



Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday December 5th 2023

On Zoom

Agenda for this session

1. Feedback from OPDC Board on 23rd November – HS2 presentation
2. London Assembly sessions this month
3. Questions in Parliament
4. contact with Camden over HS2 at Euston
5. London Assembly sessions this month
6. Latest on other planning applications and consents
 - Bashley Road data centre
 - Atlas Wharf (Pocket Living) Stage 2 consultation in progress
7. National Grid works – canal closures
8. Acton station footbridge
9. Any other business

Feedback from OPDC Board 23 November

The meeting was held at Oaklands Rise before a site visit to OOC station – hence no recording on London Mayor website

A 50 minute presentation/discussion held with Huw Edwards (HS2 OOC director) and Alun Over (DfT Director General).

- Euston terminus now dependent on private investment
- Build of OOC station remains fully funded for 2029-33 opening.
- OOC will have 6 HS2 and 8 Eliz/GWR platforms providing non-HS2 services north of Birmingham
- OPDC say *We do not anticipate that the revised scope for HS2 should have any substantial impact on the strategic case for comprehensive regeneration at Old Oak.*

Unanswered questions

No revised passenger forecasts on HS2 are available. HS2 repeat the claim of *250,000 passengers a day at 'largest new station in UK'*

Mayor of London/TfL predict overcrowding on Elizabeth Line from OOC station to Euston/Kings Cross/St Pancras connections.

HS2 will need to retain part of the Atlas Road/Channel Gate site for an indefinite period, as linked in with Euston and tunnel works.

OOO tunnel to Euston is a 'procured contract'. Skanska/Costain intend to start tunnelling from OOC in 2026 (regardless of Euston).

Tunnel costs take up a large part of PM's £6.5bn 'savings' on HS2.

London Assembly sessions this month

December 12th Budget and Performance Committee will be looking at 2024/5 budgets for all Mayoral agencies, including the £11.8m spend proposed by OPDC.

The November OONF submission will be circulated by the GLA Secretariat as part of the 'briefing' for the meeting. We will send an update shortly

GLA Oversight Committee on the 14th December will be questioning OPDC officers (amongst) others on '*what good looks like for consultation and 'engagement'*'. We will send these Assembly Members some relevant background.

And continue to press for a formal independent review of OPDC.

Questions in Parliament

Andy Slaughter has asked *what the total cost for the [Old Oak](#) Common to Euston branch of [HS2](#) is; and what proportion of that cost will be met by private finance.*

Lord Berkeley has asked *what is the latest estimated cost for the construction of [HS2](#) from the Eastern end of [Old Oak](#) Common station and the proposed six platform HS2 Euston station.*

Responses to both written questions have been *'updated costs will be reported in due course'*.

Contact with CHARGE in Camden

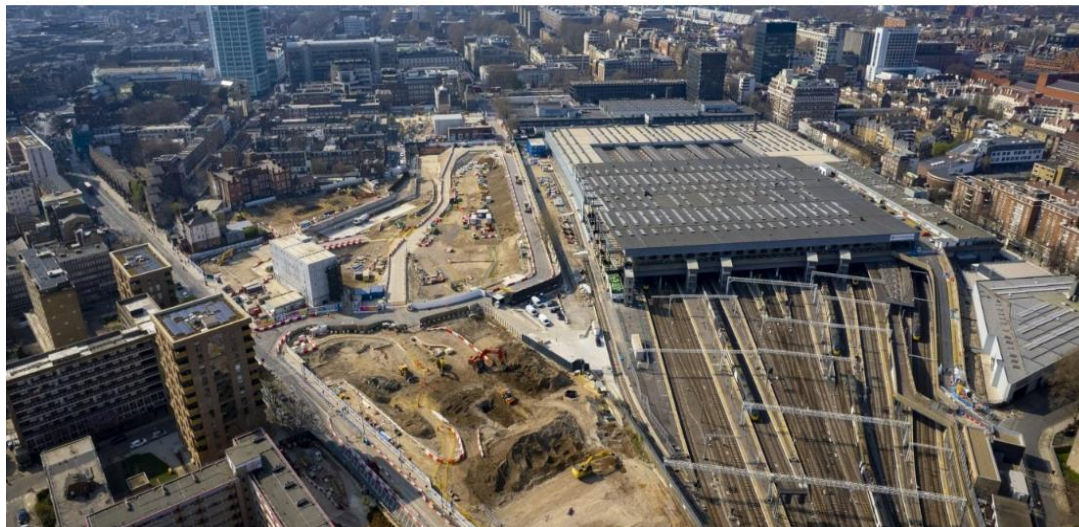
CHARGE is the Camden umbrella group similar to OONF

They have heard little since the October 4th announcements.

