

OONA AREA 3 – ATLAS ROAD JUNCTION

6.1 The concept of the Atlas Road junction as a new 'neighbourhood hub' was one suggested by members of OONF in the first round of OPDC consultations on the Regulation 18 version of the OPDC Local Plan. This took place in early 2016. The Forum welcomed the fact that this idea was carried through into the Regulation 19.2 version, as the small residential enclaves within the neighbourhood boundary currently basic amenities in terms of convenience shops, a post office, or any choice of cafes and restaurants.

6.2 The opening of the Collective building in 2017 brought to the Atlas Road junction a new community, living in a co-ownership housing scheme of 700 privately rented studios. As part of the building a smallish supermarket opened, and the Collective's café/restaurant now provides a valued addition to the area. The Collective has provided no cost meeting space for the Forum's monthly meetings and this has been much welcomed.

6.3 The potential future of this part of the Old Oak neighbourhood area is now very different from that when the boundary was draw up and designated by OPDC. Following the Inspector's interim findings on the Regulation 19.2 Draft OPD Local Plan, the Corporation announced a 'change of direction' and a new focus on the part of the OPDC area now labelled the 'Western Lands (see paragraph 1.39 and Figure 3 of this document).

6.4 If OPDC proposed modifications proceed as planned and are endorsed by the Inspector at a resumed examination in mod 2021, the major sites at Atlas Road and Channel Gate are destined to become a new 'major town centre' along with 3,100 new homes. This town centre would replace that originally intended to be located at Hythe Road as part of the Cargiant/L&R Properties masterplan for Old Oak Park.

6.5 The small area immediately around the Atlas Road roundabout, which OPDC included within the boundary drawn for the neighbourhood in 2017, would form part of this 'major town centre.

6.6 As a consequence the first draft of this neighbourhood plan (as published in November 2019) has been overtaken by events in terms of the future of sub-area 3 at Atlas Junction.

6.7 In response to this sequence of events, the Old Oak Neighbourhood Forum has decided to submit new designation application to OPDC. This seeks to extend the boundary of the neighbourhood to include the sites at Atlas Road and at Channel Gate.

6.8 This proposal is being made to OPDC as a 'Plan B' for this part of the OPDC area. It is a contingency plan, or fallback proposal, in the event of the Corporation's modifications proving unfeasible, for one or more of several possible reasons.

6.9 This new context for the Old Oak neighbourhood plan, wholly unpredicted and unexpected when work on plan began, is explained in the new designation application to the OPDC

6.10 A map of the OONA Area 3 Atlas Junction is shown below. This predates the construction of the Collective building and also of the 650 housing unit Oaklands development off Old Oak Common Lane (the site of which is marked 'Hostel' on this map.

6.11 A diagram of OPDC proposed modifications for this location is at Figure 3 of this document. The Atlas Road and Channel Gate sites are currently in use as HS2 construction compounds and have a major role to play in the building of Old Oak Common station. Dates on which different parts of

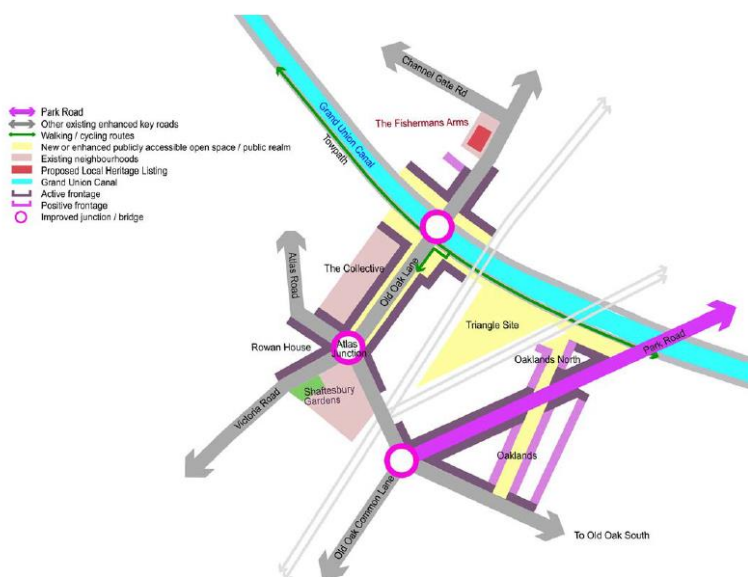
these sites will be released for town centre and housing development have not yet been made clear by OPDC.



Figure 12 Map of OONA Sub Area 3 Atlas Road Junction showing neighbourhood boundary in red

6.12 The LB Ealing 2012 Core Strategy has no place-specific policies or site allocations for the Atlas Junction area. The sites at Atlas Road and Channel Gate are designated as Strategic Industrial Land in the Ealing Development Plan and London Plan. OPDC’s intention is to change this designation to mixed use including residential, via adoption of the OPDC Local Plan.

6.13 The 19.2 OPDC Draft Local Plan included a seat of aims and policies for this location, defined under Policy PC8.1 Atlas Junction Town Centre Cluster. These now have limited relevance.



