



Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday 5th March 2024

On Zoom

Agenda for this session

1. Q&A session with Matt Patterson LBHF on the Council's involvement with OPDC and HS2.
2. Latest OPDC and HS2 issues – threatened 4 year closure of Old Oak Common Lane.
3. OONF Board on February 28th – Old Oak West SPD and Outline Business Case
4. Draft OONF response to updated OPDC Statement of Community Involvement
5. Draft OONF response to OPDC Draft SPD on Public Realm
6. Feedback from session with developers of 4 Portal Way
7. Other developments in the pipeline
8. Any other business

LBHF involvement in OPDC and HS2 issues

Matt Patterson from LBHF has been asked to give us a brief response on the following four current issues:

- LBHF views on lack of an eastern road access on OOC station and any prospects for a solution?
- LBHF views on the 'Southern Access Route' from OOC station across the Scrubs to Ducane Road (as floated in the Mott McDonald preliminary business case) and how this relates to the masterplan developed via the Wormwood Scrubs Charitable Trust?
- the closure plans for Old Oak Common Lane.
- LBHF input to the OPDC's work on updating the OPDC 2015 Old Oak Strategic Transport Study (re-published 2018 as a Local Plan supporting study).

Threatened closure of Old Oak Common Lane

Prospect of closure from the end of this year for up to 4 years announced by HS2 at a consultation meeting with Wells House Road RA on 22nd Feb.

Understood to be a closure to all vehicles in both directions, south of the rail bridge and current entrance/exit to the OOC station compound.

Amanda Souter as chair of WHR has contacted councils, MPs, multiple local agencies and the media with this news.

BBVS statement on closure

We will need to close Old Oak Common Lane to lower and widen the road to allow double decker buses to go under the Great Western Mainline rail bridge which crosses over the road. This was always part of our schedule 17 planning application which was approved by the Old Oak and Park Royal Development Corporation in May 2020. This work is complex, with a number of significant utilities in the road which need to be diverted, removed and then reinstated in the lower road setting. In addition, work to ensure that the bridge remains stable is required.

*We are working closely with the relevant local authorities and utilities companies to plan this work. Additionally, we will be engaging closely with the local businesses, communities, and stakeholders over the next few months, as well as having information readily available on the HS2 website. We are looking at various scenarios for the road closure, with **one of them being a four-year closure to get this work done.** We understand that this work is disruptive to local businesses and community, and we will keep them updated as we work through the various options to carry out this work.*

HS2 Environmental Statement

12.4.11

The main construction works, including road closures and the time periods when each compound is operational are summarised below:

- the six and a half year operational duration of the Salusbury Road compound will not require any road closures but some pedestrian routes will be affected;
- works related to the Old Oak Common Lane underbridge satellite compound will require a temporary full road and footway closure of Old Oak Common Lane for up to one year for road lowering and bridge replacement;
- Bethune Road will be permanently closed as a through route;
- Atlas Road will be temporarily closed to public traffic within the Atlas Road satellite compound boundary for the duration of the works; and
- temporary pedestrian diversions and lane restrictions will be required along A4000 Victoria Road as a consequence of utility works and road widening operations.

Questions from Wells House Road RA

1. Status of HS2 legal commitments to a one year max closure?
Would it need action by Parliament to change?
2. What are the real reasons for the extended timescale?
Contractual problems? New road problems found?
3. Uncertainty over Euston link has not moved on since last October. Is this Govt leaving this problem to the next?
4. HS2 have applied to increase lorry movements to keep the OOC station project on track? Are BBVS and SCS running into problems and delays?

News from OPDC Board 28th February

We had asked for an informal 'open session' before the formal Board meeting so that local groups, London Assembly Members, MPs could ask questions of OPDC, HS2 and TfL.

Request declined by OPDC David Lunts. Offer of a meeting instead, including TfL. Dates yet to be suggested by OPDC.

Board told that OPDC's Outline Business Case has been 'approved' by DfT and DLUHC.

Board approved the Old Oak West SPD and other documents.

Neither Peter Mason nor Steve Cowan attended the meeting.

Old Oak West SPD

Approved for adoption by the OPDC Board on February 28th.

OONF is continuing to question the relationship between 2022 Local Plan 'Place' policies for the six places combined as 'Old Oak West' as compared with the amalgamated 'principles' in the SPD.

