

OONA AREA 4 – MIDLAND TERRACE AND SHAFTESBURY GARDENS

7.1. These two small and adjacent residential enclaves lie to the east of Victoria Road, a short distance south of the Atlas Road Junction. Both are already being impacted on by HS2 plans and TfL proposals for a 'potential' Old Oak Common Overground station at the end of Midland Terrace (as yet unfunded and not included in TfL capital programmes). Current uncertainties about both projects are causing stress for local residents.

7.2 This location is also an intended site for HS2 compounds to use for construction equipment, and to manufacture concrete sections for the proposed tunnel.

7.3 Midlands Terrace consists of 35 Edwardian terraced houses, some converted into flats and others remaining as family homes. Shaftesbury Gardens is a relative recent (1990s) development of 170 flats (housing association and owner occupied) with communal outdoor space.

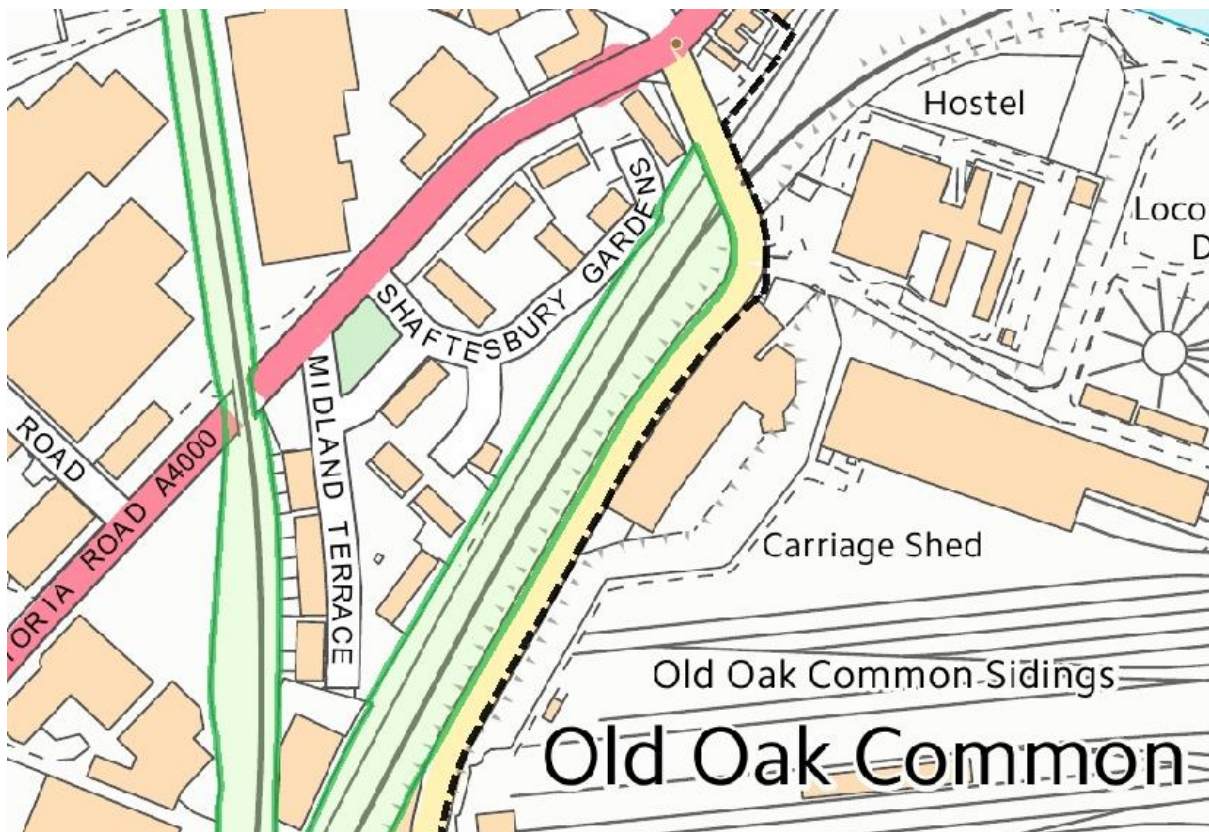


Figure () map of Midland Terrace and Shaftesbury Gardens

7.4 In 2017, Transport for London (TfL) and Network Rail consulted on proposals for two new stations on the London Overground Network, at Hythe Road and at Old Oak Common Lane. These new stations were aimed at providing an interchange with the HS2/Queen Elizabeth Line station at Old Oak Common, albeit that the locations identified for both are a significant walking distance from the main station (particularly at Hythe Road).

