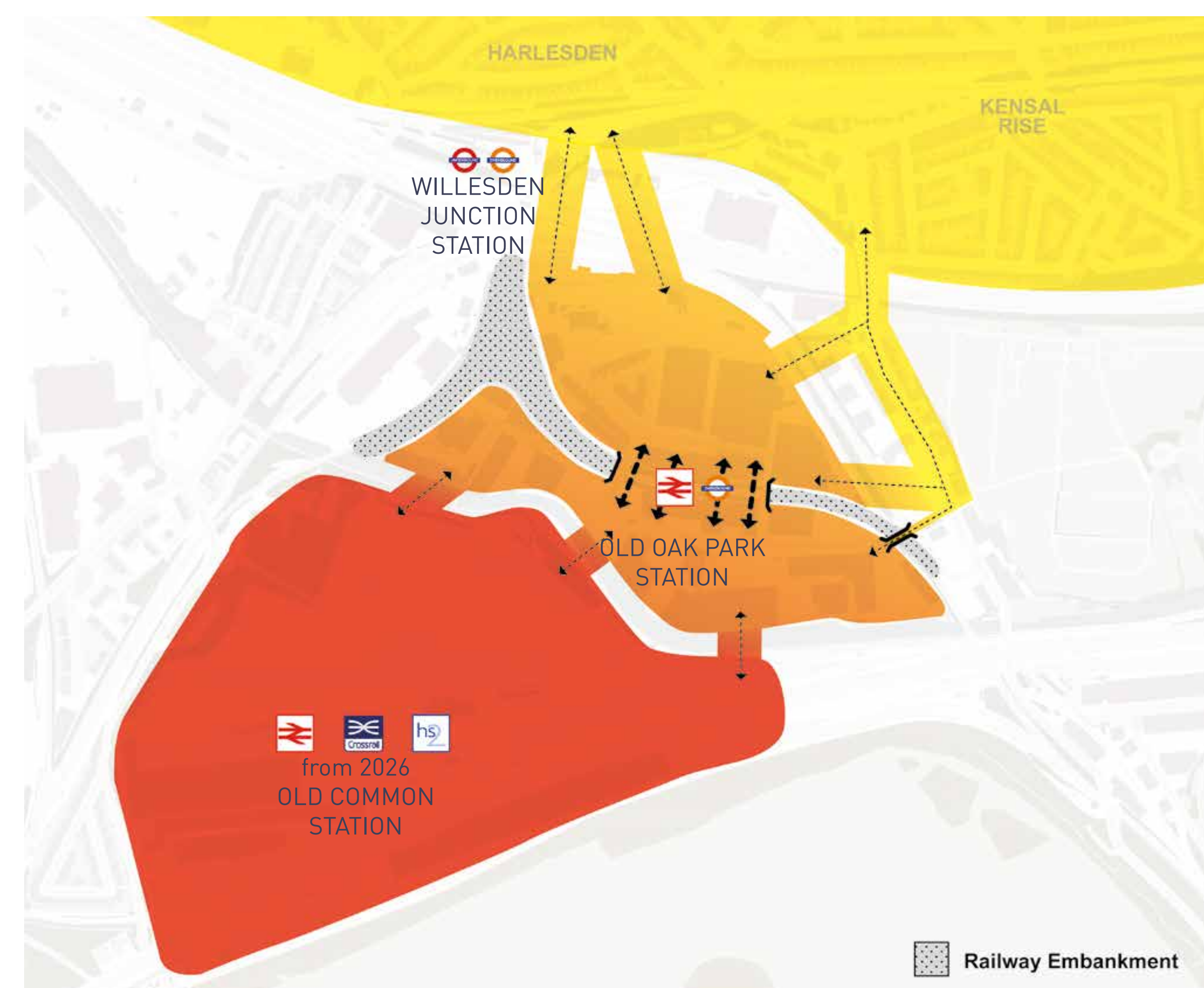
For these reasons it is very important for us - and we believe for local people - that the viaduct is progressed and we would welcome local people and organisations making their views known to the OPDC on this subject.

LINKS INTO THE SURROUNDING NEIGHBOURHOODS WITH EMBANKMENT

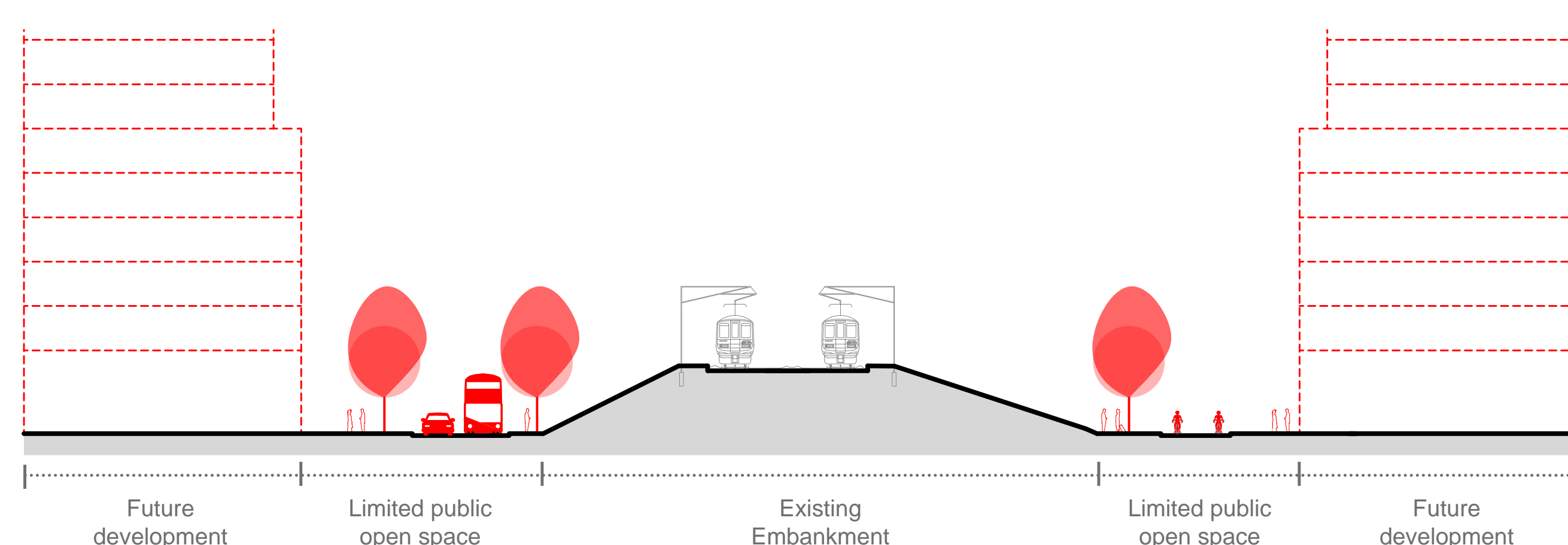


The existing railway lines cut the site from east west, creating a physical barrier between the northern and southern part of the site

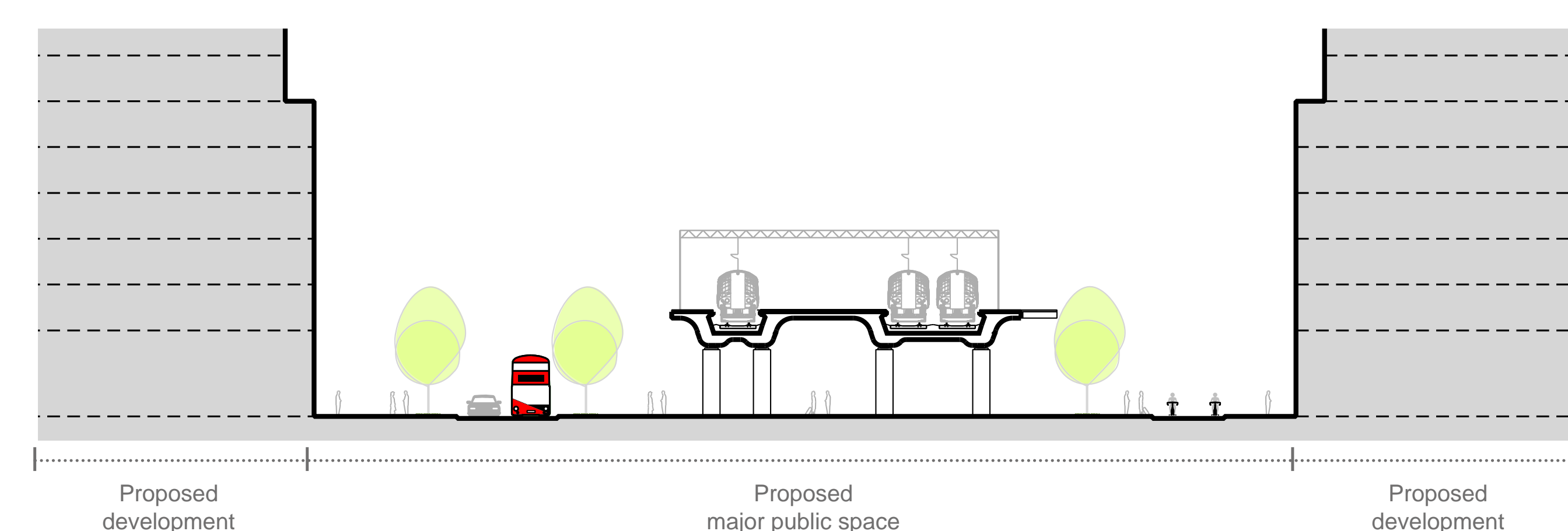
PROPOSED LINKS INTO THE SURROUNDING NEIGHBOURHOODS WITH VIADUCT AND BRIDGES



The viaduct and the additional bridges will enable movement from north to south



How the existing embankment would relate to the future development, creating a physical barrier between north and south



How the proposed viaduct would relate to the future development, creating a new square



Existing railway embankment



Example of viaduct structure at Boulevard de La Chapelle, Paris



Artist impression of the proposed viaduct

CENTRAL SQUARE AND OLD OAK PARK STATION ON THE VIADUCT



Artist impression of Central Square

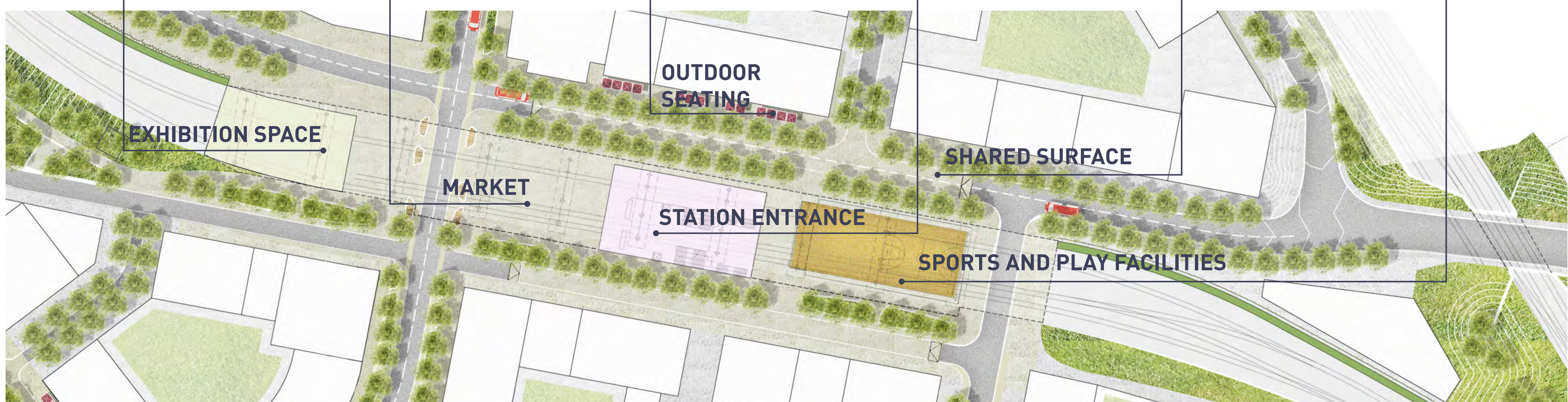
The Central Square at Old Oak Park Overground Station will be at the heart of Old Oak Park, focused below and either side of the new viaduct where it meets the High Street.

