



<p>POLICY P3: Grand Union Canal</p> <p>VISION</p> <p>V1. The Grand Union Canal is a key heritage asset and will continue to be one of the defining features of both Old Oak and Park Royal and canalside destinations. It will be central in creating a new part of London in Old Oak and enhancing Park Royal as a thriving industrial location.</p> <p>V2. It will be a key artery through the area, connecting into Kensal Canalside in the east and Alperton in the west. High quality walking and cycling routes will integrate comfortably with the wider street network. This movement will be complemented through the promotion and use of the canal for passenger and freight transport while seeing new and improved moorings and enhancements to its ecology.</p> <p>V3. The canal will see a new Local Park delivered along its edges within Old Oak with other open spaces provided along its length. New multifunctional water spaces will bring the character of the canal into surrounding locations while providing spaces for new moorings, access to nature and sustainable drainage. New and enhanced green infrastructure will be embedded along its length, ensuring it can help the area adapt to and mitigate the impacts of climate change.</p> <p>V4. Within Old Oak, new development will frame the canal with active frontages of social, leisure and town centre uses at the crossings of key streets that will support the creation of a food and beverage quarter. Positive frontages provided by housing and employment uses will front the canal in other locations. There will be opportunities for some tall buildings at key crossings to support local legibility.</p> <p>V5. Within Park Royal, development will be encouraged to positively engage with the canal through improved boundary treatments, access, overlooking and safety and security measures and, if feasible, make use of the canal for freight transport. Within the Channel Gate industrial location, after its release by HS2 Limited, new high density industrial development provides the opportunity to create new open spaces and crossings, improving permeability and supporting place making.</p>	<p>NB The Grand Union Canal has been mentioned in other policy discussions including transport, environment and economy and North and South Acton. Key concerns have been about the failure to consider how the canal might be better used in respect of transport of goods, the huge environmental benefits of using the canal rather than road, potential of having centres form onward distribution.</p>
--	---

<p>POLICY</p> <p>Proposals should plan positively to deliver the place vision by contributing and / or delivering where appropriate and relevant as follows:</p> <p>Land uses</p> <ul style="list-style-type: none"> a) Contributing to the delivery of the aspirations of the Mayor of London's Blue Ribbon Network; b) Supporting the activation of the Grand Union Canal and canalside spaces within Old Oak by delivering: <ul style="list-style-type: none"> i) permanent and meanwhile town centre, leisure, commercial, community and canal-related uses with active frontages in areas of higher activity including at crossings of key streets; ii) positive frontages of residential and employment uses elsewhere; and iii) A3 and A4 uses on the canalside adjacent to Old Oak High Street to establish a food and beverage quarter that complements other leisure and cultural uses within the OPDC area. c) Delivering a range of permanent and temporary new residential, leisure and visitor moorings and their supporting infrastructure along the canal and specifically in areas of higher activity including at: <ul style="list-style-type: none"> i) Grand Union Square; ii) Park Road Gardens; iii) the Atas Junction Cluster; iv) Rolls Royce Gardens; v) Mitre Wharf; vi) Mary Seacole Gardens; and vii) other canalside spaces including basins and locations adjacent to crossings. d) Supporting overlooking, security and safety along the canal and canalside spaces within Park Royal and Channel Gate by delivering Strategic Industrial Location compliant broad industrial type uses with positive frontages; 	<ul style="list-style-type: none"> • Policies should reflect the fact that the canal is owned by the public. The public is not just a stakeholder. • We take a lot from the canal, but we give zero back. • Previous comments by community groups have stressed the importance of segregation between cycling and pedestrian routes, but this is not included. • All bridges should be accessible to the public. Policy on Public Realm and movement should be stronger to ensure this. • There are concerns about what will happen to boat owners that currently use the canal. • Currently access to the north of the canal is restricted. • Enhancements that can bring a vibrant element to the canal are welcomed, but at the same time these should not be imposed. • Future development should ensure that the ecology and biodiversity of the canal is continuously protected. (NB concerns re potential negative impact on Birchwood Nature Reserve mentioned in the Old Oak N and S discussion) • The language of the document is vague and open for interpretation.
---	---