6.14 For several years to come HS2 construction requirements will dominate the use of the major sites at this location. Opening of the station is now forecast to happen sometime between 2029 and 2032. UK experience on completing complex major rail projects has not been good in recent years. The construction compound at Atlas Road is the site for one end of a 'logistics tunnel' through which materials will be transported from their delivery point to the construction at the station (see diagram below).

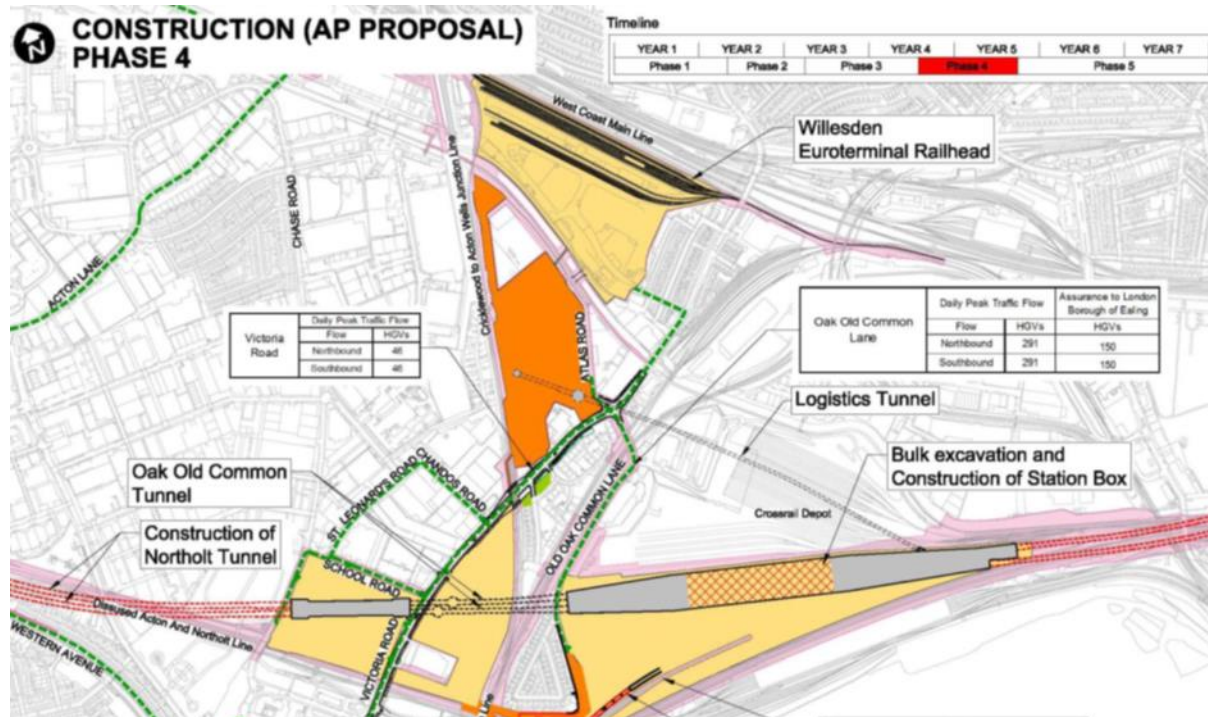
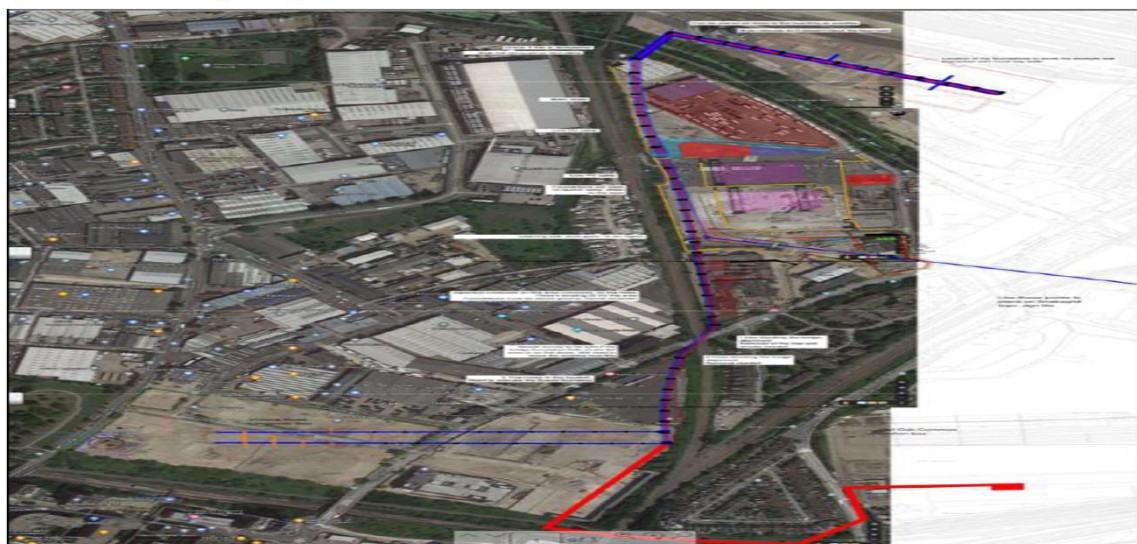


Figure 13 HS2 diagram of construction compounds

Proposed conveyor system



Routing of proposed conveyor system from HS2 station construction site through Atlas Road and Channel Gate sites.