A grand urban square, the size of nearly two football pitches and similar in scale to Bloomsbury Square, will be framed on all sides by the surrounding buildings and its impressive size and flexibility will lend itself perfectly for a wide range of events.

Around its edge and spilling into the open space will be cultural institutions, community facilities, sports facilities, markets and local shops.

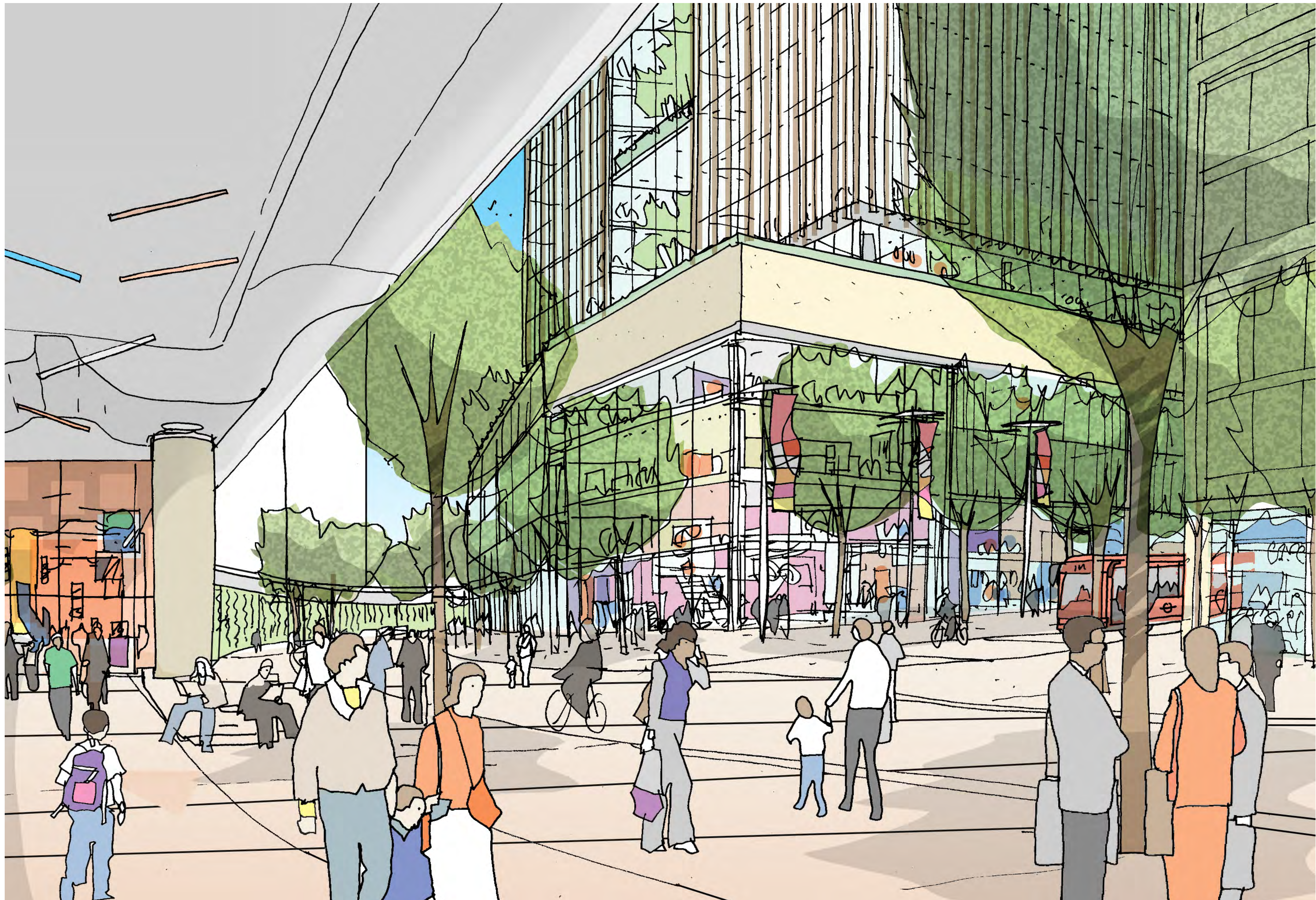
It was very clear through early consultation that local people want to see places for markets and independent businesses so we have incorporated opportunities for these at the heart of the development.

The Central Square will be delivered in the early phases of development and is crucial to establishing the identity of Old Oak Park, creating an impressive and welcoming arrival point for the millions of visitors coming here.



Activities on Central Square

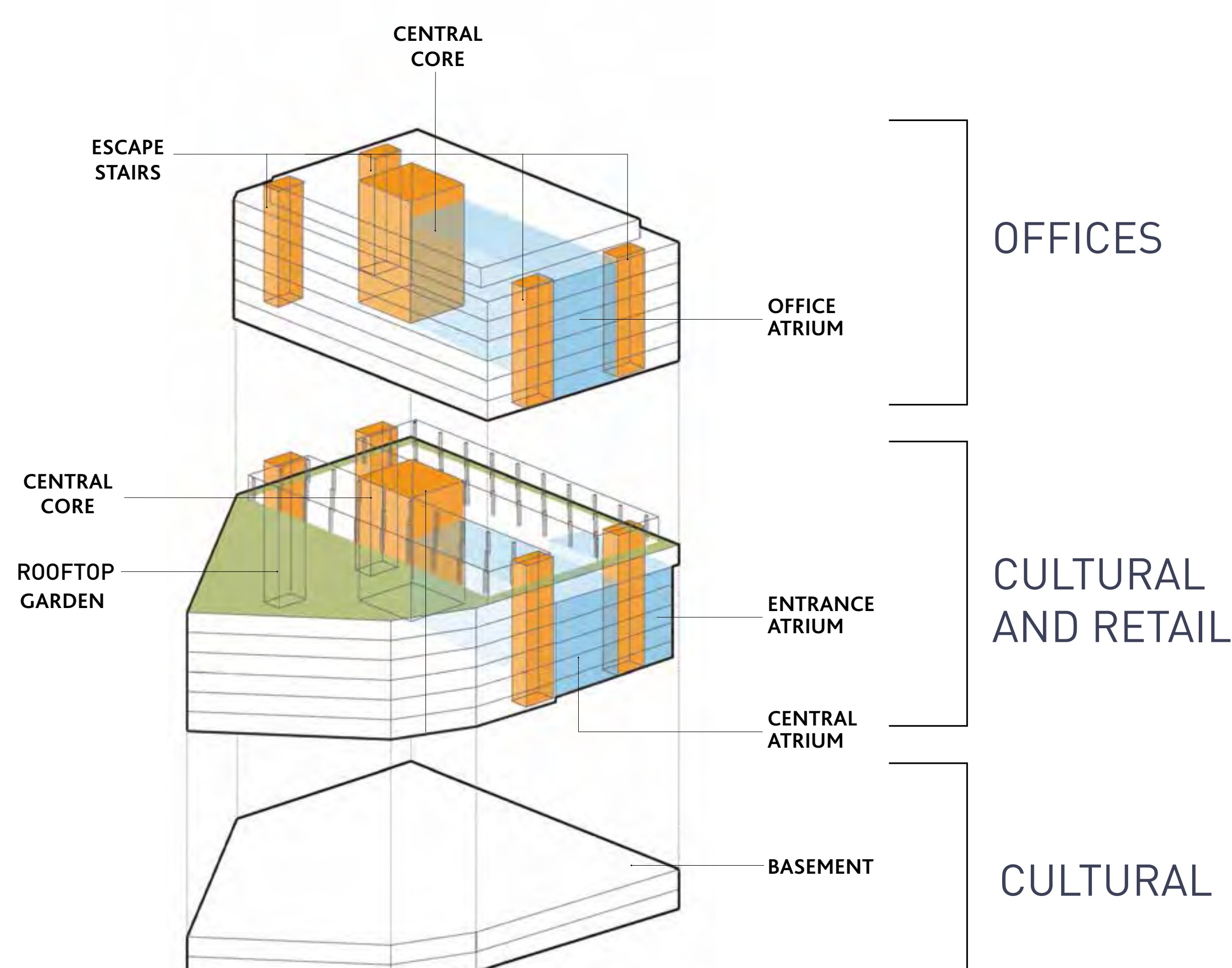
A NEW CULTURAL QUARTER



Artist impression of the new Cultural Quarter at Old Oak

Old Oak Park will have a new cultural hub at its heart, including major institutions and a visitor attraction of national significance that will also deliver community outreach programmes with schools and the local community.

Located in an iconic new building at the centre of Old Oak Park, occupying 50,000 square metres the building is being designed to spill out into the public spaces around it.

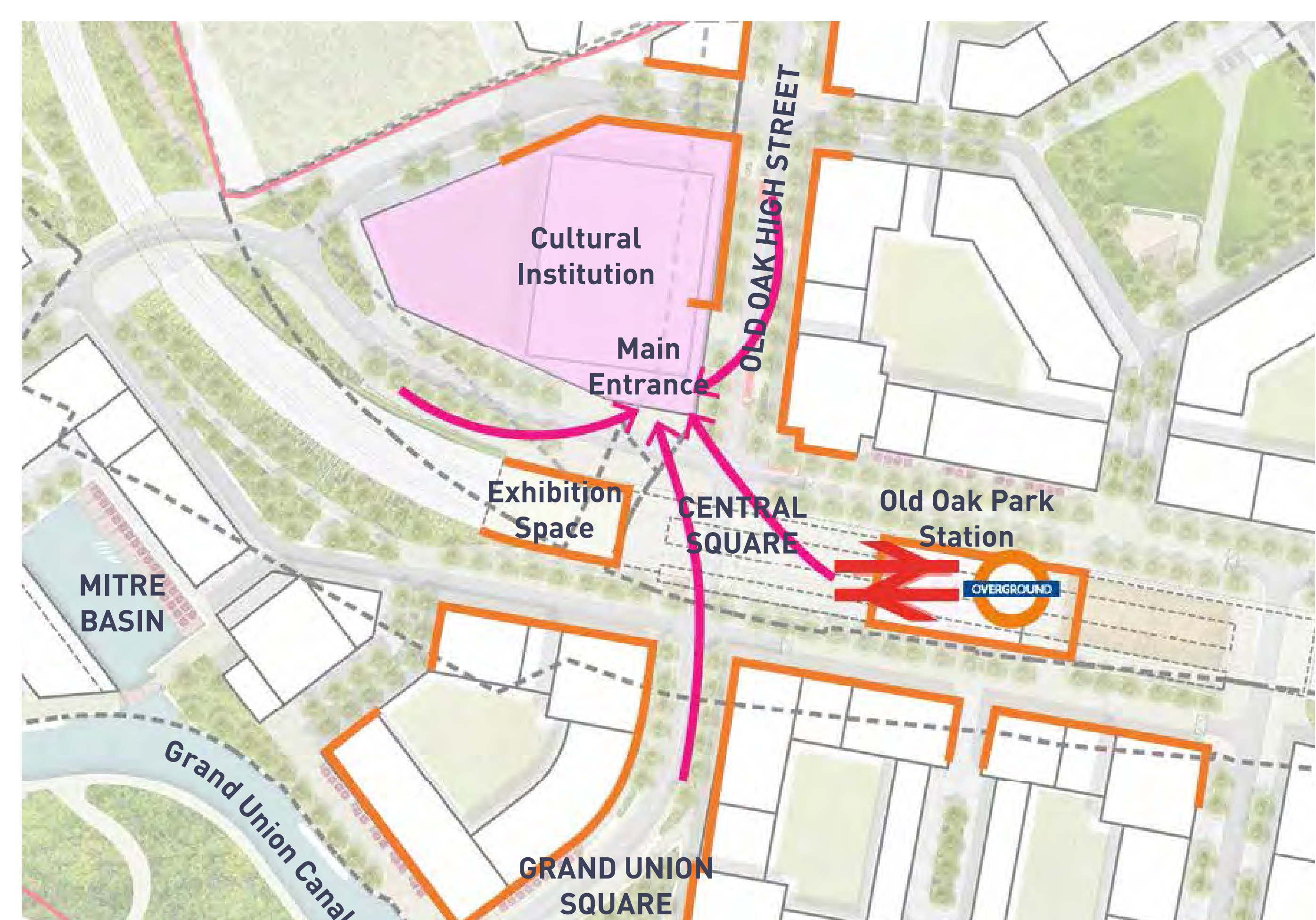


The building itself will be unique, with display, interaction and exhibition space for the institutions we are speaking with at the ground and lower floors. On the top will be office or research space, potentially for organisations that interact with the cultural occupiers. Throughout and on top of the building will be accessible terraces and sky garden spaces.