OPDC has now acknowledged that the SPD principles are 'subsidiary' but the 'material weight' they carry is still not clear.

Puts demands on applicants (developers and householders) to take account of a a 125 page SPD as well as Local Plan policies.

How will LBE and LBB interpret these 'principles' in making delegated decisions?'

May/June 2022

**'North Acton Public Realm Prospectus'
(Give us back our planned footbridge!)**

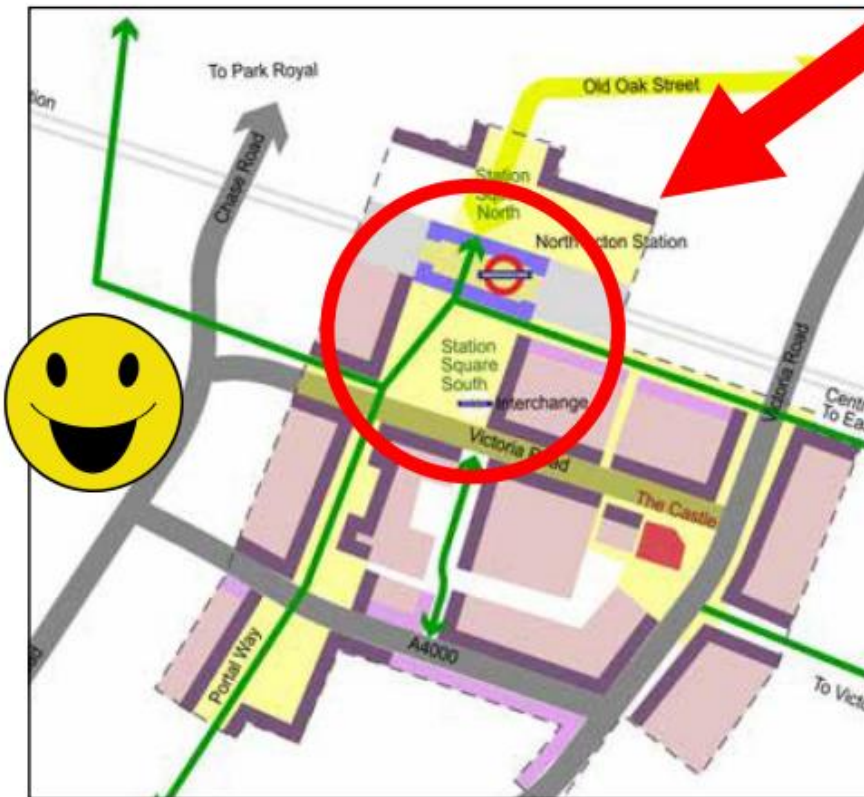


Second public consultation
have your say on project designs
to improve North Acton's streets
and spaces

Ealing
www.ealing.gov.uk

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

2024: The 'Old Oak West SPD' came within a whisker of unlawfully changing **this** OPDC Local Plan policy!



"A SPD must not conflict with the adopted development plan, and it must contain a reasoned justification of the policies contained in it." (source: legislation.gov.uk)

