



Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday April 4th 2023

On Zoom

Agenda for this session

1. Reflections on OPDC PlaceLab sessions and future SPD for Old Oak West
2. Impact of Government announcements on HS2
3. London Assembly Plenary session March 16th
4. OPDC's £50m Land Fund – Channel Gate and forthcoming site acquisitions?
5. Impact of Mayor's requirement for 2nd staircases above 30m
6. 5-7 Park Royal Road
7. Cloister Corner
8. AOB

Item 1

Co-design workshops



PlaceLab ①

Saturday 18 March

11am – 1pm

Woodward Buildings
Community Hub, Victoria Road,
W3 6BL

Re-imagining Old Oak West

With HS2's Old Oak Common Station coming to the local area, Old Oak will see growth and new opportunities. How can Old Oak West reflect the local identity? What are the priorities for a new district in London and what should a town centre look like?

PlaceLab ②

Thursday 23 March

6.30pm – 8.30pm

The Lab, Oaklands Community
Centre, Oaklands Rise,
NW10 6FJ

Greening & connecting Old Oak West

From new parks to canal towpaths, Old Oak is full of potential to bring nature closer to our everyday lives and to encourage a more active and healthier lifestyle. How can we achieve this by enhancing existing open spaces and through creating new ones?

PlaceLab ③

Saturday 25 March

11am – 1pm

The Collective, Nash House,
Old Oak Lane,
NW10 6FF

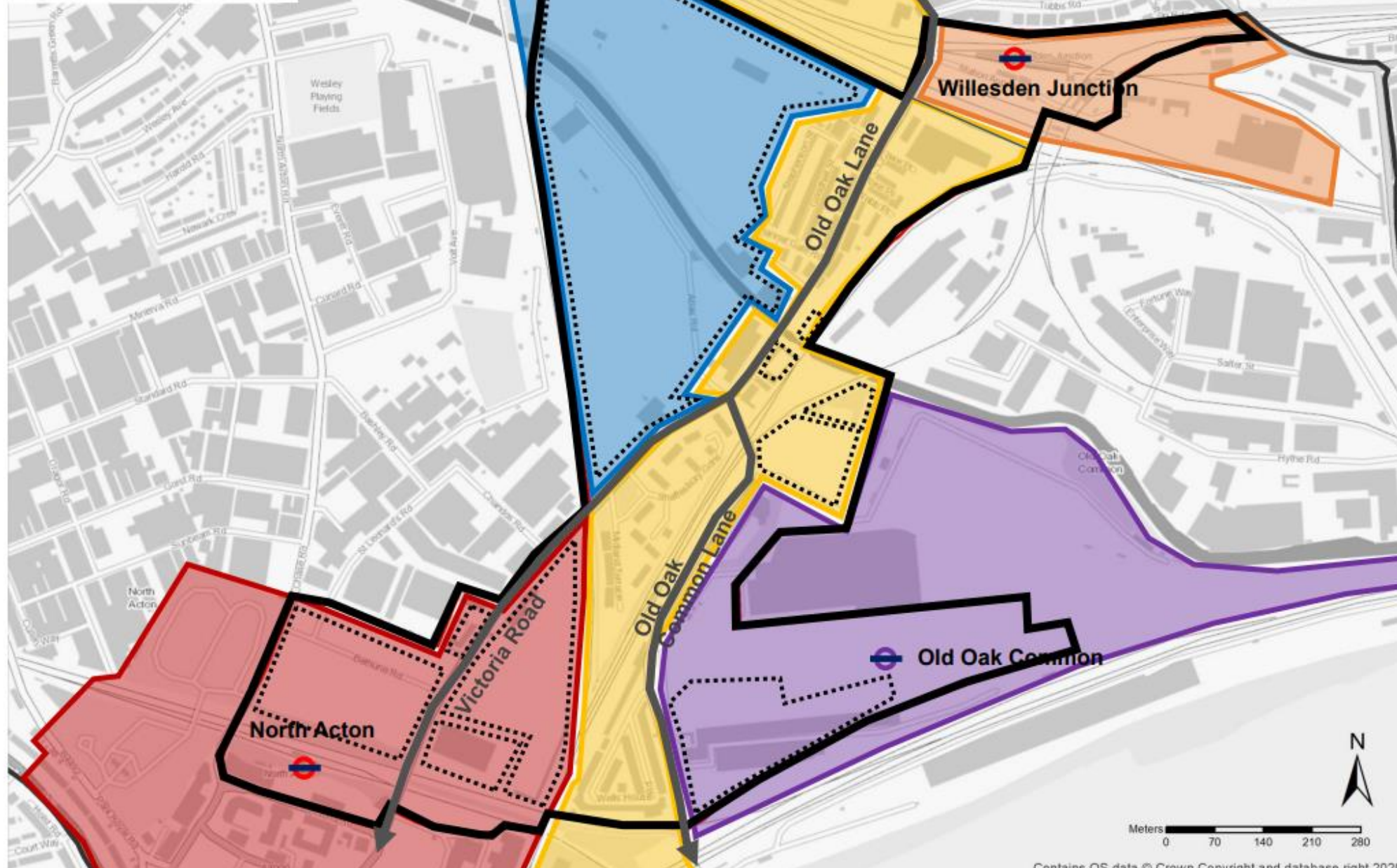
Futureproofing Old Oak West

Old Oak West is more than just building new homes and creating jobs. What does the local area need to ensure existing and new communities can thrive together? What types of workspace and community facilities will the local area need?

Old Oak West SPD

Item 1(2)

- Channel Gate
- Willesden Junction
- Old Oak Lane & Old Oak Common Lane
- Old Oak South
- North Acton and Acton Wells
- Site allocations
- SPD Boundary



Item 1.3

The PlaceLab sessions

‘Déjà vu from 2016’ or useful fresh ideas? A bit of both?

What will be the outcome? An ‘ideas book’ and a series of wall charts?

Some recognition that ‘meanwhile’ projects could be for 2/5/10 years given the timelines for HS2.