We want to bring a number of cultural, commercial and educational opportunities to this Quarter – including incubator spaces for small and growing businesses who want to locate near the connections and organisations coming to Old Oak Common, and we are already talking with a number of major educational and cultural institutions.

We believe this has the potential to attract millions of visitors a year, create hundreds of new jobs and boost the local economy by tens of millions of pounds a year.

Developing this offer is a major focus of the team over the coming months, which will help establish a strong identity for Old Oak Park as a whole.



Location plan of new Cultural Quarter at Old Oak Park

THE HIGH STREET



Artist impression of Old Oak High Street

Old Oak High Street is a brand new link connecting Harlesden and Willesden Junction in the north, through Old Oak Park, to Old Oak Common Station and Wormwood Scrubs in the south.

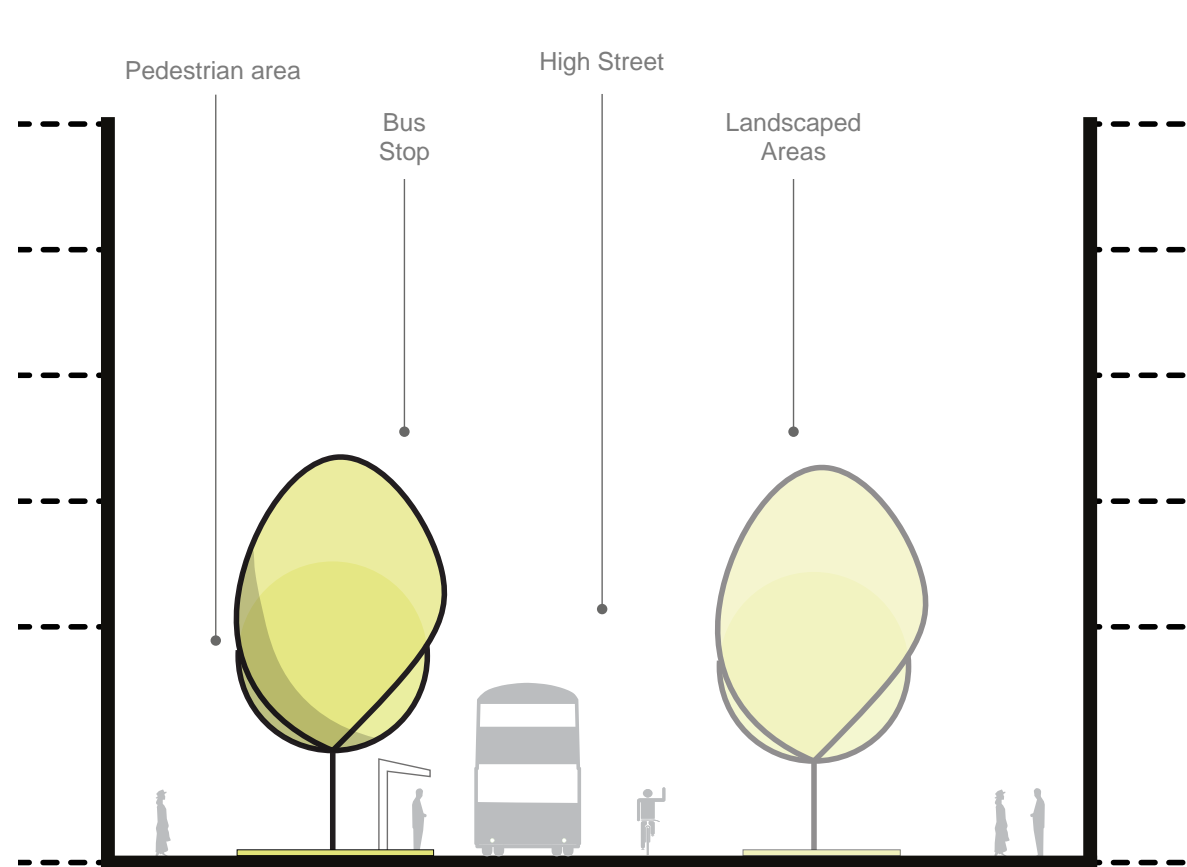
A 25 metre wide thoroughfare lined with shops and cafés at the ground floors with homes and workplaces above. It will be a major public open space in its own right, lined with mature oak trees that we are already looking at cultivating.

Along its route there will be a series of major public squares, including Central Square at Old Oak Park Station – the heart of Old Oak Park – and Grand Union Square, where the High Street meets the Grand Union Canal, opening up to the waterfront.

The High Street will contain a vibrant mix of uses along its length, with local shops, community facilities and educational uses to bring the area to life and provide all the activities and services needed to serve the daily needs of the new and existing communities.



Indicative alignment of the High Street link between Harlesden and Old Oak Common



Indicative High Street section



Top View of Old Oak High Street with electric bus/tram route

Bus services along the High Street

When we last consulted we suggested the High Street could be solely pedestrianised and this remains an option.

However through engagement with the OPDC and Transport for London it is clear that we need to ensure the High Street is capable of supporting additional bus connections along its length. We are still proposing that this is car free in order to prioritise pedestrians and cyclists.

Our planning application will therefore be able to deliver either a fully pedestrianised option, or one which allows bus services to operate so that there is the flexibility to respond to what is required when Old Oak Park, and the wider transformation, is delivered.



Top View of Old Oak High Street as a pedestrianised area

THE GRAND UNION CANAL



Artist impression of the new Canalside walk

The Grand Union Canal is a beautiful and important ecological and heritage asset which defines the area running for 1km along the southern boundary of Old Oak Park.

The canal will be developed as an important feature of Old Oak Park, providing a brand new linear public open space for the new and existing communities to enjoy. Along the northern bank there will be variety of public open spaces and provision for different types of activities from al fresco dining to canoeing, children play areas and performance spaces. We also want to maximise the waterside environment and we are looking at including moorings and a boat house to support water based activities.

Where the north-south Old Oak High Street spine meets the east-west linear canal park, a new public square will emerge – Grand Union Square – with activities similar of what you would find at Granary Square, Covent Garden or the Southbank. Grand Union Square is just one of a series of open spaces along the northern

side of the Canal which is currently inaccessible. These will be linked by a new walking route along the canal edge and will provide a focus for the residential neighborhoods offering views over the water.

To the south of the canal we are intending to protect and enhance the birchwood and are proposing improvements to the existing towpath, creating a three acre parkland and Nature Reserve with educational activities and natural trails.

Bringing the Canal into Old Oak Park

Feedback at our public consultation welcomed Old Oak Park's approach to creating a fantastic new open, safe and accessible environment along both sides of the canal.

A number of respondents also wanted to see the Grand Union Canal come into the site and creating a better interaction between the buildings and water.

Our masterplan now responds to this by incorporating a Canal Basin at the western bend. This will be used for water activities and will be surrounded by cafes, bars and restaurants like at Kensal Green Gasworks Dock and Portobello Dock. It has the potential to become one of the defining features of Old Oak Park.



The main public open space along the proposed Grand Union Canal Walk

HEIGHT STRATEGY

The overriding need at Old Oak Park is to create homes and jobs for London, making best use of the new transport infrastructure.

The OPDC planning documents and the London Plan set out the need for well-designed development of medium to high density.

The highest density development within the regeneration area will understandably be focused around the HS2 and Crossrail stations planned to the south of Old Oak Park.

At the Old Oak Park site itself, the draft OPDC Local Plan suggests that the stations and key destinations deliver at high density, with the residential areas to be at a medium density, and the sensitive edges around our site at lower density.

We are also extremely conscious that this needs to be a new piece of west London that people chose to live in, work and visit.

Our Masterplan therefore proposes a range of building heights which takes into account the features of the site, such as the railways and the retained Rolls Royce Building, the neighbouring sensitivities such as Scrubs Lane, Old Oak Common Lane, the canal and nearby open spaces, as well as environmental requirements like daylight and wind impact.

General scale across the site – there are almost 50 buildings across Old Oak Park, across which the average built form will be around 6 – 12 storeys.

Rolls Royce Quarter – the 3 storey Rolls Royce Building will be largely retained in its current form, to the rear of the building facing onto the open space there will be two taller elements at 9 storeys, and nearby there will be a mews street at 4 storeys.

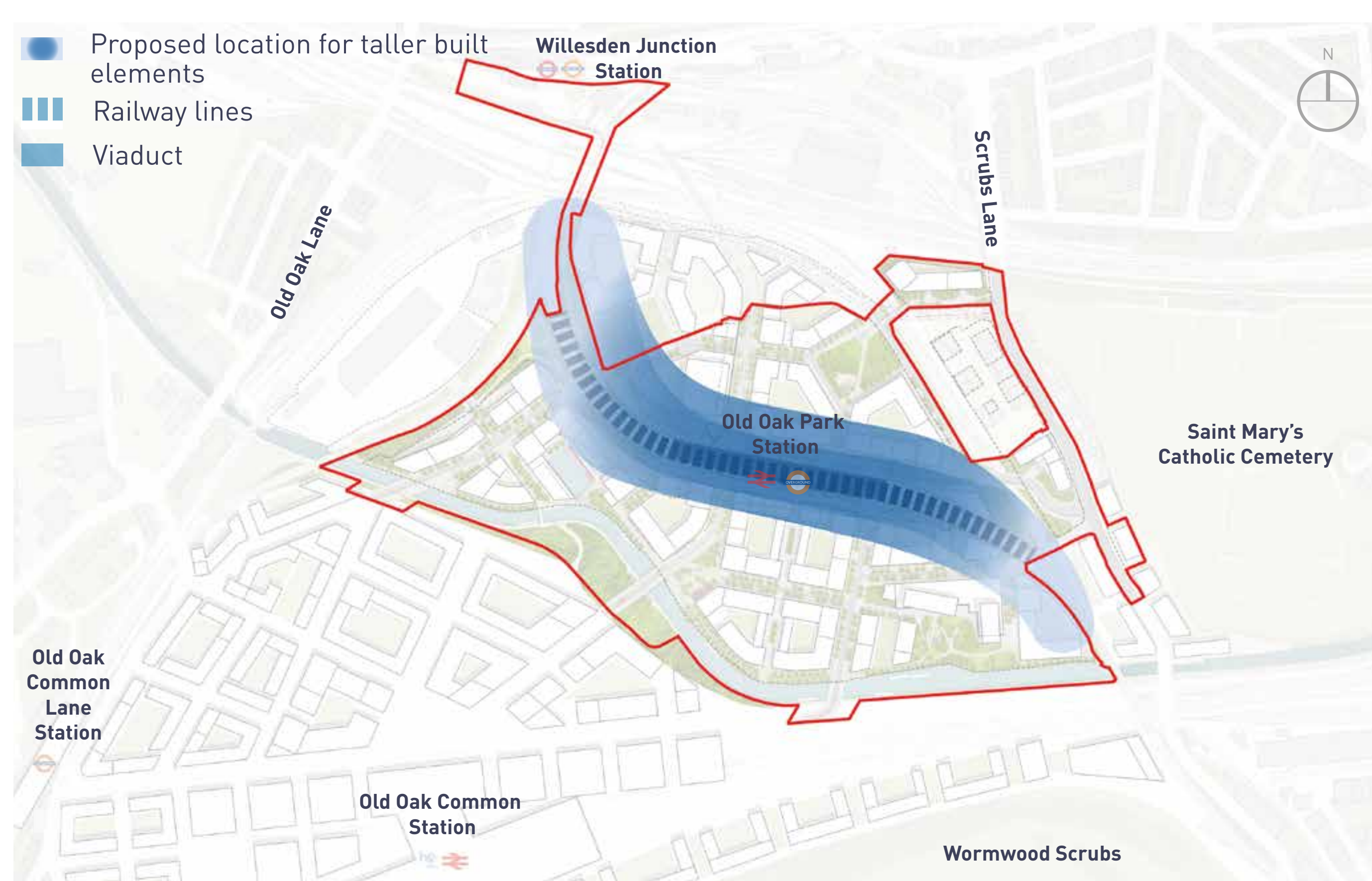
Canal – along the northern edge of the canal, set back with a public tow path, buildings are proposed at a lower 6 – 8 storeys in height with a two taller elements of 14 – 19 storeys at the Western Bridge and High Street Bridge.