The main construction site for the terminus has been shut down.

No information yet on revised plans for a station.

Nor on the new 'development corporation' yet to be formed.



Current developments

OPDC Planning Committee on December has been cancelled.
HS2 application for temporary buildings east of OOC station deferred again.

Bashley Road data centre under construction

Atlas Wharf proposals submitted for GLA Stage 2

The Portal, Wales Farm Road granted a final consent

2 Portal Way, likely to be at OPDC Planning Committee early 2024

Holiday Inn 4 Portal Way, revised proposals are at pre-app stage

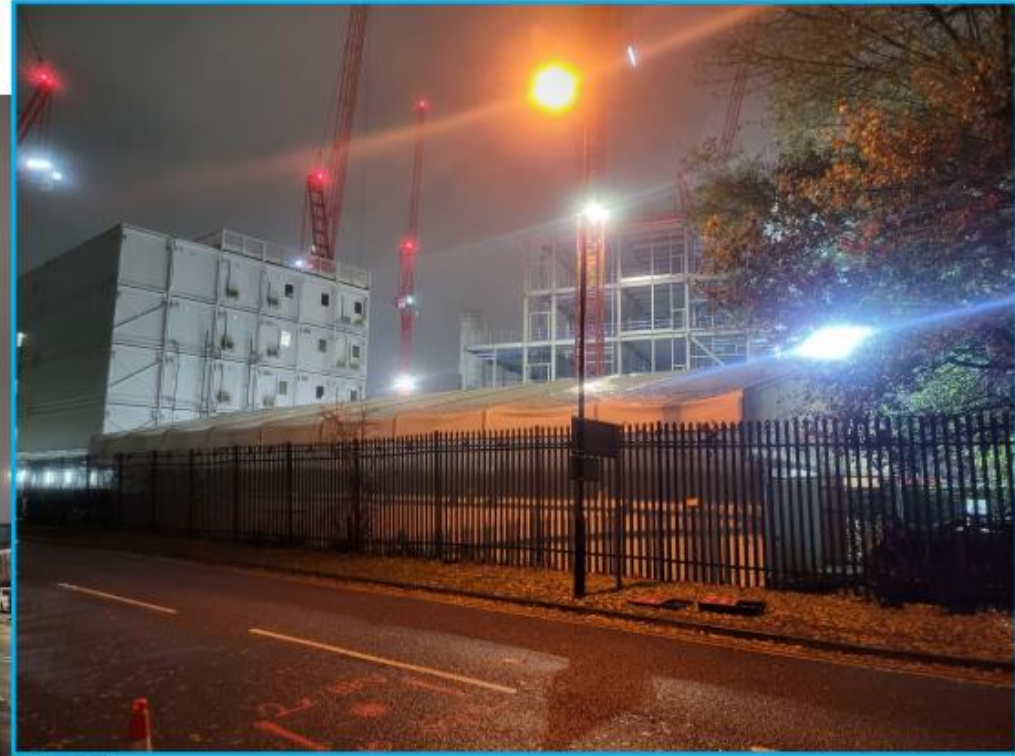
Bashley Road datacentre - it's Microsoft!



Microsoft boss and Jeremy Hunt in North Acton!

Bashley Road datacentre - it's Microsoft!

Two views Monday night (4 Dec)



*And not to be outdone, the datacentre
next to the Wesley Estate Park*



Bashley Road data centre




Microsoft's biggest new data centre is under construction in Acton, west London, and the company plans further expansion in London, Cardiff and the north of England

Atlas Wharf – Pocket Living scheme

[← Planning applications](#)

Land at Atlas Wharf

 Be the first to comment

Ref. 21/0214/FUMOPDC ● Awaiting decision

Residential

| ADDRESS | SITE AREA | STOREYS | HOMES | FLOOR AREA |
|---------------------------------|-----------|---------|-------|---|
| Land At Atlas Wharf, Atlas Road | 0.64 ha | 29 | 436 | 703 m ² <small>(excl residential)</small> |

Demolition of existing structures and redevelopment to provide three buildings ranging in height from 9 to 29 storeys linked by a landscaped podium, comprising 703 sqm of Class E commercial uses at ground floor with 436 residential units (Class C3) and rooftop plant above, together with an access and servicing route from Atlas Road, a new pedestrian access route to the Grand Union Canal and works to the towpath, parking, landscaping and public realm, and all associated works.