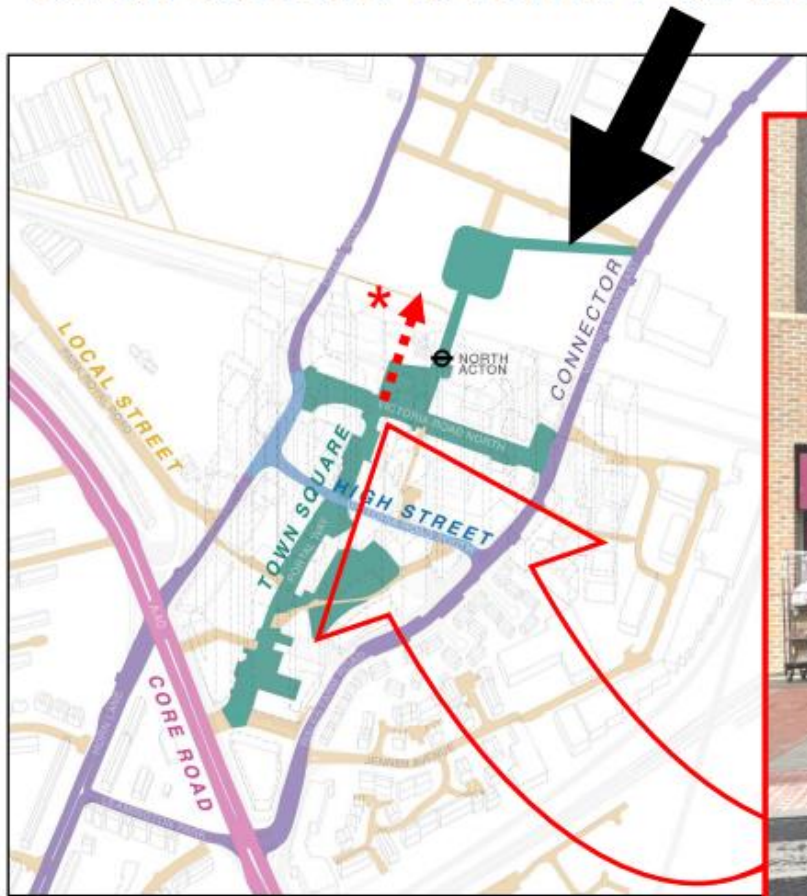


OPDC's publication of this image was unlawful, never mind that the illegality was dropped at the last minute.

Ignoring Park Royal connectivity

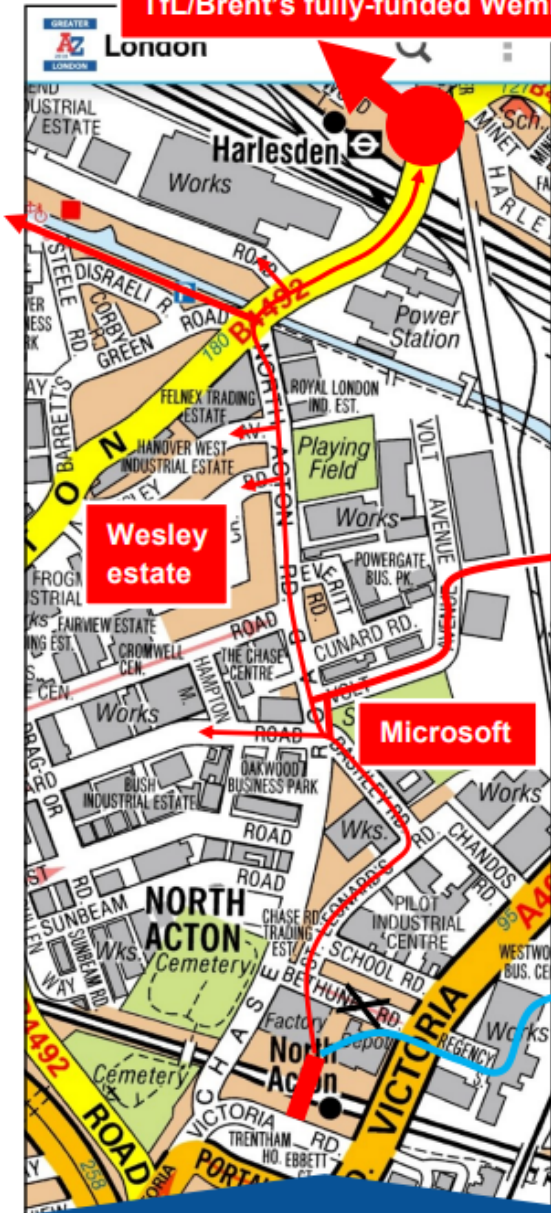
(OPDC just shows HS2 station's connection, even before it removed the footbridge)

North Acton Central Line station:
Give us back our planned footbridge!