Scrubs Lane – on the Old Oak Park sites along Scrubs Lane, such as the current Cumberland House and Hythe Road entrance, we are proposing a number of buildings at 5 – 9 stories.

Major street scale – we propose six buildings of between 20 – 24 storeys, marking the major streets and spaces of the Genesis Bridge approach, High Street Bridge approach to the Grand Union Square.

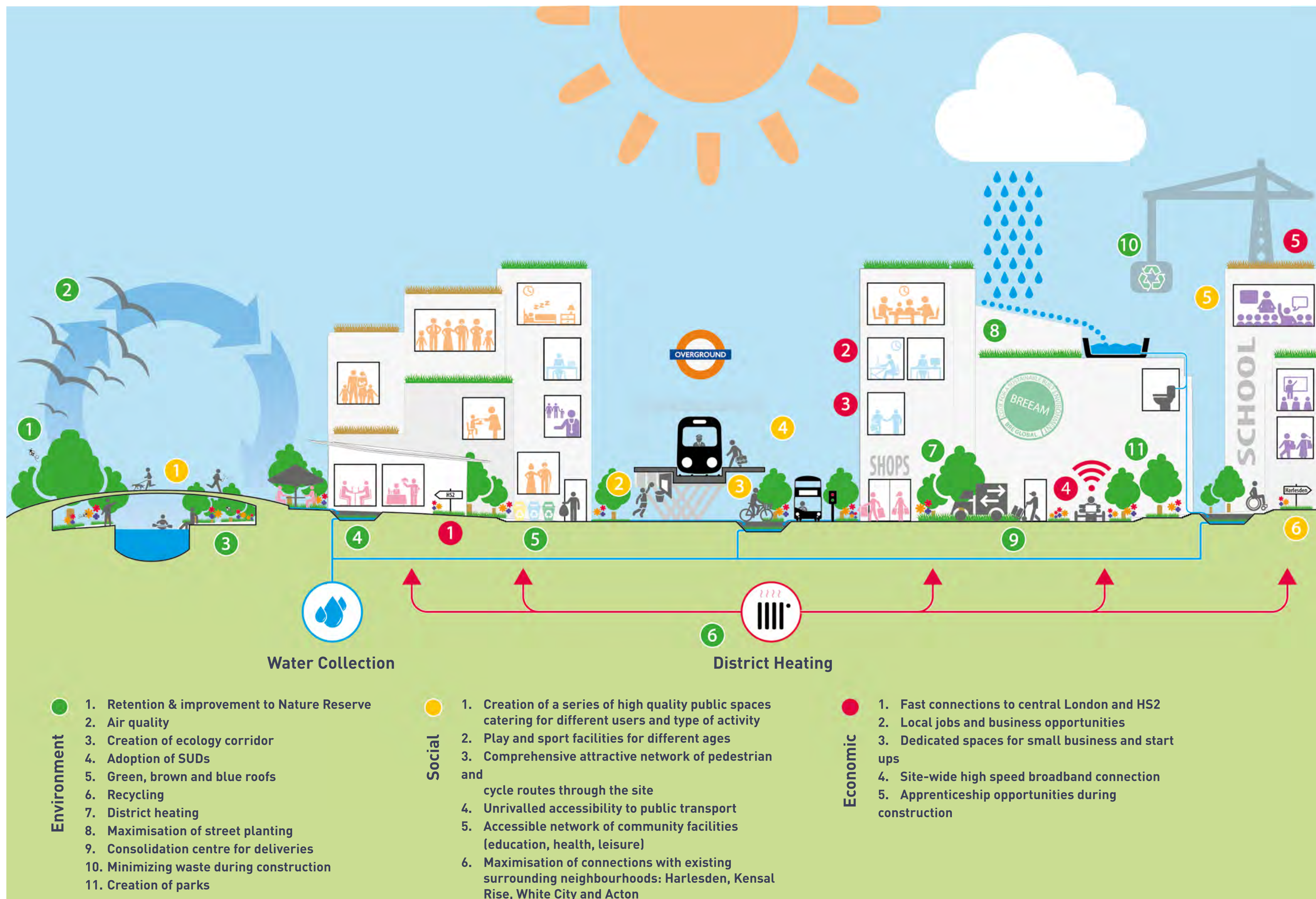
Main entrance scale – we are proposing two buildings of between 25 – 30 storeys, marking the major entrances to the site.

Heart of the site – we are proposing three buildings of between 31 – 45 storeys, which will be placed along the railway embankment, with the tallest at the junction of High Street marking the urban centre, adjacent to the new station.



Old Oak Park Skyline - view from the south. As the masterplan has evolved it has been constantly tested and adapted through a study of the key affected views, the locations of which have been agreed in advance with the consultees such as the OPDC and Historic England. Accompanying a future planning application will be 78 "verified views", which are being prepared.

A SUSTAINABLE NEW PIECE OF LONDON



Sustainability Diagram

Sustainability, ensuring a future-proofed, robust and flexible new piece of London, is a key component of the proposals for Old Oak Park and will be incorporated into the design and decision making throughout the life of the project.

Importantly it will meet the policy and guidance from organisations such as the Environment Agency to meet climate change and carbon reduction targets.

Given the long period of time that the site will take to build out, ability to adapt to changing conditions and respond to future demands will be essential. As a starting point we have reviewed a wide range of policies and approaches to sustainable development.

By designing a new piece of the city from scratch, we are able to incorporate a wide range of initiatives into the Masterplan. Although we are still at an early stage in the design process, we are looking at:

- **Reduced energy use** – we will use a range of low energy systems such as highly efficient building fabric and low energy lighting.
- **Energy generation** – we have been discussing opportunities for on-site energy generation with leading providers and considering how we manage energy supply and reduce carbon emissions, including the possible location of new energy centres.

- **Photo-Voltaics** – we believe there will be opportunities to use solar panels on a number of buildings so that some of the energy use is powered by on-site solar generation.
- **Water efficiency and conservation** – we will reduce potable water use through a range of high efficiency equipment, rainwater harvesting, and re-using 'grey' water.
- **Flood protection** – by careful design of the public realm and attenuation systems (Sustainable Urban Drainage), the rate of rainwater run-off from the site will be much lower than at present, helping to reduce the risk of flooding.
- **Prioritising public transport** – Old Oak Park will be an excellent public transport destination and we will be promoting public transport as well as prioritising pedestrian and cycle routes across much of the internal route network. This approach also has significant benefits for air quality.
- **New habitat creation** – the current site has been used for a variety of industrial and commercial uses for many years and although pockets of wildlife habitats remain, these are limited. We will create a new ecological network with new planting; a mix of green, brown and blue roofs; a dedicated nature reserve on the south side of the canal; and different habitats across the different parks to be created.
- **Sustainable construction** – we will look for opportunities to re-use materials on-site, utilise off-site construction and carefully source the building materials that we use to minimise transport impacts.

A dedicated sustainability strategy will be developed and submitted alongside our planning application as a public document.



Bunhill Energy Centre, London



Example of SUDs integrated within the urban environment

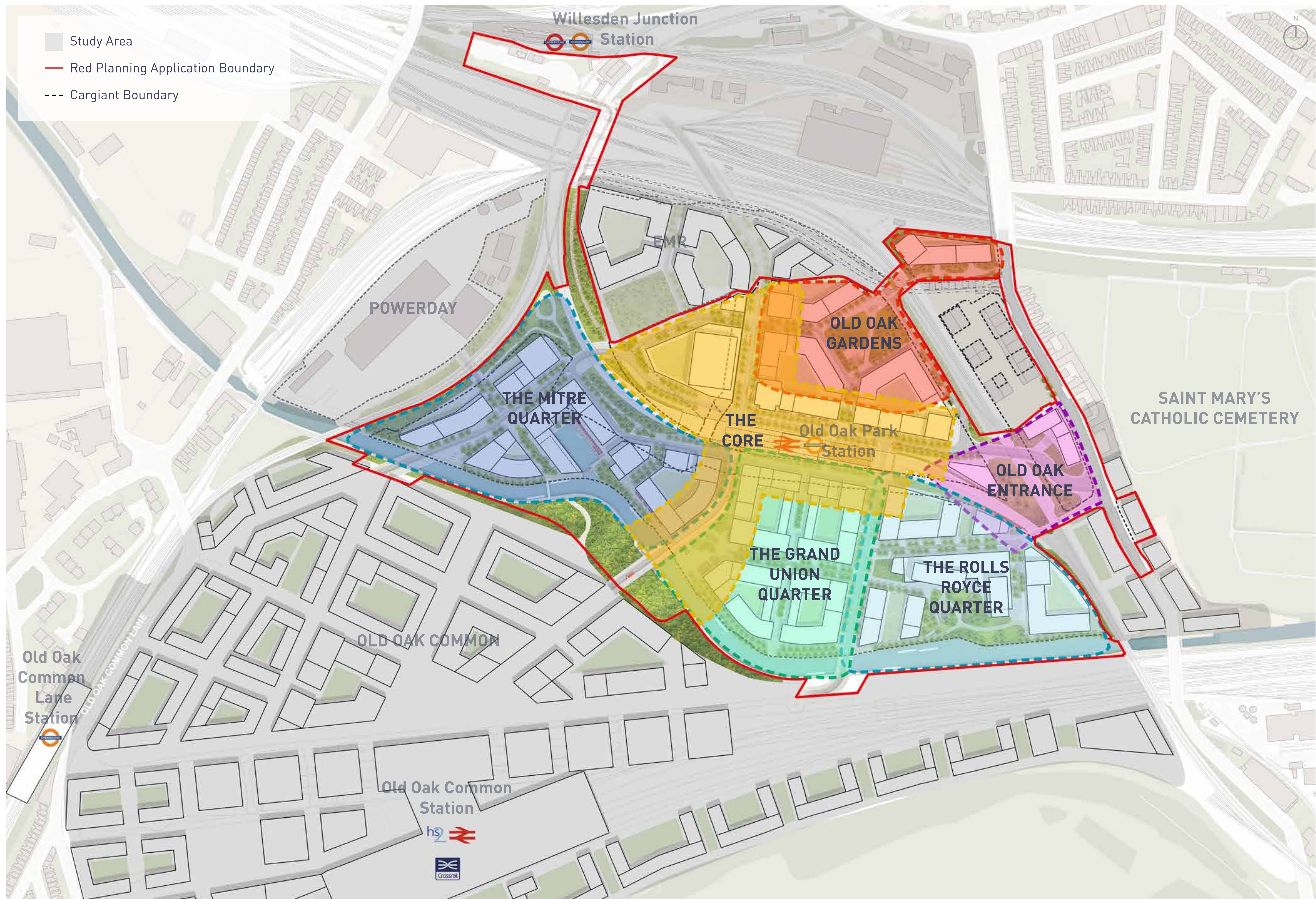


Example of nature trail



Example of green roofs

DISTINCTIVE CHARACTER & IDENTITY



The new neighbourhoods at Old Oak Park

The illustrative Masterplan identifies different neighbourhoods with varied character to reflect their location and to provide a range of environments within Old Oak Park.