6.15 Until it is known whether OPDC will agree to designate an enlarged Old Oak neighbourhood area, and over what timescales OPDC envisage the development of a major new town centre at Channel Gate/Atlas Road, it is hard for the Forum to come up with any sensible neighbourhood plan proposals for this location.

6.16 We support the principle of a 'neighbourhood hub' or centre providing local shops and other amenities. But the Forum has deep reservations on this OPDC proposals for a 'major' town centre at this location and for the construction of very high density housing. Our reasons for this view are explained in section1 of this document.

Other potential development sites near the Atlas Road Junction

6.17 Prior to the set of modifications being finalised by OPDC, other potential future development sites at the Atlas Junction 'Place' (as defined by OPDC and covered by Draft Policy P8C1) are the Power House and the former Willesden Junction Maintenance Depot. The former is a block of 10 flats, and the latter is a 1960's Brutalist building recommended by OPDC for local listing. These sites lie between the Atlas Road roundabout and the canal, opposite the Collective building.

6.18 Both sites were excluded from the tightly defined neighbourhood boundary approved by OPDC (probably because lie on the LB Hammersmith & Fulham side of the borough boundary). This means that this neighbourhood plan cannot propose a site allocation for these sites. The same applies to the 'Oaklands North' site on Old Oak Common Lane.

6.19 Proposed policies for OONA Area 3 (Atlas Road Junction)

The draft policies below were included in the first version of his neighbourhood plan (November 2019). Some remain more relevant than others, and these will be reviewed as mor clarity emerges on the OPDC modification and on an extended Old Oak neighbourhood boundary.

Policy OONA 3A – to work with local the local highway authority (LB Ealing) and OPDC to progress highway improvements and traffic mitigation measures on those stretches of Old Oak Common Lane, Victoria Road and Old Oak Lane lying within OONA Area 3.

Reasoned justification – located on the only north west route through this part of the OPDC area traffic congestion is already severe and will worsen as and when major HS2 construction works reach their peak in the period 2020-2028.

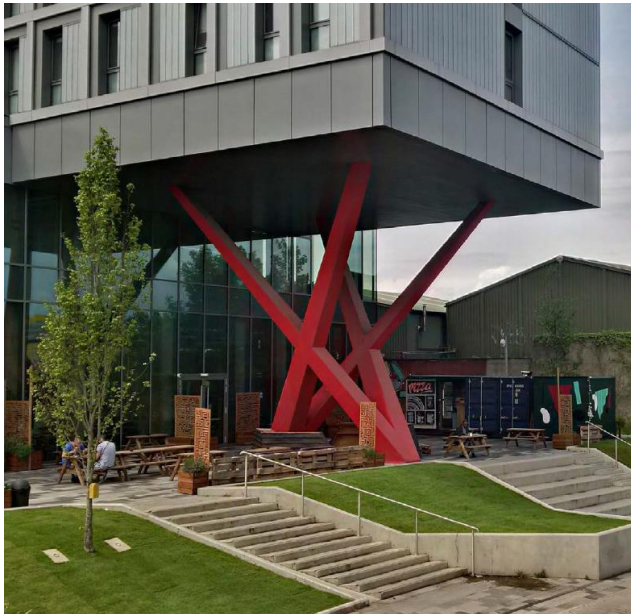
Policy OONA 3B – to de-designate from Strategic Industrial Lan (SIL) the former Rowan House site and to re-allocate this for mixed use (subsequent to HS2 use as a construction compound) in order to encourage the creation of a vibrant and commercially successful neighbourhood hub at the Atlas Junction, providing space for retail, social and community uses, and helping to meet the indicative housing target set for the Old Oak neighbourhood area.

Reasoned justification – two sides of the Atlas Road roundabout are already developed (the Collective building and Shaftesbury Gardens (residential)). The former Rowan House site is a suitable location for high density mixed use, with a taller building facing the Collective and potentially the site at Victoria Gardens

Policy OONA 3C – to encourage the improvement of the towpath of the Grand Union Canal, as a cycle/pedestrian route and as a location for canalside activities including additional moorings.

Reasoned justification – this section of the canal has already seen recent improvement as a result of the opening of the Collective. The proposed OPDC Early Activation project at this location

should consolidate this. The canal towpath has potential for greater use as an east/west cycle route provided that conflicts between pedestrians and cyclists can be overcome.



The canalside outside the Collective building on Old Oak Lane