7.5 If built, Old Oak Common Lane Overground station would be situated about 350 metres to the west of the HS2/Queen Elizabeth line station, at a point on the track of the North London Line between Old Oak Common Lane and Midland Terrace. The proposed location of this station is constrained by other railway lines, roads and residential properties.



Midland Terrace looking west

7.6. To the west of Old Oak Common Lane station, there are TfL 'aspirations' to provide a pedestrian and cycle link, connecting Old Oak Common Lane and Victoria Road. This link would make it easier for people to move around the area as currently the patchwork of railway lines act as a barrier.

7.7 Both the Hythe Road and Old Oak Common Lane station are shown as 'potential' stations in the OPDC Draft Local Plan. As of late 2019, there is no financial provision for either in the TfL three year forward capital programme. OPDC Chair Liz Peace has said that the Hythe Road proposal is 'off the agenda' while the station at Old Oak Common Lane is 'unlikely'.

7.8 The potential Old Oak Common Lane station also forms part of plans for a West London Orbital rail route, strongly supported by the West London Alliance boroughs. Its prospects are therefore better than for Hythe Road.

7.9 The station design consulted on included an 'overpass' or bridge from Old Oak Common Lane to Midland Terrace and possibly extending to Victoria Road. Forecast costs were £155m (outturn prices assuming delivery in 2026 excluding land costs) to Midland Terrace only and £173m (outturn prices assuming delivery in 2026 excluding land costs) to Victoria Road.



Figure () Map showing potential Old Oak Common Lane station, from TfL consultation material.

7.10 In the 2017 TfL consultation exercise there was a proposal for an 'overpass' that would extend across rail tracks as far as Victoria Road. In previous discussions over 2-3 years, local residents had been assured that a) the station would have a small footprint b) there would be a tunnel passing from the HS2 Station to Victoria Road.

7.11 Clearly the character of Midland Terrace (currently a quiet cul-de-sac) would change greatly if this became a secondary but significant access and egress route to a new Overground station. Shaftesbury Gardens would also be affected. The designs used in the 2017 consultation show a 'box' station building with a large footprint and an estimated outturn cost of £173m. Local people are unclear why the station design has to be so different from e.g. the simple station built on the West London Line at a cost of around £10m.

7.12 A CGI image of the completed station with a 'short' bridge is shown below.



Figure () TfL CGI image of proposed Old Oak Common Lane station with access/egress on Midland Terrace

7.13 The site for the proposed station lies partly within and partly outside the OONA boundary (the possible access/egress point lying within). Apart from this location there is a significant potential development site known as Midland Gate House, at the top of Midland Terrace. This site has a single gated access onto Midland Terrace, and was previously occupied by a two-storey factory building destroyed by fire in September 2013. The site was granted temporary planning permission by OPDC in and the remains of the structure have since been demolished.

7.14 In March 2018 the site was granted an 18 month planning use (B8) as an open car storage facility for Linwest Ltd (also known as Acton Coachworks). An application to extend this use has yet to be determined.

7.15 Policy P7C2 'Old Oak Common Lane Station Cluster' of the OPDC Regulation 19 Draft Local Plan, promotes the site for mixed-use development. This neighbourhood plan supports the principle of such use, subject to provisos in Policy OONA 4A below.