For example some are more family oriented residential areas, others are more vibrant and active.

The building forms, building heights, land uses, access and circulation routes, open spaces and landscaping treatments will vary across the site to reflect these different areas, but keeping a strong inter-connection between them all.

THE NEW NEIGHBOURHOODS

Old Oak Entrance

The main access into the site, celebrating the entrance to the new development with a new green open space which accommodates a new pedestrian and cycle only access and a new bus and vehicular route.

The Core

The heart of the development, a mixed use area surrounding the new Overground station with apartments, small offices, shops, cafés and other community facilities. A dynamic centre for people to live, work and meet.

Old Oak Gardens

Based around a new park, this is a predominantly residential area for families and where the new school will be located.

The Rolls Royce Quarter

Named after the 1930's Rolls Royce manufacturing site, this is a predominantly residential area with a children's playground and an attractive decked platform by the canal.

The Grand Union Quarter

The southern residential quarter, a mixed use area with shops and cafés at the ground floor also providing a varied selection of homes.

The Mitre Quarter

The western residential quarter, a mixed use area with small and flexible office units and residential above, ideal for young professionals framing a water basin.

NEIGHBOURHOOD AREA: OLD OAK ENTRANCE & SCRUBS LANE



Artist Impression of Hythe Road when accessing Old Oak Park through the pedestrian and cycle only access off of Scrubs Lane

Old Oak Entrance is situated just off Scrubs Lane and it is the main access into our site.

It is characterised by the presence of railway bridges with their green embankments and landmark buildings to celebrate the entrance into Old Oak Park. These will be set back from Scrubs Lane beyond the West London Rail line and they will be envisaged as taller elements with a distinct architectural character.

A well landscaped open space welcomes the local residents into the new development through a brand new vehicular route and a pedestrian and cycle only underpass.

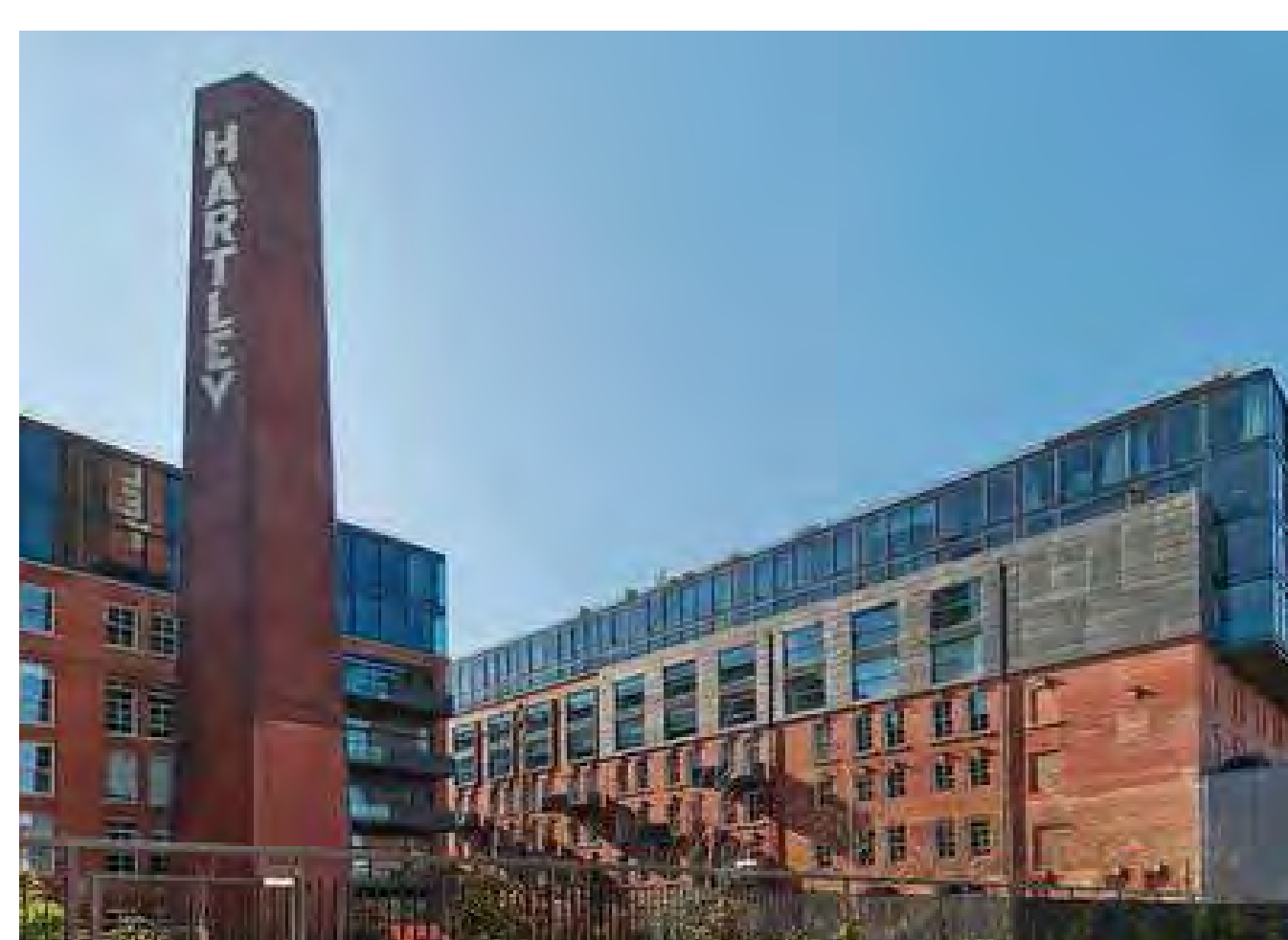
Street furniture is proposed to be contemporary in design. Particular attention will be given to lighting and art installation under the railway bridges to promote a safe and well-lit environment.

Along Scrubs Lane will be smaller scale development including homes and commercial office space that could accommodate existing businesses. These will recognise the existing character there and be sympathetic to the interaction with St Mary's Cemetery conservation area and the existing residential development around us.

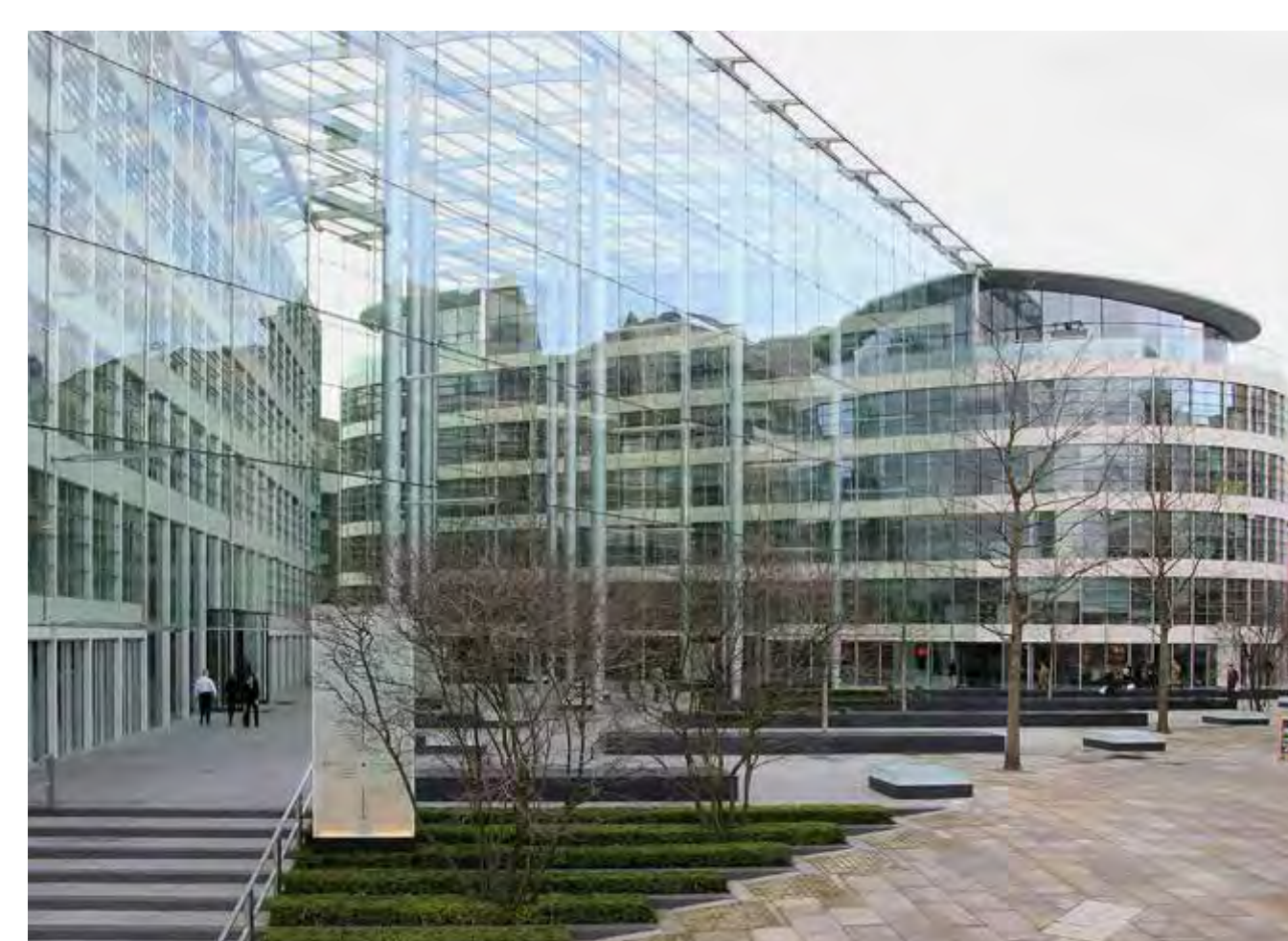
The architectural style of the new development along Scrubs Lane will take into consideration the historical context, for example reflecting existing details of facades, roofscape and choice of materials.