[Leave a comment](#)

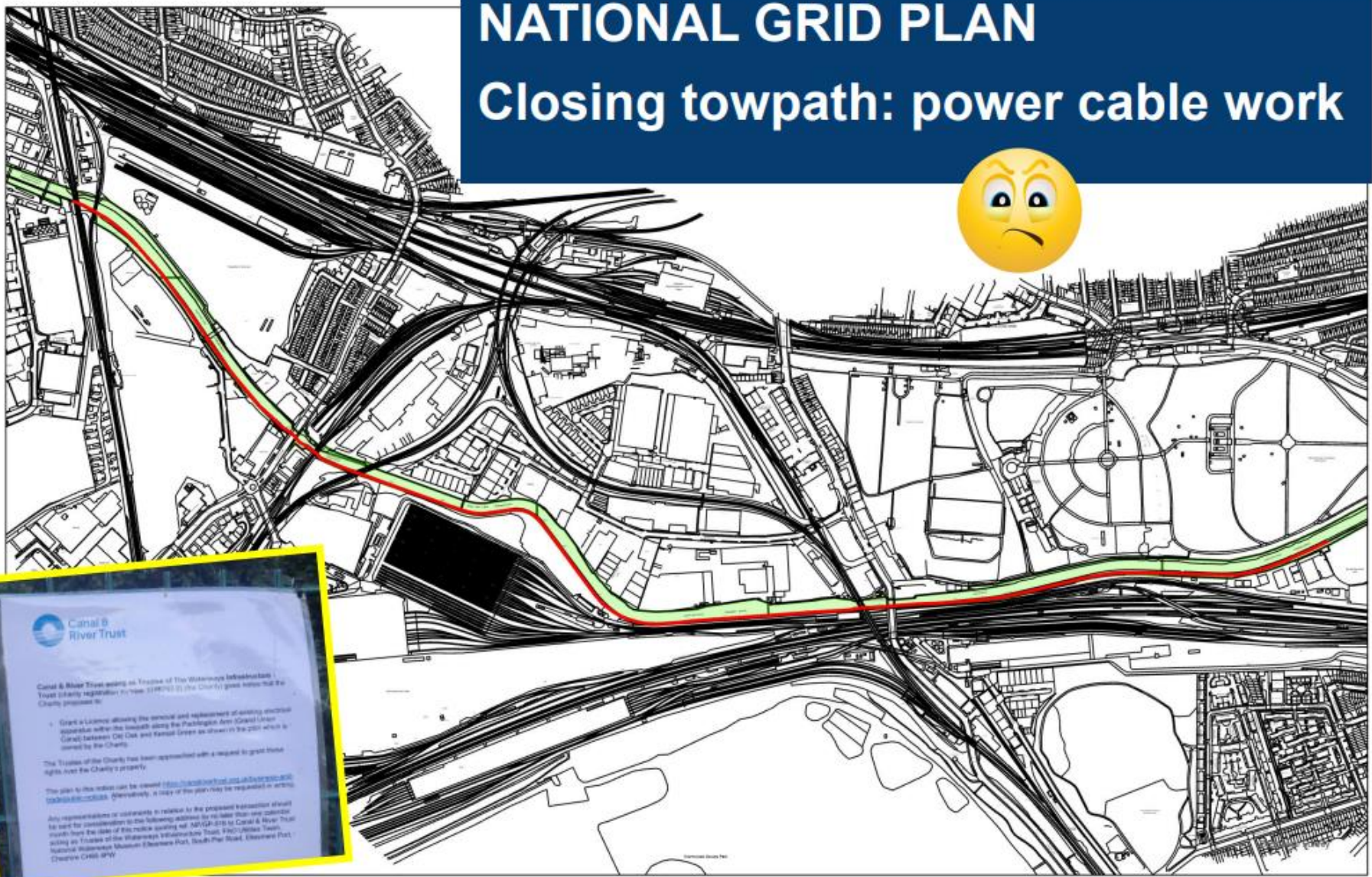
[Keep me updated](#)



GLA currently consulting on a 'Stage 2 decision'. Scope for responding that the site will be next to Channel Gate HS2 construction site for an indefinite further period. Lack of public open space.

NATIONAL GRID PLAN

Closing towpath: power cable work



National Grid - Willesden Project

Produced By: JTHOMPSON
Date: 26/07/2023
Scale: 1:5,000
Print Size: A4

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NATIONAL GRID PLAN

Partial victory - using pontoons!

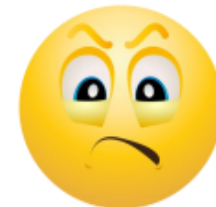
“Phase one is due to start in March. There will be no towpath closures and pedestrians and cyclists will continue to have access to the towpath via pontoons.”