*** Likely route of footbridge!**
(At western end of Station Square South; elsewhere is now considered impossible)

TfL/Brent's fully-funded Wembley cycle route



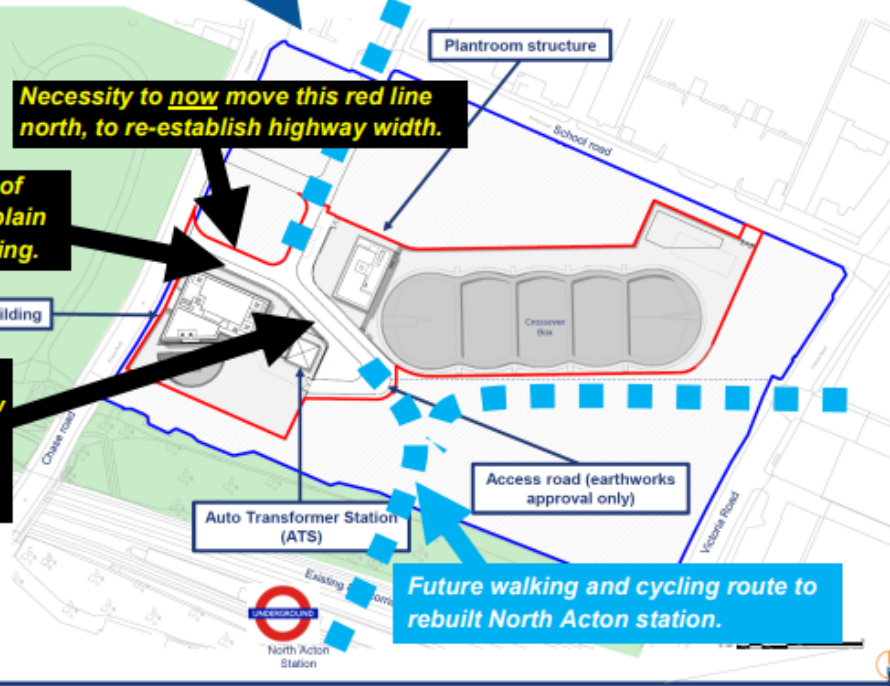
HS2 'Crossover Box', north of tube station

- HS2 land is inside the red border
- OPDC development land elsewhere

North Acton Central Line station:
Give us back our planned footbridge!

Future off-road and traffic-calmed walking and cycling route to Old Park Royal and the Wesley Estate.

Draft Site Plan (& 2023 comments from the public)



Necessity to now move this red line north, to re-establish highway width.

Inadequate width of highway now. Explain provision for cycling.

Inadequate width of highway, due to new 'ATS' location. So move or rotate the ATS.

Future walking and cycling route to rebuilt North Acton station.

— Schedule 17 Site Application Boundary
— HS2 Work Site Boundary Area

OPDC's lost connectivity!

OPDC's Outline Business Case to Govt

OPDC's [Strategic Outline Business Case](#) was given 'in principle approval' by DfT and DLUHC in April 2022. Redacted version online.

OPDC's Outline Business Case submitted to Government in August 2023. 'Approval' by these two departments reported to Feb Board.

Part of Treasury's Business Case model. A further stage of a Final Business Case has yet to follow. HMT say purpose of OBC is *to put in place the necessary funding and management arrangements for the successful delivery of the scheme*. No mention yet of any Govt infrastructure funding for OPDC. No press release from OPDC.

OPDC Statement of Community Involvement

Consultation ends 14th March. OONF response will:

- Welcome the retention of the 'principles' for engagement negotiated between GUA and OPDC in 2015.
- Welcome the proposals on page 34 for developers of larger schemes to prepare, agree and publish an 'engagement strategy'.
- Regret proposed removal of user-friendly table on means of involvement in planning policy and placing in separate document.
- Point out that OPDC has hardly ever convened 'stakeholder workshops' at pre-app stage as promised on page 38.

OPDC's introduction of a CIL regime

OPDC and LB Ealing have been amongst a small handful of London planning authorities which have **not** to date required payment of the Community Infrastructure Levy.

OPDC Board agreed 28 Feb to introduce a CIL levy following consultation on a proposed Charging Schedule.

Ealing are now consulting on their own draft Charging Schedule.

OPDC propose to wait until £500k of NCIL is collected before inviting bids to spend this 'neighbourhood element'.

'DISCO' will have delegated powers to spend up to £20m of CIL.

Draft SPD on Greening and Public Realm

A substantial 124 page document, looked at by the Community Review Group. Consultation ends 14 March.



Covers a wide range of topics including urban greening, heritage, diversity, movement, cycling, streets, town centres, parks, open spaces. (Does not apply to Wormwood Scrubs).

Do any OONF members have capacity to review and come up with comments on this document before 14th March?

Developers may object to level of detail.

4 Portal Way application

Online session held with Aldau development and their team.