Old Oak Entrance plan



Example of converted historical industrial building into workshops and residential units at the Jam Factory, London



Example of landmark building at Tower Place, London



Example of pedestrian access in Baana, Helsinki



Example of public open space at Greenwich Peninsula, London

NEIGHBOURHOOD AREA: THE ROLLS ROYCE QUARTER



Artist Impression of Rolls Royce Gardens from the Grand Union Canal

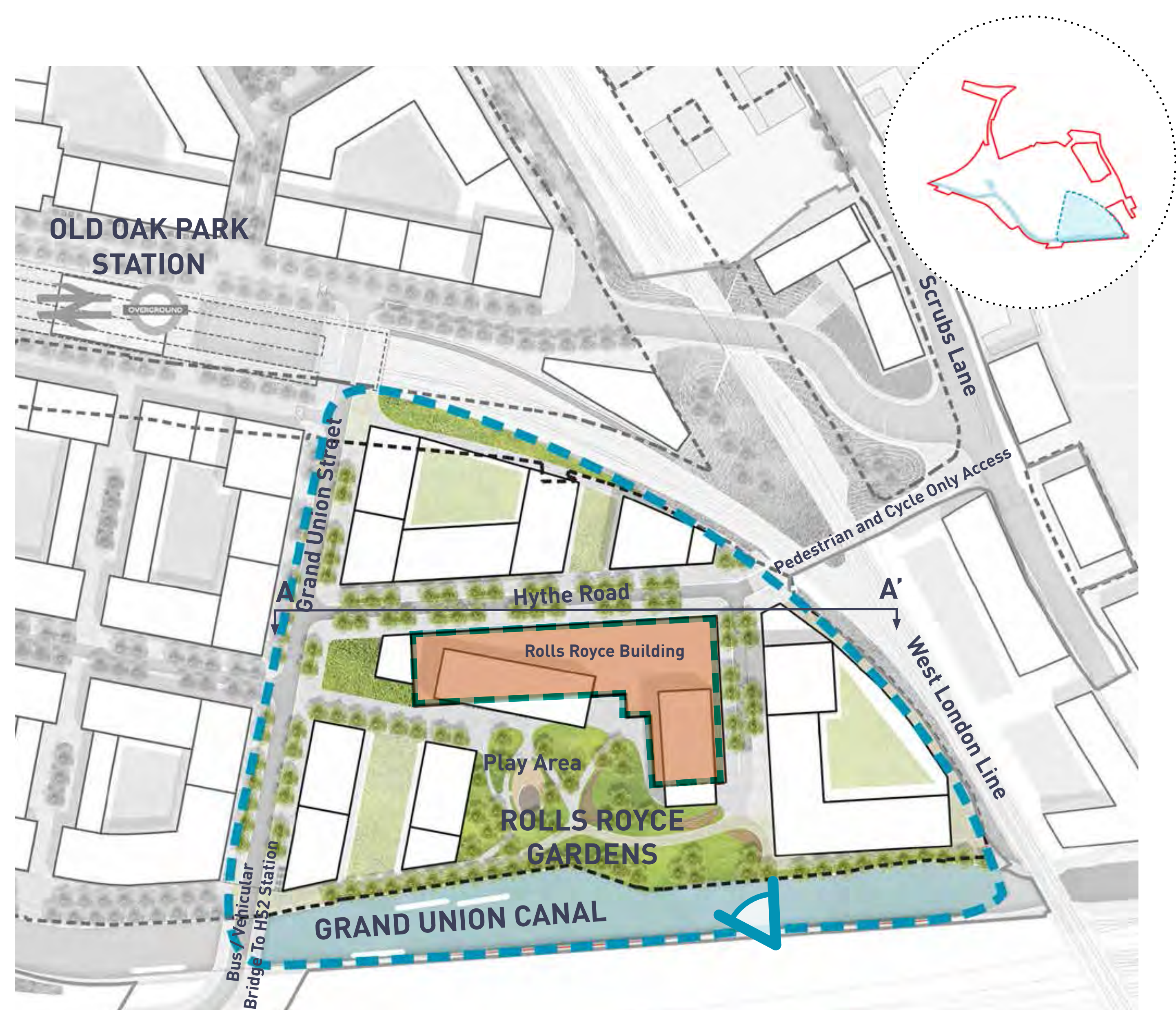
This area is located in the south-eastern corner of the site, it is a predominantly residential area fronting the Grand Union Canal with its promenade and the large Rolls Royce Gardens space.

This area will be characterised by the retention of the iconic Rolls Royce building which will provide flexible units for start-ups and creative businesses and a few taller element for residential.

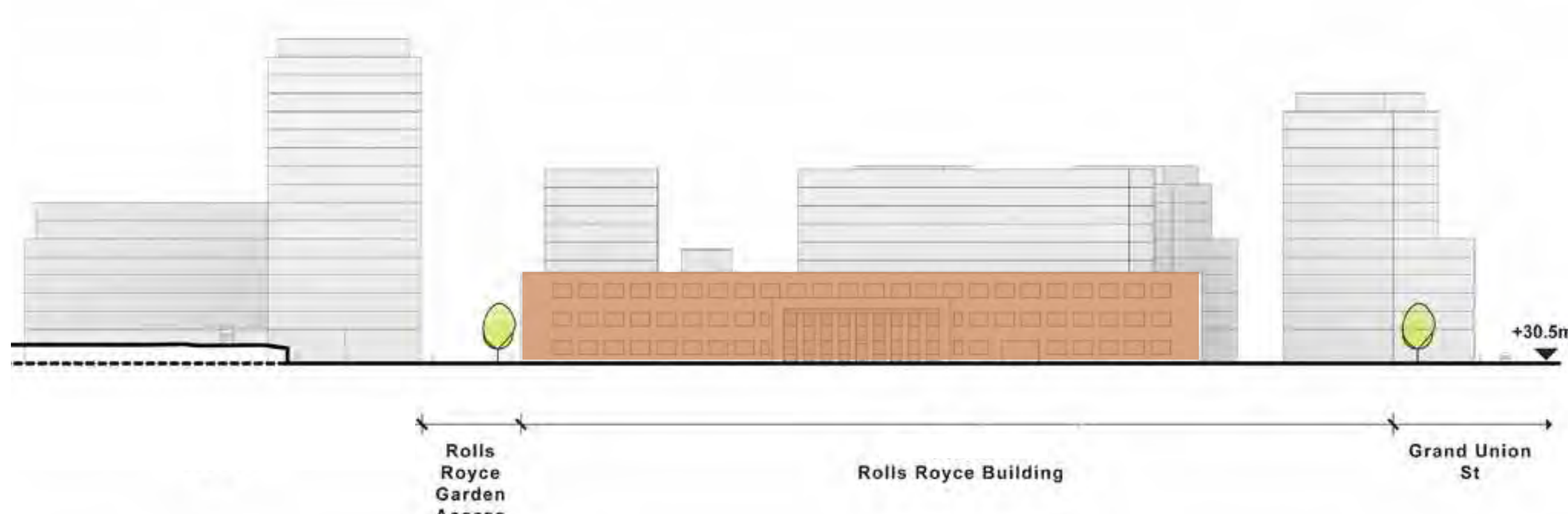
A range of mid-rise buildings will animate the skyline and create visual links to the canal, Scrubs Lane and Grand Union Square. The architectural style will take inspiration from the Rolls Royce building but still maintaining an appealing contrast between old and new.

The main public open space is the Rolls Royce Gardens which provides a children's playground, cafés, community facilities and an attractive green area between the Rolls Royce building and the canal.

The public realm will emphasise the importance of the Canal frontage, with paving patterns, inlays, in-ground lighting or even mosaics to add character and assist in wayfinding.



Rolls Royce Quarter plan



Section A-A': Northern elevation of The Rolls Royce Building and proposed Rolls Royce Quarter along Hythe Road



Example of workshop space for the creative and tech industry



Example of high quality design green public open space

NEIGHBOURHOOD AREA: THE CORE



Artist Impression of Grand Union Square

The Core sits at the centre of Old Oak Park. A vibrant mixed use urban area which includes the cultural quarter and exhibition spaces, the new station, shops, cafés, market, community and sports facilities, with offices and residential at the upper floors.

The public realm will have an urban feel with high quality landscape treatments and it will focus on Old Oak High Street, the Central Square under the viaduct and Grand Union Square by the Canal.

Old Oak High Street will be the key north-south link with shops and cafés.

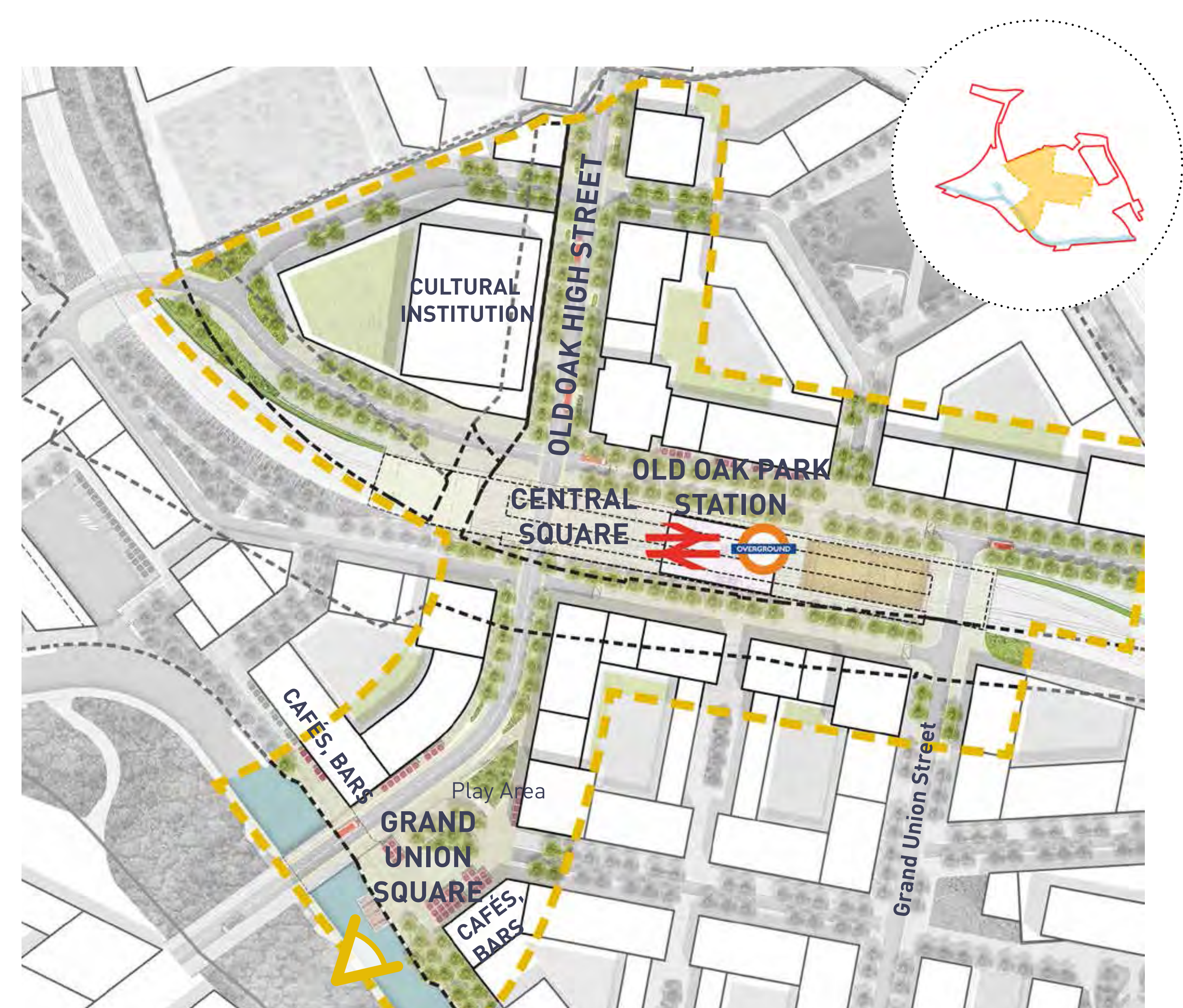
Central Square will be the centre of activities providing sports facilities, art exhibitions spaces, an outdoor market and access to the new Old Oak Park Station.

