

OONA AREA 5 WELLS HOUSE ROAD

8.1 Wells House Road is a triangular area with its one continuous street serving 120 Edwardian semi-detached houses built on either side of the road. As a residential enclave the area has always had vehicle access only to and from Old Oak Common Lane. Midland Terrace and Victoria Road lie close by as the crow flies (but separated by rail tracks).

8.2. The boundary of the neighbourhood area was drawn by OPDC very tightly around the existing housing at Wells House Road. Leaving very little scope for a neighbourhood plan to bring about any changes. Wells House Road is cut off from access to North Acton Underground station. This situation would change in the now unlikely scenario were a new station at Old Oak Common Lane to be built with an extended 'overpass' or tunnel to Victoria Road.



Map of OONA area 5 Wells House Road showing neighbourhood boundary in red

8.3 This area lies very close to the site for the planned Old Oak Common HS2/Queen Elizabeth line interchange. The GWR Old Oak Common Depot lies across Old Oak Common Lane (at a lower level) and has now been joined by the recently completed large shed for Crossrail/QE Line trains to the immediate north. In early proposals from the OPDC there were plans to 'overdeck' this building and for this location to become the commercial and office heart of a new Old Oak.

8.4 Such plans were explored but subsequently dropped on grounds of cost and differing timetables, in 2016. This scenario was viewed at the time as a major lost opportunity to create a potential 12,000 homes and a major commercial/retail centre in the airspace above the station interchange.¹

¹ *Old Oak Common' biggest cock up in years'* Sir Terry Farrell, Evening Standard 16th March 2016

The 'Adjacent Site'

8.5 Immediately next to the site where the Old Oak Common Station is being built is a triangular area of land known as the 'Adjacent Site'. This land is in the ownership of the Department for Transport with the commercial arm of HS2 Ltd currently acting as agents for its delivery.

8.6. There was a moment in 2019 when there was some evidence of the land being marketed as a series of 8 potential development plots, that could accommodate 146,000 sq m of commercial floorspace in buildings ranging from 8 to 21 storeys. OPDC advise that *the land itself has not been put up for sale to the market but at some point, it is likely that DfT/HS2 Ltd would either enter into a joint venture to develop the site or 'dispose' of the site to a developer.* The image below is a presentation to the OPDC Board in 2020. This shows high density development facing the triangle of Wells House Road, across Old Oak Common Lane.

Design supports future development

Key Design Features:

- Designed to Pedestrian Modelling Scenario 2B (2041 +35% growth) and stress tested against full OPDC build out, Crossrail upgrade and TfL Overground Stations (scenario 8)
- OOC lane junction designed to accommodate future TfL Overground Station
- ASD boundary line optimised to maximise ASD potential (Achieving >200,000m² of development potential)
- Coordinated design with potential future Hybrid Bridge and elevated pedestrian link (now Old Oak Bridge).



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Table 1 - Pedestrian Demand Forecast Scenario Assumptions

| Passenger Demand Scenario | HS2 trains per hour | GWML trains per hour | Overground stations included | Crossrail trains per hour | OPDC Development 2038 Buildout |
|----------------------------|---------------------|----------------------|------------------------------|---------------------------|--------------------------------|
| Scenario 1A | 18 | 19 | No | 24 | No |
| Scenario 2B (highlighted) | 18 | 24 | No | 24 | No |
| Scenario 3 | 18 | 24 | Yes | 24 | No |
| Scenario 4 | 18 | 24 | Yes | 30 | No |
| Scenario 5 | 18 | 19 | No | 24 | Yes |
| Scenario 6 | 18 | 24 | No | 24 | Yes |
| Scenario 7 | 18 | 24 | Yes | 24 | Yes |
| Scenario 8 (previously #9) | 18 | 24 | Yes | 30 | Yes |

HS2 image of development on the 'Adjacent Site'

8.7 To the confusion of the public, HS2 has consistently shown this site in its public consultation images as a green field rather than as an area of high density development.



HS2 CGI image of Old Oak Common station, showing the 'Adjacent Site' with no future development

8.8. The fact that this contradictory information has been presented to the public over several years was raised with the OPDC Board Chair in early 2019, and commitments given of improved liaison between OPDC and HS2. Yet the same HS2 2019 consultation leaflet remains on the HS2 Commonplace website for Old Oak Common in early 2021 at

<https://hs2inoldoak.commonplace.is/proposals/old-oak-common-station-design-engagement>.

Potential scope for NP policies at Wells House Road

As explained above there is very limited scope for any neighbourhood plan proposals at Wells House Road due to the tightly drawn neighbourhood boundary,

Policy OONA 5A To support the Wells House Residents Association in efforts to ensure that Undertakings in the HS2 Act 2017 in respect of reconstruction of the retaining wall on Old Oak Common Lane are fully met, including the provision of steps from the street to the pavement of OOC Lane.

Justification - these undertakings and Assurances in the 2017 Act were campaigned for by local residents during the passage of the HS2 Bill.

Generic OONA policies on building heights and HMOS will apply to this sub area in the same way as to others. See section 2 of this draft neighbourhood plan.