Should we be campaigning for a couple of key projects which would make a real difference by 2026? Arts/culture, entertainment, green space, somewhere for families with children to meet, ‘safe space’?

The outcome of sessions cannot change the Local Plan proposals for Old Oak West. A SPD can only add ‘policy guidance’.

Item 2

Government announcements on HS2

Statement by Mark Harper, SoS for Transport 9th March 2023

The Government is prioritising HS2's initial services between Old Oak Common in London and Birmingham Curzon Street to provide delivery of passenger benefits as soon as possible.

We remain committed to delivering HS2 services to Euston, and will address affordability pressures to ensure the overall spending profile is manageable. We will therefore take the time to ensure we have an affordable and deliverable station design

Item 2.1

Media comment

Euston faces a “decade of delay” before the arrival of HS2 high speed trains because of the Government’s disastrous decision to switch station designs, a rail expert has warned (Evening Standard).

Gareth Dennis, an engineer and commentator, said billions had been wasted because Ministers accepted the recommendation of the Oakervee review in 2020 to switch from an 11-platform two-phase design of the new HS2 station at Euston to a 10-platform design to be completed in one phase.

HS2 trains are now not due to arrive at Euston until 2041.

Item 2.2

Media comment (2)

Delays linking up [HS2](#) and [Euston](#) will mean extra costs and potentially even higher spending, the [National Audit Office](#) has warned ministers.

A near 50-page report, looking specifically at the Euston element of the much delayed high-speed line, concluded that a “reset” in 2020 had “not succeeded”.

The Prime Minister insisted that HS2 would ultimately terminate at Euston, amid questions about the fate of the multi-billion infrastructure project (Rishi Sunak in late March)

Item 3 London Assembly Plenary 16th March

Liz Peace and David Lunts questioned by Assembly Members:

LP and DL explained they met the Mayor only once in 2022. Led to him agreeing to the £50m Land Fund – ‘a commitment to OPDC’.

10 year housing target of 13,750 homes. 25,000 long term.

