



OLD OAK NEIGHBOURHOOD FORUM

NOTES OF A JOINT MEETING WITH THE GRAND UNION ALLIANCE HELD ON September 9th 2019 AT THE COLLECTIVE, OLD OAK LANE

Present: Amanda Souter, Theresa Magee, Anthony Smith, Colin George, Patrick Rogron, Rev Desmond Hall, Cllr Kate Crawford, John Cox, Robin Brown, Jn Gayle Franow, Jane Draper, John Haston, Clare Morris, Joanna Dustznicka, Henry Peterson, Andrew Slaughter MP (part).

Apologies; Mark Walker

1. Notes of meeting on July 2nd

1.1. Minutes noted and no matters arising

2. HS2 project increased costs and delays

2.1 The Government had announced a 'go or no go' review of the entire HS2 project. Review team to be chaired and led by Doug Oakervee, a former chair of HS2. The panel members included some who were no known as HS2 supporters. Review to report by 'the autumn'.

2.2 Noted that a recent 'stocktake' by the current HS2 Chair had exposed budget increases from £55.7bn to £72-78bn (both at 2015 prices) or £86m at today's prices so eventual outturn costs of £100m seen as possible.

2.3 The stocktake showed the forecast date for completion of the line and opening of Old Oak Common station is 'not realistic'. New forecast is 2028-2031, with the possibility of a 'first phase' terminating at Old Oak with Euston following later. Current chair claimed that the long-term benefits of the proposed scheme have been 'significantly undervalued'.

2.4 This review and the minimum delay has big implications for OPDC and its Draft Local Plan. Development at Old Oak South likely to be 10 years away. If HS2 project is cancelled the justification for a development corporation largely disappears. Possibility that priority might be given to the northern section of HS2 and the West Midlands route.

2.5 Noted that HP was seeking assurances from OPDC David Lunts that any OPDC submission to the review would be made public. Will OPDC be clear that prospects for a Hythe Road Overground station are no 'off the table' meaning that HS2 connectivity to Overground will be limited?

3. Latest news from OPDC

3.1 Noted that the London Assembly had held a plenary session on OPDC on July 4th. Several Assembly Members had questioned Liz Peace (OPDC Chair) and David Lunts (Interim CEO). Members had asked for details of £250m HIF bid and the conditions attached to this but this information was not provided at the session. Members had expressed concern that GLA will need to underwrite this expenditure, if the Government's conditions are not met.

3.2 At this Assembly session OPDC had placed new emphasis on Willesden Junction as a key part of their plans, now that Hythe Road Overground very unlikely to happen. David Lunts had claimed that *It is probably going to be the case that nobody in our new Old Oak regeneration area is going to be more than, say, a ten-minute walk away from two amazingly well-connected stations. This does not critically undermine our ambitions in terms of overall development or density.* This claim is questionable in the case of e.g. developments proposed for southern end of Scrubs Lane.

3.3 Noted that OPDC have refused the FoI request form OONF for sight of the HIF 'expression of interest' to Government, on grounds of 'commercial sensitivity' and time required to redact confidential information. HP pursuing and has asked for an internal review of this decision. Still not clear what the £250m of Housing Infrastructure Funding is expected to be spent on.

4. Mayor of London's recent decisions on OPDC

4.1 OPDC have been given a further £10m budget in this financial year, for preparatory work on spending the £250m HIF bid. This adds to £29m already spent since 2015. It is assumed

4.2 The Mayor of London has approved a new set of 'Governance Directions' for the OPDC, tightening controls of Mayor's Office over OPDC Board decisions. This suggests some disquiet on the level of oversight of OPDC spend.

5. Cargiant's response to CPO threat

5.1 Cargiant appear to be standing their ground in resisting OPDC proposals for use of compulsory purchase powers to buy sections of their land to build the proposed new east/west road from the Oaklands site to Scrubs Lane (formerly badged as 'Park Road' and now called 'Union Way'. Cargiant have proposed a modified route which would encroach less on their business.

5.2 Meanwhile the OPDC 'delivery team' continues to approach businesses at Hythe Road proposing CPO and relocation, with viable businesses threatened with extinction.

5.3 Cargiant believe OPDC have grossly underestimated costs of CPO compensation and that their 'Phase 1A' plans are unviable. The Planning Inspector was provided with figures and viability estimates from both Cargiant and OPDC at the July 18th hearing (where OPDC had declined offer of a 3 month pause to negotiate possible resolution). Noted that OPDC Board has still not visited Cargiant site to see for themselves how the business operates, whereas the Planning Inspector did this on July 18th (with OONF members taking part in this site visit).

6. Final session of Examination in Public of OPDC Draft Local Plan

6.1 This has taken place on July 18th. Both OPDC and Cargiant had QCs giving evidence. Cargiant argued that OPDC have grossly underestimated costs of CPO compensation and that OPDC 'Phase 1A' plans are unviable. The Planning Inspector was provided with figures and viability estimates from both Cargiant and OPDC. OPDC had declined offer of a 3 month pause to negotiate possible resolution.

6.2 The Planning Inspector had given no timetable for his report, and this might now await the outcome of the HS2 review given the significance of this for OPDC plans.

6.3 OONF had again argued that OPDC were proposing extreme and unjustifiable housing densities at Old Oak North in particular, leading to excessive building heights

6.4 The Inspector had asked OPDC to provide a revised PTAL map assuming no Hythe Road Overground, as a result of OONF flagging up the poor public transport accessibility of areas such as Scrubs Lane.

7. Mitre Yard scheme

7.1 Noted that developers City & Docklands have submitted a S73 application to add a further 41 homes to the previously approved scheme (200 homes). The resultant density would rise to 455 homes per hectare – way above current London Plan levels for a site with poor public transport access.

7.2. The OPDC Community Review Group are not being given the chance to assess this scheme in its revised form. The S73 application is on the OPDC website/Planning Register and is due to be decided at OPDC Planning Committee on November 12th.

8.AOB

9.1 There was no other business. The meeting closed at 20.15