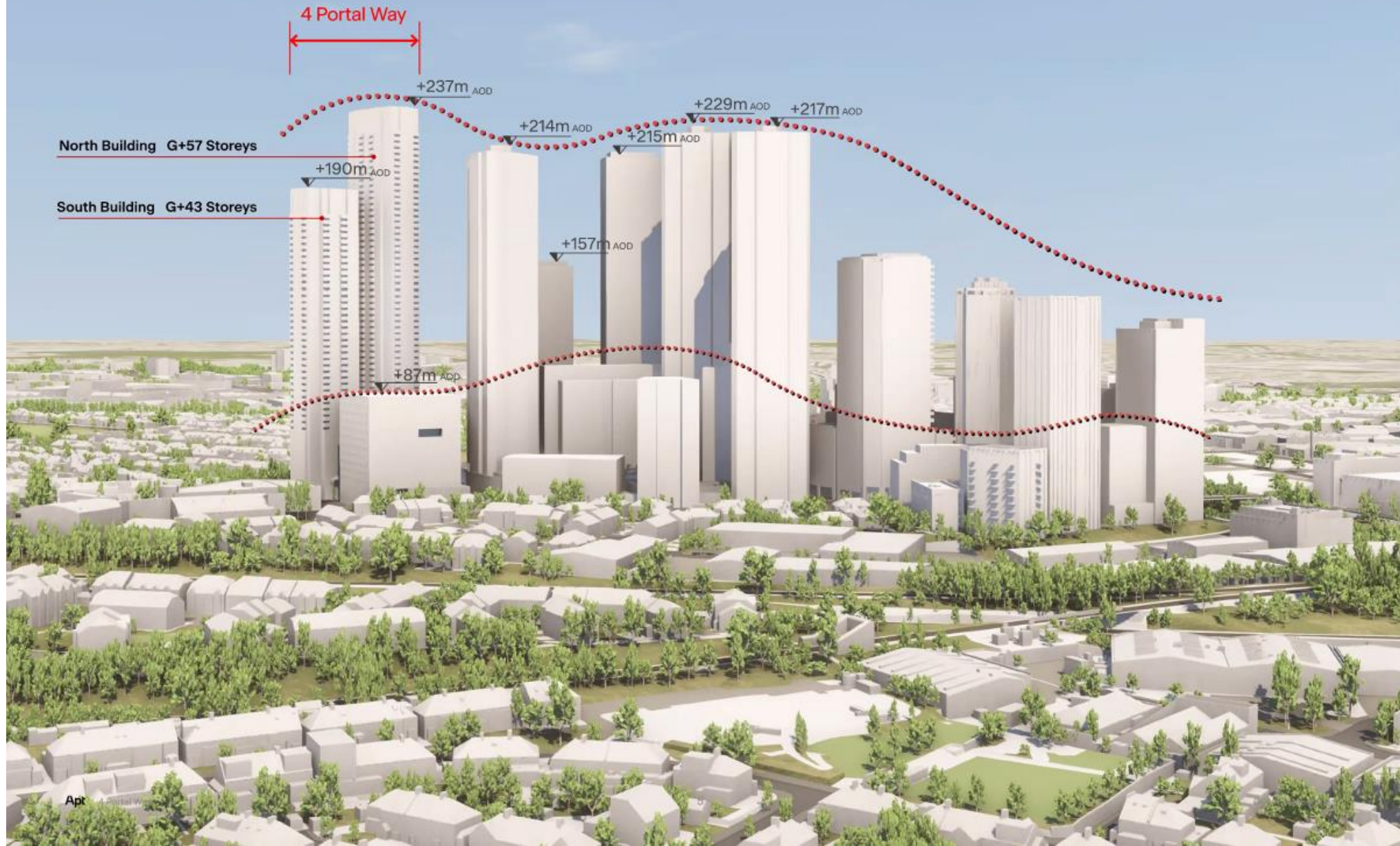
Fresh application imminent (no 'stakeholder workshop' held by OPDC).

This development is proposed as Build to Rent (managed by a subsidiary of Aldau). Holiday Inn hotel is part of redevelopment.

Changes from 2020 consent by Ealing involve slight lowering of towers, removal of link between towers, and addition of second staircases.

The Southern Gateway

Proposed Scheme



Proposed Scheme

13 Pre-App meetings have provided a rigorous design led approach, working with officers to ensure that we deliver an exemplar scheme in its own right.