Liz Peace ‘I have always felt we have bent over backwards to involve all elements of the local community’

Liz Peace ‘The problem is that with consultation you sometimes get in response people who do not like what you are doing or will never agree with what you are doing and there are some people in our area who think fundamentally what we are doing is wrong. They would like to see a very low density, low number of units’. (Not true of OONF, our 2021 ‘contingency Plan B’ proposed ‘urban neighbourhood’ density up to 120 units/hectare in the event of HS2 cancellation).

Item 4

OPDC £50m Land Fund

“A £50m interest-free loan to finance land acquisition, infrastructure and enabling works – supporting delivery of 1,100 homes by 2029”. Part of Old Oak West Outline Business Case.

OPDC Board has delegated to its new Development, Investment and Sustainability Committee powers to approve expenditure up to £20m for investment decisions including site acquisition.

First acquisition is approved and very close to completion.
Where might this and other sites be?

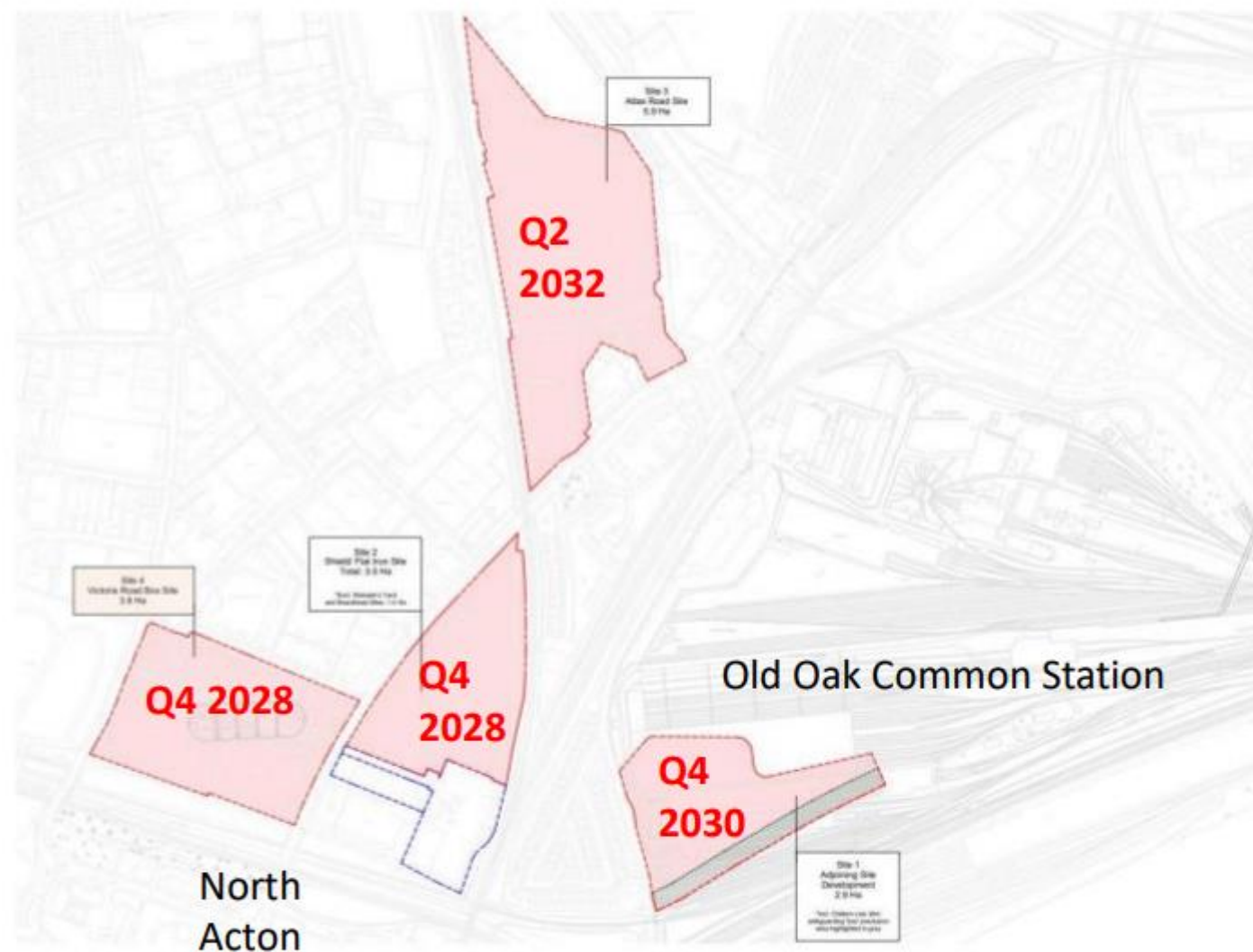
Old Oak Common

HS2 Development Sites

- ASD - 2.9 ha (7.6 acres)
- Shield Site - 3.0 ha (7.41 acres)
- Atlas Road - 5.9 ha (14.58 acres)
- VRBS – 3.8 ha (9.39 acres)

- Total -15.6 ha (38.54 acres)

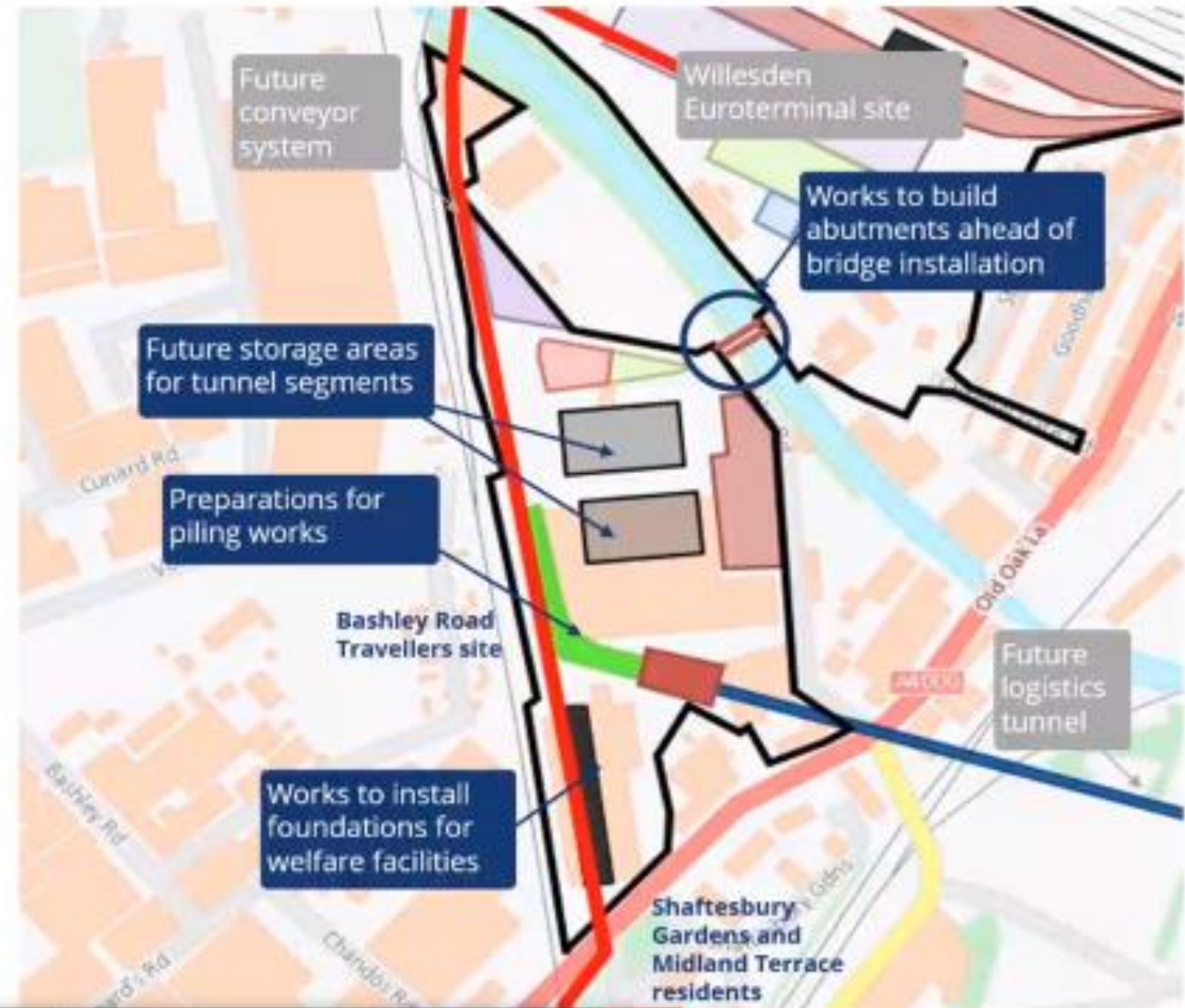
HS2 has provided these dates for the expected release of these site from use as construction compounds (response to FOI request)