Information events between 07:30 – 10:00 and 16:30 – 18:00 at:

- (1) Willesden Junction overground station on Tuesday 5 December,
- (2) Kensal Green overground station on Wednesday 6 December,
- (3) Harlesden overground station on Thursday 7 December,
- (4) Area of the towpath outside The Collective Old Oak NW10 6FF Tuesday 12 Dec.

“Phase two of the project will start in Q2 of 2025, and will involve towpath closures and diversions.”



The 'Old Oak West Supplementary Planning Document' is trying to change this OPDC Local Plan policy!

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

POLICY P7C1: North Acton Town Centre Cluster

VISION

A vibrant high density neighbourhood town centre, focused on an enhanced North Acton Station and new station squares. Active throughout the day, a range of town centre uses will strengthen the area's identity. High quality and coordinated public realm, framed by active frontages will guide people to their destinations.

POLICY

Proposals should plan positively to deliver the cluster vision by contributing and / or delivering where appropriate and relevant as follows:

Land uses

- a) supporting the delivery of a neighbourhood town centre by clustering a range of permanent and meanwhile town centre uses and Use Class E uses, that are appropriately designed and serviced to support the town centre, around the existing southern and new northern station squares, along Victoria Road south of North Acton Station and along Portal Way with residential above.

Public realm and movement

- b) contributing to enhancing access to North Acton Station;
- c) supporting the delivery of Victoria Road to the south of the station square as high quality shared vehicular and public realm space; and
- d) contributing to and / or delivering new and improved walking and cycling infrastructure and routes as shown in figure 4.23.

Green infrastructure and the environment

- e) contributing to and / or delivering a new northern station square;

Figure 4.23: North Acton Town Centre Cluster



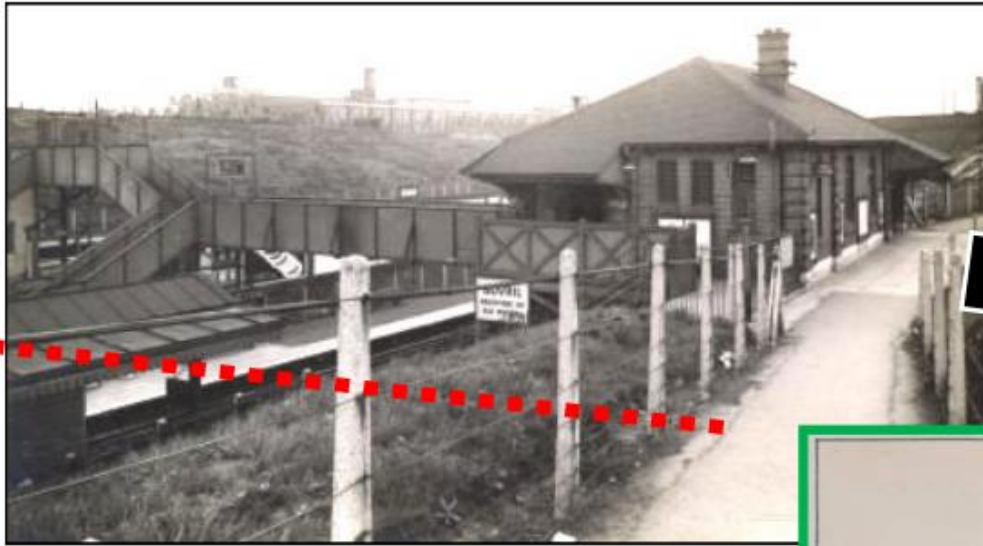
Infrastructure

- f) supporting enhancements to North Acton Station to deliver the station as an integral part of the town centre including:
 - i) increased capacity;
 - ii) step-free access;
 - iii) entrances onto station squares; and
 - iv) 24 hour ungated high quality walking and cycling north - south routes.

Development and phasing

- g) enabling the delivery of development over and around North Acton Station and railway.

- Old Oak Street
- Existing and enhanced key routes
- Walking / cycling routes
- New or improved publicly accessible open space and improved public realm
- Existing residential development
- Local Heritage Listing
- Active frontage
- Positive frontage
- Station entrance
- Station platforms
- Transport interchange
- Cluster boundary



Rough position of new foot-bridge, but it would be at a higher level.

1930s plan

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



Looking east from Park Royal Road, towards the tube station:

- Nearest is the cemetery bridge
- Furthest is CHASE ROAD, which shows the level of a new footbridge beyond that.