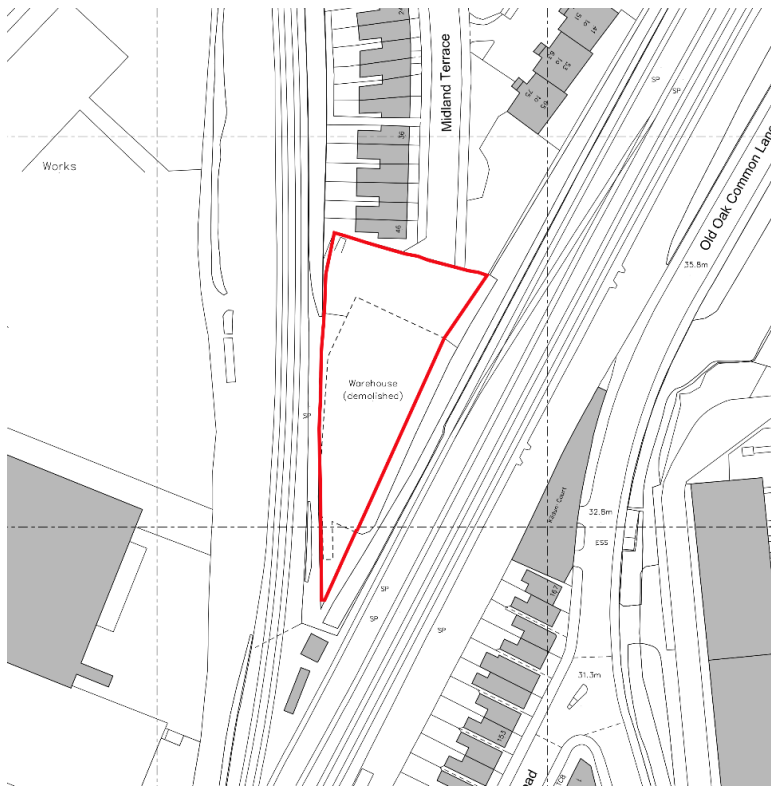


Figure () Midland Gate House site

Open Space

7.14 Midland Terrace and Shaftesbury Gardens share a small childrens playspace. Sited on the busy Victoria Road the location is less than idea. But this remains a valued piece of open space and is proposed for designation as Local Green Space in this neighbourhood plan. Should this space be lost at some future date as a result of any widening of Victoria Road, this would strengthen the case for open space and a play area to be re-provided around the proposed station entrance/exit.



Cerebos Gardens



Childrens play area

6.14 The second open space at Midland Terrace/Shaftesbury Gardens is Cerebos Gardens. This is an area totalling 0.12 hectares, situated next to the Midland Terrace and Shaftesbury Garden and running adjacent to Victoria Road. It is a relatively thin strip of grass interspersed with mature trees.

This space is surrounded by metal fencing and is accessed through a single gate at its north-eastern end. LB Ealing lists it as a 'pocket park'.

6.15 This relatively unused open space is the subject of an OPDC Early Activation project, being developed in consultation with local residents and to be funded from the Mayor's Good Growth Fund along with match funding from other sources. This neighbourhood plan supports the principle of such a project. As yet local residents have not been consulted on any details.

OONA Policy 4A – to allocate the Midland Gate House site primarily for housing within a mixed use development that allows for A, B and D class uses appropriate to a location adjacent to a planned Overground station and that complies with OONA policy 1 (Housing Density) OONA Policy 2 (Building Heights) and OONA Policy 3 (Affordable Housing).

Reasoned justification: a mixed use development on this site is in general conformity with LB Ealing and OPDC Local Plan policies, and this is a suitable location for housing development at a scale and an 'urban' density level that reflects good public transport access while respecting the neighbouring residential area.

OONA Policy 4B - to designate as Local Green Space the childrens play area adjacent to Victoria Road

Reasoned justification: This designation would give protection to a small and well used green space that is valued by local residents

OONA Policy 4C - To support the OPDC 'activation project' for Cerebos Gardens, subject to local consultation on the detail.

Reasoned justification: this strip of green space is currently underused. Subject to whether the OPDC activation project includes permanent buildings or structures, a Local Green Space designation may be appropriate for this area also.