Grand Union Square will be a stepped landscaped public space to relax with a coffee, meet with friends and family and enjoy the great views of the canal and the nature reserve.

The area will be well served by public transport thanks to the proximity to the new station and the provision of new bus routes. Shared and raised surfaces will be used to promote a pedestrian friendly environment.

The built form will accommodate courtyard blocks with taller elements at key corners and strong continuous frontages with active ground floor uses along the main public open spaces.

Iconic architecture will be particularly appropriate for the cultural quarter and the other tall landmark buildings in this area.



The Core plan



Example of public open space facing the water with stepped landscape in Hafencity, Hamburg, Germany



Example of mix uses basketball courts to cafés and bars in Hafencity, Hamburg, Germany

NEIGHBOURHOOD AREA: OLD OAK GARDENS



Artist Impression of Old Oak Gardens

Old Oak Gardens is located in the north-eastern corner of the site, it is a predominantly residential area focused around a high quality green open space which provides a children's play area, informal green areas for everyone to enjoy and a direct link to Scrubs Lane.

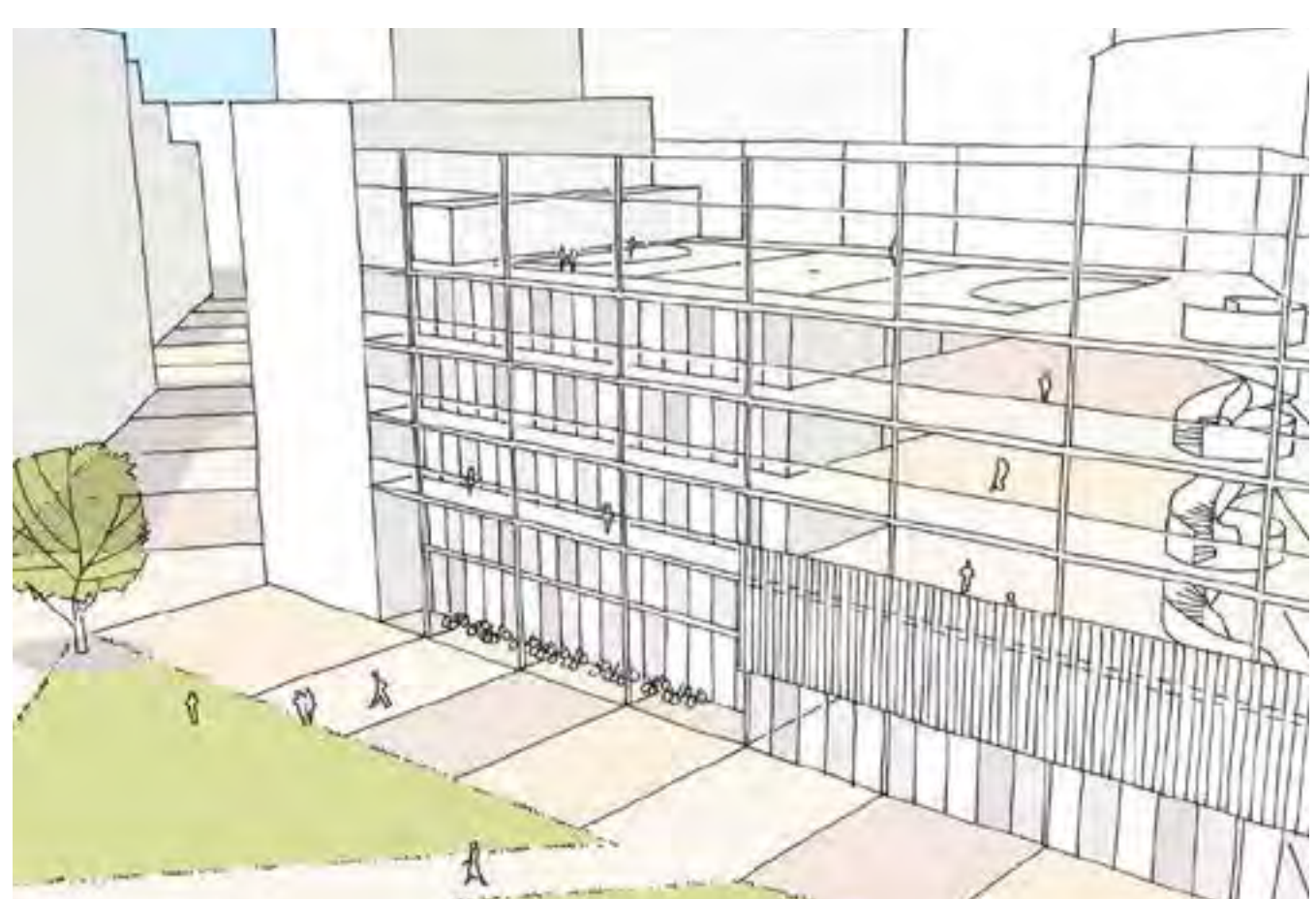
A brand new primary school will be located in this area, being easily accessible for existing neighbourhoods as well as the new communities thanks to a pedestrian and cycle bridge from the green open space to Scrubs Lane. The masterplan also allows for this link to be upgraded in the future to deliver a new road access too.

The Garden Square is the size of a football pitch and the quality of this public open space is crucial to create a vibrant and well integrated community.

This area will offer family homes including maisonettes and mid-rise courtyard blocks with apartments.



Old Oak Gardens plan



Artist impression of indicative design for the Old Oak Park Primary School



Example of play equipment for children, National Wildflower Centre, Huyton, Liverpool



Example of residential square with playground at Arundel Square, London



Example of internal residential courtyard at Adelaide Wharf, London

NEIGHBOURHOOD AREA: THE GRAND UNION QUARTER



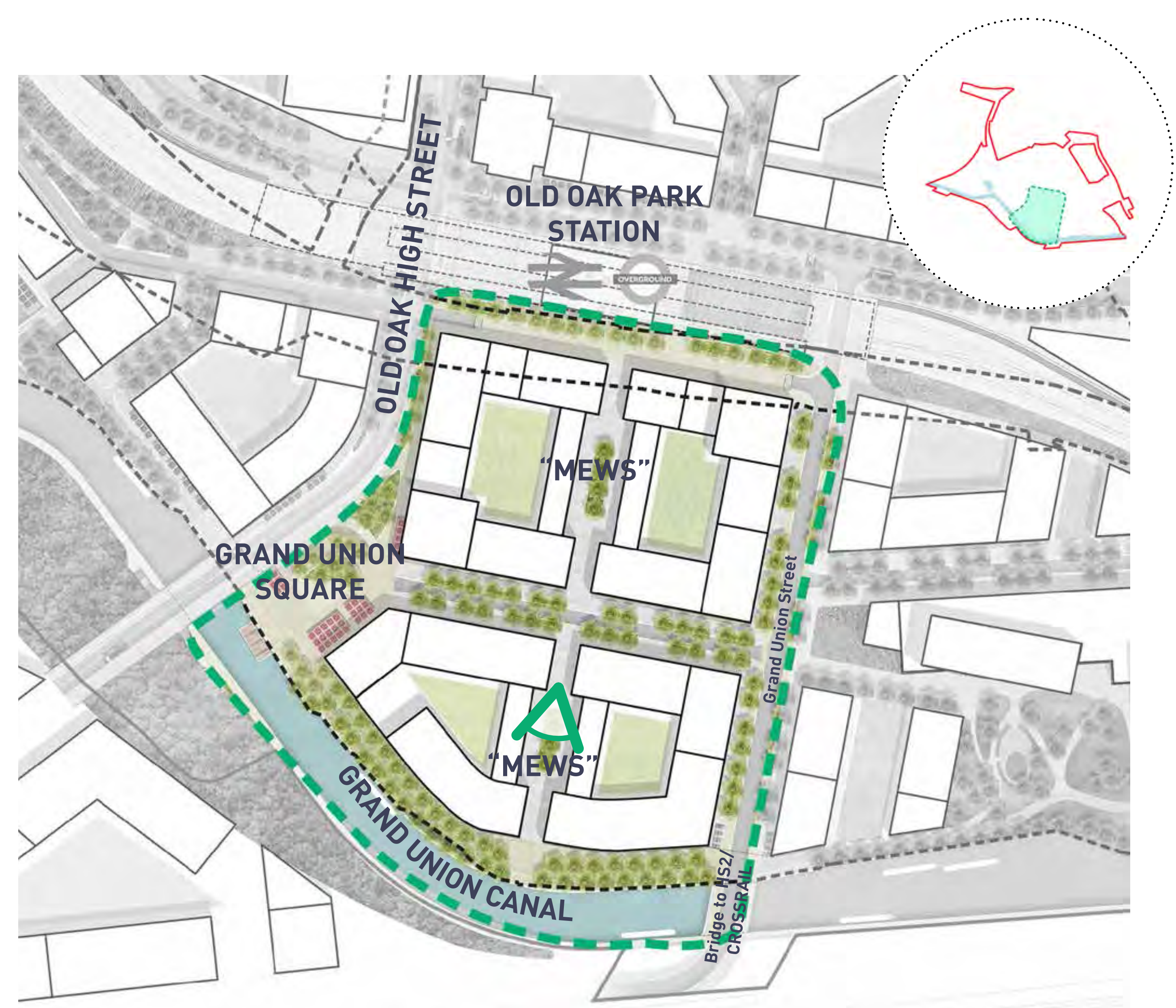
Artist Impression of the Grand Union Quarter

The Grand Union Quarter faces directly onto Central Square to the north and onto the Grand Union Canal to the south. It is a mixed use area with a residential heart and active frontages with retail and community facilities along the edges.

The mixed use blocks will have an active ground floor with shops and cafés facing onto the main public open spaces such as Central Square, Grand Union Square, the Canal walk and residential maisonettes along the quieter local streets.

The public realm provides a variety of experiences from the vibrant Canal walk open to the wider communities to more secluded 'mews' inspired streets predominantly enjoyed by Old Oak Park residents with door step play areas and soft landscape features.

There will be a variety of built form typologies from low rise development of four to six storeys and taller elements framing the main open spaces. South facing terraces and balconies will maximise the canal views.



Grand Union Quarter plan



View from Grand Union Square to the Rolls Royce Building



Example of low rise development with active ground floor along the waterfront in Hammarby Sjostad, Stockholm



Example of different residential typologies, Stratford



Example of shared surface

NEIGHBOURHOOD AREA: THE MITRE QUARTER AND BASIN



Artist Impression of the Mitre Basin

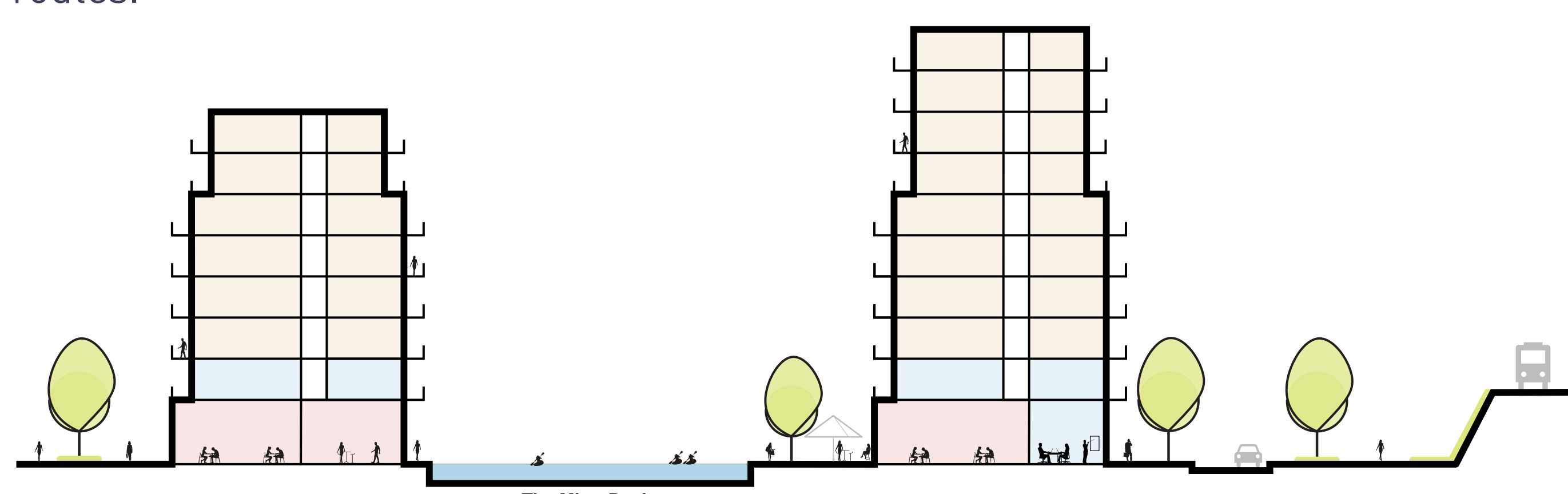
The Mitre Quarter is located in the south-western corner of the site. It is a mixed use area characterised by the canal basin with direct views across the water to the Birchwood Nature Reserve.