<p>Public realm and movement</p> <ul style="list-style-type: none"> f) Connecting canalside routes with new and improved canal crossings, in particular at the crossings of: <ul style="list-style-type: none"> i) Old Oak High Street; ii) Park Road; iii) Grand Union Street; iv) Scrubs Lane; v) Old Oak Lane; vi) Wesley Avenue; vii) Acton Lane; and viii) Abbey Road. g) Ensuring bridge infrastructure and associated spaces are designed to be integrated into the built environment, are accessible and include active and positive frontages where possible; h) Contributing to improvements to the southern towpath in its role as a national towing path 	
<p>network and as a continuous high quality east-west walking and cycling route as part of the National Cycle Network and proposed TfL Quietway by:</p> <ul style="list-style-type: none"> i) delivering a shared walking and 2-way cycling route of a minimum 3.5 metres in width where feasible, excluding ramps to connections; ii) delivering appropriate levels and types of lighting; iii) ensuring development is integrated with the route in relation to its design, operation and location of uses; and iv) coordinating delivery of improvements with relevant stakeholders. <p>i) Supporting local connectivity by contributing to and/or delivering a continuous local walking and cycling route along the north of the canal within Old Oak.</p>	

<p>j) Contributing to the use of the Grand Union Canal for waterborne passenger, leisure and freight transport by:</p> <ul style="list-style-type: none"> i) delivering new moorings, waterway access, wharfs and ancillary facilities in appropriate locations; and ii) utilising water-borne freight transport during the construction and operation of development. <p>Green infrastructure and the environment</p> <p>k) Contributing to and/or delivering a network of high quality multi-functional publicly accessible open spaces along the canal including:</p> <ul style="list-style-type: none"> i) a Local Park along the Grand Union Canal within Old Oak North and Old Oak South of at least 2 hectares in size, including the Birchwood Nature Reserve, Grand Union Square and Park Road Gardens; ii) other smaller open spaces; iii) improvements to existing open spaces including Mary Seacole Gardens and Barretts Green; and iv) multifunctional new basins and waterspaces. <p>l) Protecting and enhancing the biodiversity value of the canal and the Birchwood Nature Reserve as a Site of Importance for Nature Conservation in accordance with policy EU2;</p> <p>m) Enhancing the environmental quality and role of the canal by:</p> <ul style="list-style-type: none"> i) contributing to enhancing water quality; and ii) enabling sustainable drainage systems and new water infrastructure to connect to the Grand Union Canal. <p>Heritage and character</p> <p>n) Strengthening local identity and character by:</p> <ul style="list-style-type: none"> i) conserving and enhancing the Grand Union Canal and St. Mary's Cemetery conservation areas and their settings, locally listed buildings such as the Mitre Bridge, Grand Junction Arms Public House and Canal 	
--	--

<p>Cottage and their settings; and</p> <p>ii) delivering a consistent and high quality palette of materials that conserves and enhances the historic canalside character;</p> <p>Building heights</p> <p>o) Contributing to a variety of building heights that respond to the canal's heritage, character, biodiversity and amenity roles by delivering heights and massing that support the functioning, designations, amenity and character of the canal and canalside spaces by:</p> <p>i) within Old Oak, delivering heights of generally 6 to 8 storeys fronting directly onto the Grand Union Canal with opportunities for tall buildings at key crossing points such as Old Oak High Street, Park Road and Grand Union Street, Old Oak Lane and Scrubs Lane; and</p> <p>ii) within Park Royal, delivering appropriate heights to support the functioning and intensification of the Strategic Industrial Location.</p> <p>Infrastructure</p> <p>p) Contributing to the delivery of infrastructure requirements as set out in the Infrastructure Delivery Plan (IDP) including utilising the canal's water to generate heat for use in local decentralised energy networks;</p> <p>q) Supporting connectivity by working positively with stakeholders to deliver high quality new and enhanced bridges across the canal that support local character including:</p> <p>i) new walking, cycling and vehicular bridges at Park Road, Old Oak High Street, Grand Union Street, Channel Gate and a walking and cycling bridge close to Grand Union Square; and</p> <p>i) enhancements to existing bridges including Mitre Bridge and Old Oak Lane.</p> <p>Development and phasing</p> <p>r) Supporting the development of high quality canalside neighbourhoods by contributing to optimising new development within adjacent places.</p>		
--	--	--