Headlines...

- Total Residential Apartments = **669**
- Comprising :
- Build to Rent Apartments = **466**
- Affordable Apartments = **203**

35%
Affordable Residential
on site provision per building
(by habitable rooms)

4* Hotel
Conference and workspace
Restaurants
Retail
Basement
Plant & Servicing

Key items versus consented scheme...

- **2 Fire Fighting cores** ✓
- Affordable provision of **35%** on site and Policy Compliant = **+ 4.6%** ✓
- Family accommodation = **12%** of units = **+ 8%**. ✓
- Apartments per floor = 6-9 Maximum **versus 7-11** = **-2** per floor. ✓
- Dual aspect apartments provision of **82%** = **+ 34%** ✓
- Building height AOD is **lower** than the consented scheme. ✓
- Height differential **14** Storeys versus 10 Storeys = **+ 4 storeys**. ✓
- **4* hotel retained** provides benefits for the wider community 90 keys. ✓
- **Double the active frontage** to Portal Way and Western Avenue. ✓
- Children's Play space on site **over and above** GLA guidance. ✓
- **High quality** shared residential amenity with sheltered internal space and stunning external roof terraces. ✓
- **Less car parking** reduced from **63** existing to **43** proposed. ✓
- Provides enhanced public realm and dwell space. ✓
- Provides **community gallery** and community access to hotel **meeting and conference facilities**. ✓
- Provides **exhibition space**. ✓



Questions

Q2. What is the net density of the proposed development?

A2. Based on the requirements of the Sustainable Residential Quality (SRQ) density matrix in the superseded London Plan, the proposed scheme promotes the following densities :

Units = 1,792 units/hectare
Habitable Rooms = 4,184 habitable rooms/hectare

These densities are comparable to the extant planning permission as noted in the Committee Report which states the consented scheme equates to a density of circa 1,800 units per hectare or circa 4,177 habitable rooms per hectare.

Questions

Q1. What is the proposed housing tenure and mix. Will this be a BtR scheme ?

A1. The proposals are for a BtR based scheme.

Each building will be providing **35%** of affordable tenures on site, with a tenure blind approach to entrances, lobbies and communal amenity space, with the following tenure split (based on habitable rooms) :

London Living Rent (LLR) = 10%

Discounted Market Rent (DMR) = 25%

Build to Rent (BtR) = 65%

Public Open Space Provision

Ground Level

Site Application Boundary = 3,942 sq.m

Total Provision = 1,437 sq.m

= 36.5% of the Site Application Area

 Public Open Space Provision
 Site Application Boundary



Landscape & Amenity

Level 02: Children's Play Space

External Provision :

0-4 years old	: 213.3 sq.m
5-11 years old	: 168.8 sq.m
12+ years old	: 77.7 sq.m






External Provision :

0-4 years old	: 370.7 sq.m
5-11 years old	: 315.9 sq.m
12+ years old	: 148.8 sq.m

Total Provision :

0-4 : 584 sq.m =	In accordance with London Plan Guidance
5-11 : 487 sq.m =	+17% in excess of London Plan Guidance
12+ : 226 sq.m =	+31.6% in excess of London Plan Guidance

Children Playspace Key

	Age 0-4
	Age 5-11
	Age 12-15
	Age 16-17
	External Play Space



Level 2 : External and Internal (sheltered) Children's Play Space



Questions

Q4. Have Wind tunnel effects been modelled ?

A4. During the pre-application stage, a full wind analysis has been undertaken of the proposed scheme, including independent tests carried out by Imperial College London using their Boundary Layer Wind Tunnel Laboratory.

Appropriate mitigation measures ensure that open spaces are suitable for residents and the public to enjoy.

Other developments in the pipeline

Site Name/Address	Borough	Description	Status/Comments
208-212 Acton Lane, NW10	LBB	Residential-led redevelopment	One pre-application meeting held (November 2023)
Acton Business Centre and 5-9 School Rd	LBE	Redevelopment for industrial use	One pre-application meeting held (January 2024).
1 Lakeside Drive, NW10	LBB	Change of use and conversion of existing building to a hotel	A pre-application request has been received.

Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

www.facebook.com/OldOakNeighbourhood

email address for the forum is oonforum@gmail.com