The main open space is the Mitre Canal Basin. The interface between the canal and the basin offers the ideal location for cafés, restaurants and community uses that help to draw people from the canal path and to emphasise the public character of this open space.

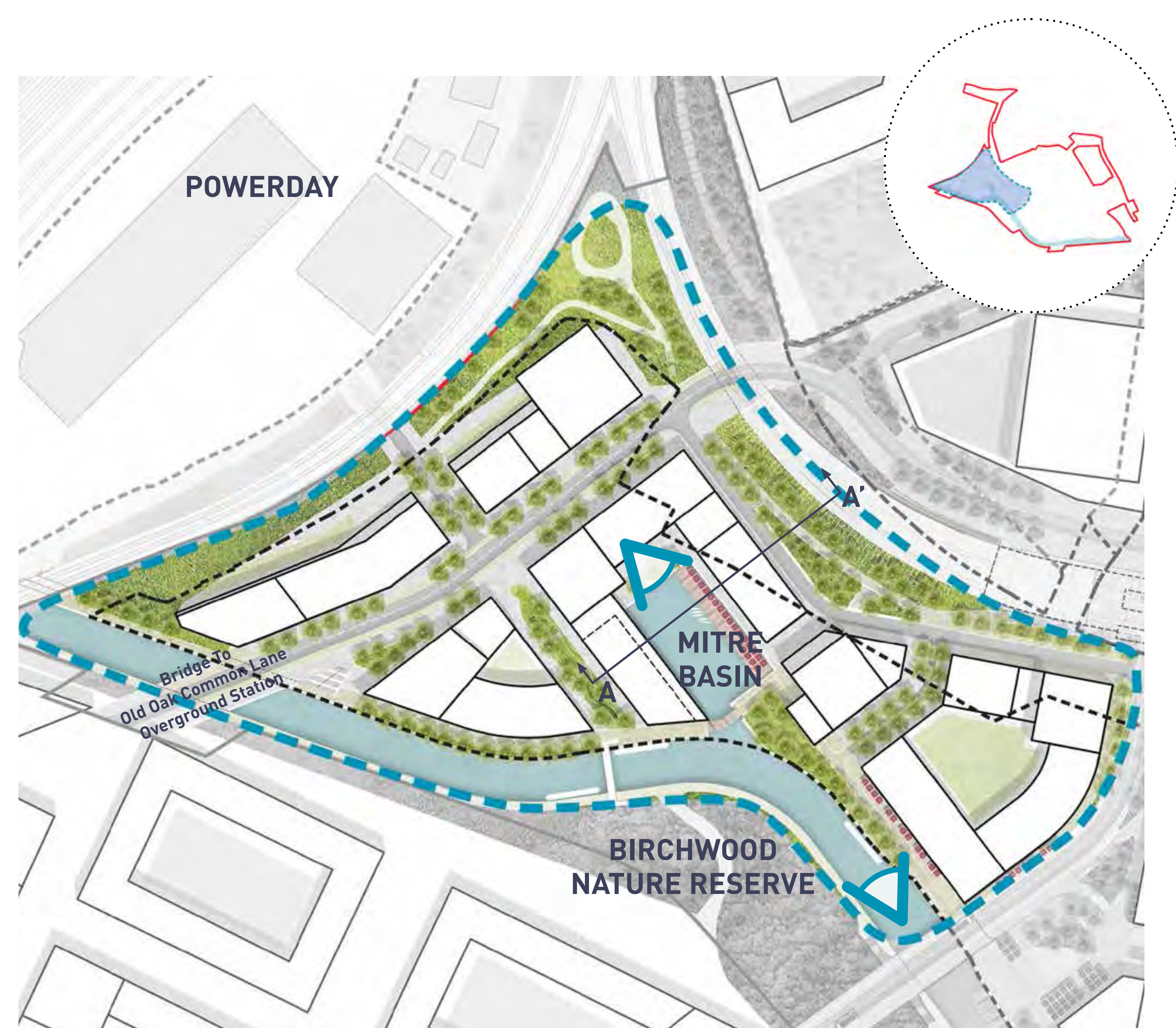
Parallel to the basin there are two additional spaces. The one to the south is designed to be perceived as the visual continuation of the Birchwood Nature Reserve. The second one, to the north, is a soft landscaped space envisaged as a natural extension of the green amenity offered by the existing railway embankments.

The built form will vary and will provide a continuous frontage along the canal promenade, the main open spaces and routes. Cafés, small office units and community facilities will animate the canal walk and the green areas.

The public realm provides a pedestrian only area surrounding the basin and a network of pedestrian friendly streets promoting the use of shared surfaces along the railway embankments edge with a more formal street layout for the primary routes.



Section A-A'. The Mitre Basin



Mitre Quarter plan

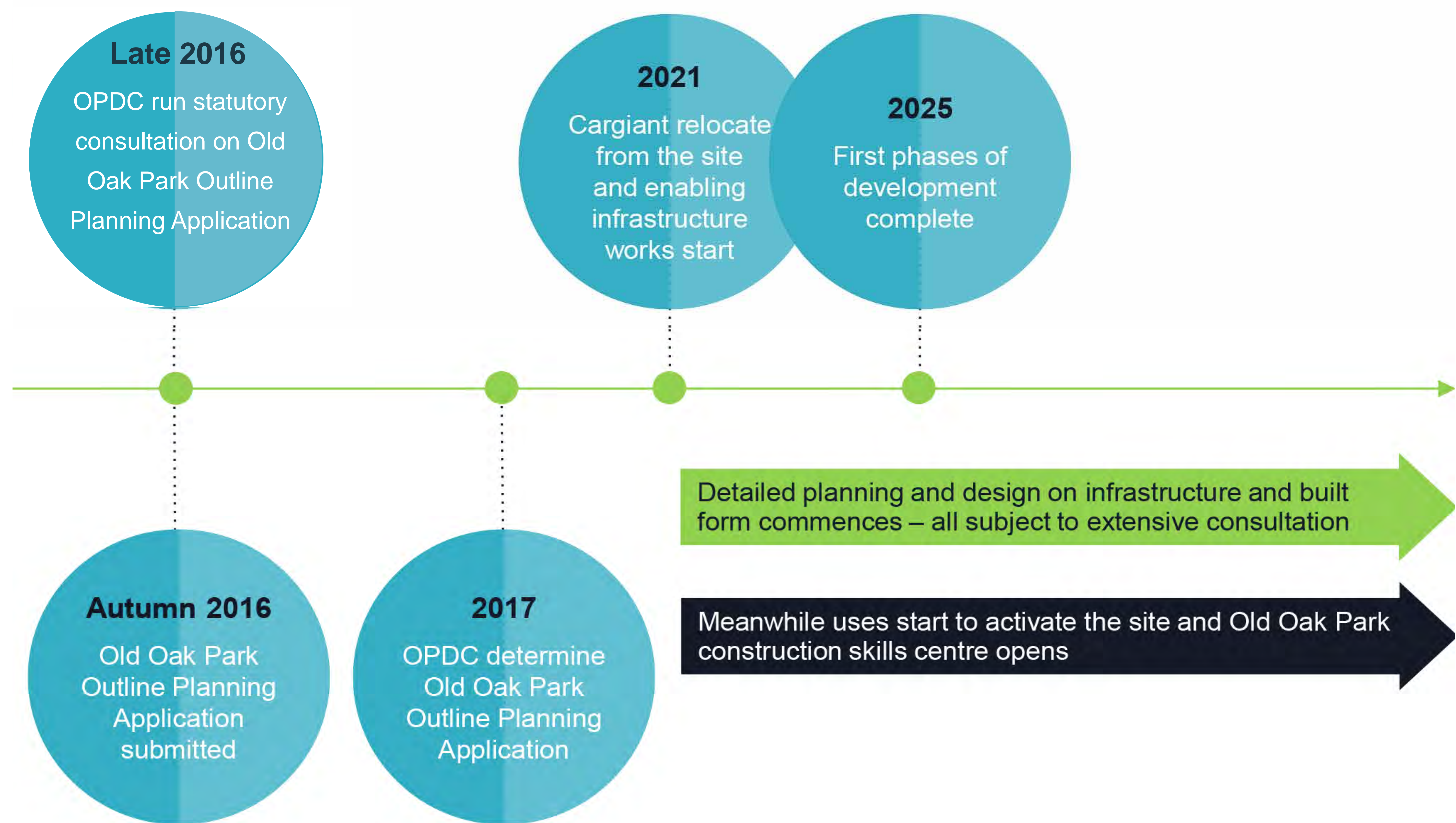


Artist impression of the Mitre Basin from the Grand Union Canal Walk



Portobello Dock, London

NEXT STEPS



PHASING & DELIVERY



The regeneration of Old Oak will take place over many years and change in the area will be incremental. This is because of the scale of the change as well as the complexity of the infrastructure to be delivered.

Old Oak Park presents an opportunity for some of the earliest delivery and will come forward in a number of phases. We will upgrade the pedestrian links to Willesden Junction station, support delivery of the planned new London Overground station, and create the new main vehicular access to Old Oak Park from Scrubs Lane in early stages. The phasing of new homes and other development will be tied into the phasing of the new infrastructure, delivery of adjacent sites and the wider utilities provision in the area.

A number of ways to animate and activate parts of the site during development are being looked at in order to ensure that the area continues to thrive as Cargiant relocates as well as during the demolition and construction works.

Thank you for taking the time to visit this exhibition.

We hope you have found the information we have presented today useful.

We have displayed our thinking to date and now we want to know what you think about what you have seen today. Please do take a feedback form or visit www.oldoakpark.co.uk to let us have your views.

The responses we receive will be shared with our design team before a planning application is submitted to the Old Oak and Park Royal Development Corporation (OPDC) later in the year. Once this is received the OPDC will themselves run a consultation so there is still plenty of time to have your say.

Given the scale of the regeneration, our planning application will be in 'Outline' only – establishing the key parameters of the Masterplan – with further planning applications providing the more detailed design information to follow before we will be allowed to start building.

Please respond with comments on the comments card provided and post it to:
FREEPOST, OLD OAK PARK CONSULTATION

Or you can respond by any means below.

Online: www.oldoakpark.co.uk
Email: oldoakpark@londoncommunications.co.uk
Freephone: 0800 046 3379

Keep up to date with the project at
www.oldoakpark.co.uk