Wording that underpins our policy to oppose OPDC's attempt to remove the North Acton Station footbridge:

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

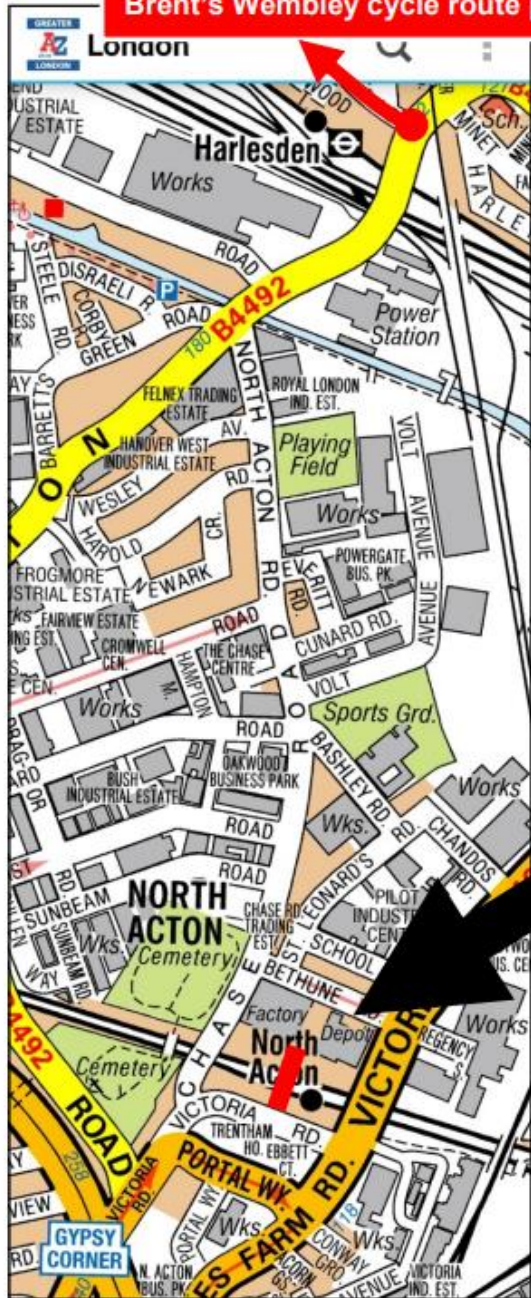
“A supplementary planning document (SPD) is a type of planning guidance document that provides more details, guidance and principles on the policies in the Local Plan.” (source: gov.uk)

A SPD can cover specific sites or topic areas, such as design, affordable housing, or green infrastructure.

A SPD does not have the same legal status as the Local Plan, but it is a material consideration in planning decisions.

“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)

Brent's Wembley cycle route plan



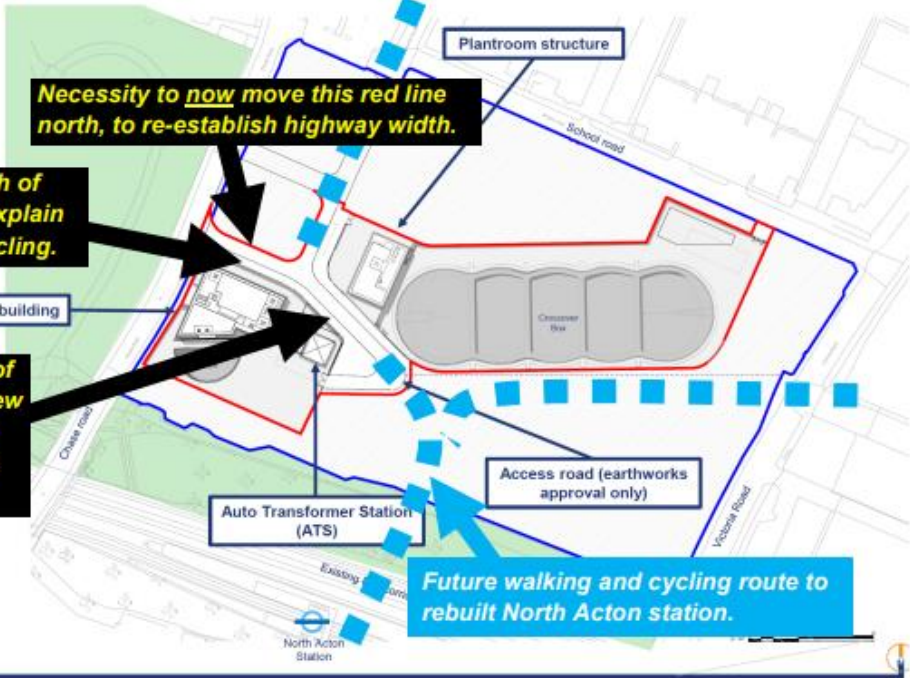
HS2 "Crossover Box"

- 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)



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

Any other business

Contact details for OONF

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