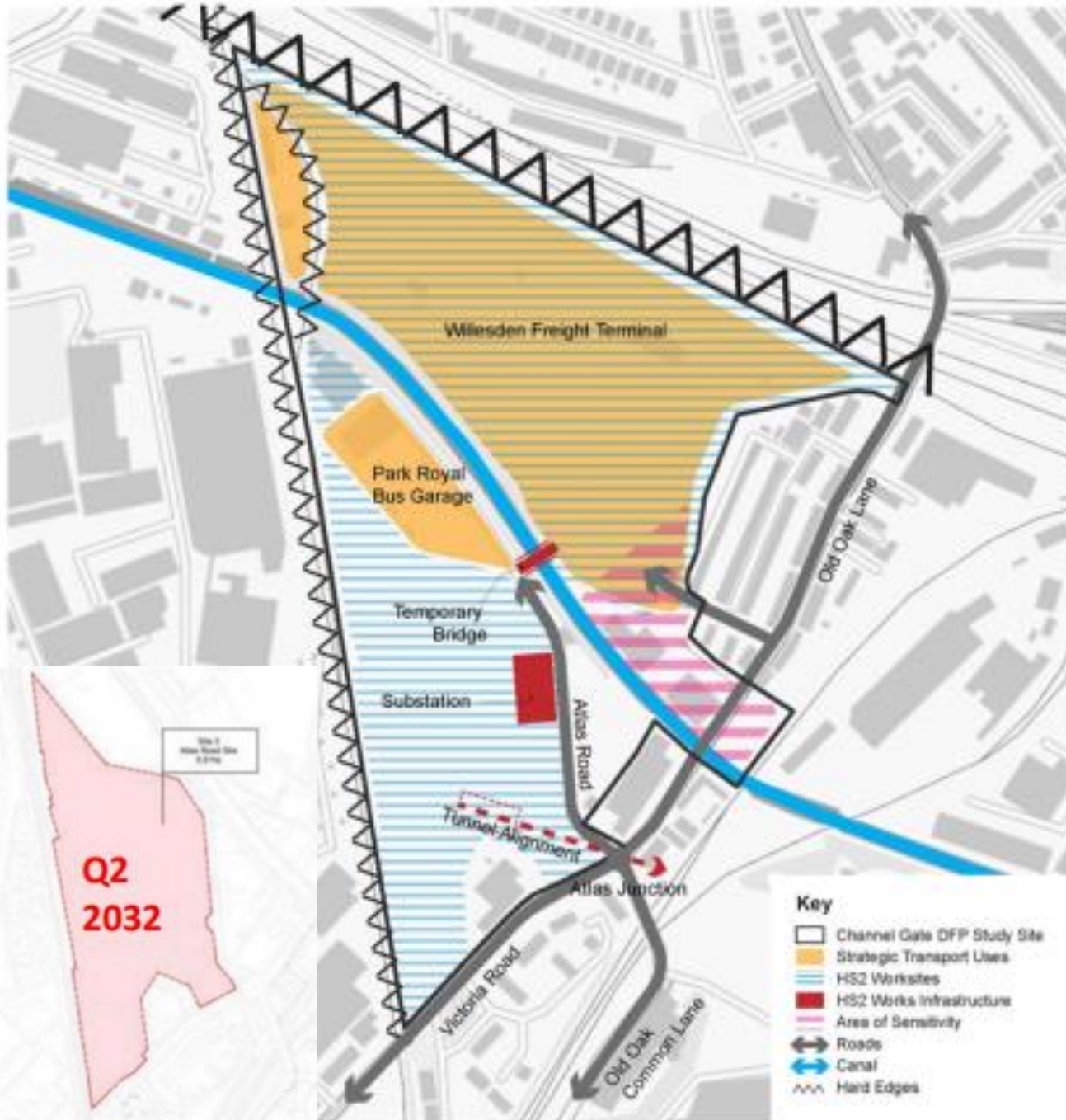


Current works - (2021) Atlas Road site

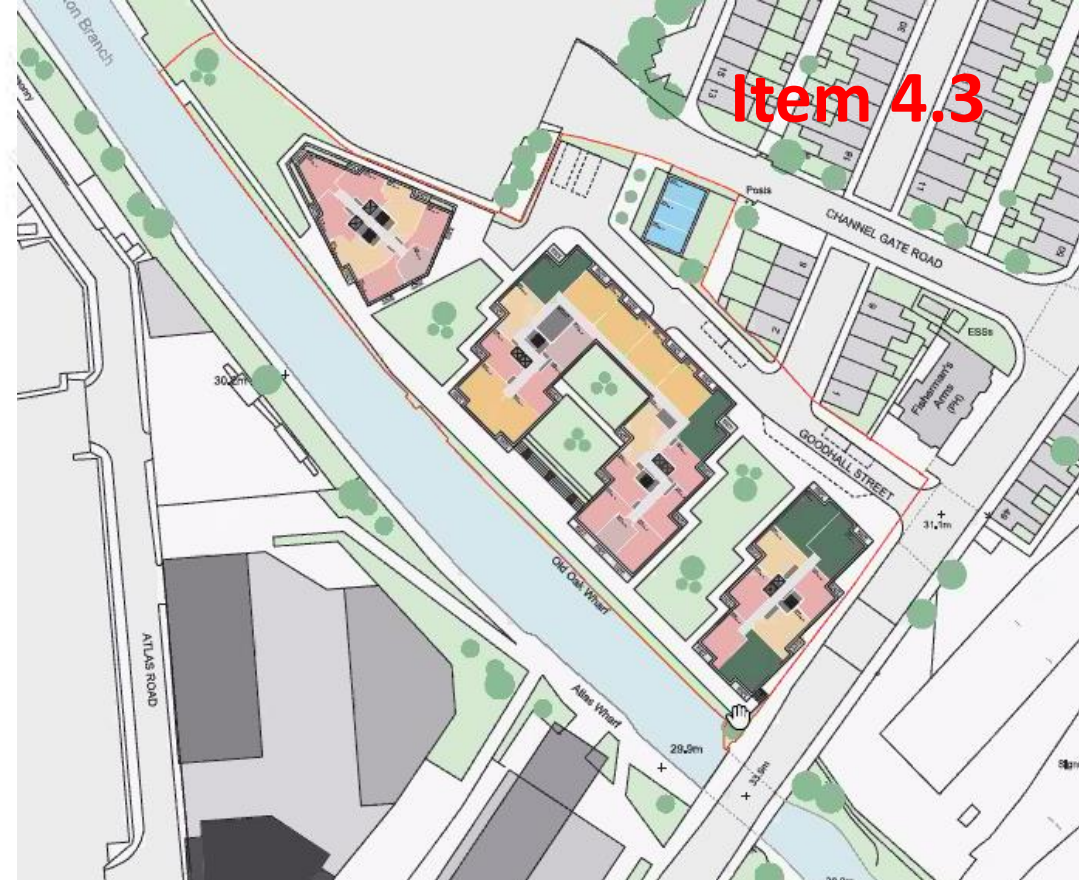
- Construction of on-site roads and drainage
- Changes to the site entrance and road layout on Atlas Road (near bus depot)
- Building abutments / foundations in Grand Union Canal embankment for temporary bridge
- Ground investigations and works to install foundations for future welfare facilities
- Preparations for future piling works
- Preparations to build storage areas for future tunnel segments

The approximate location of these works is shown on the map to the right





Item 4.3



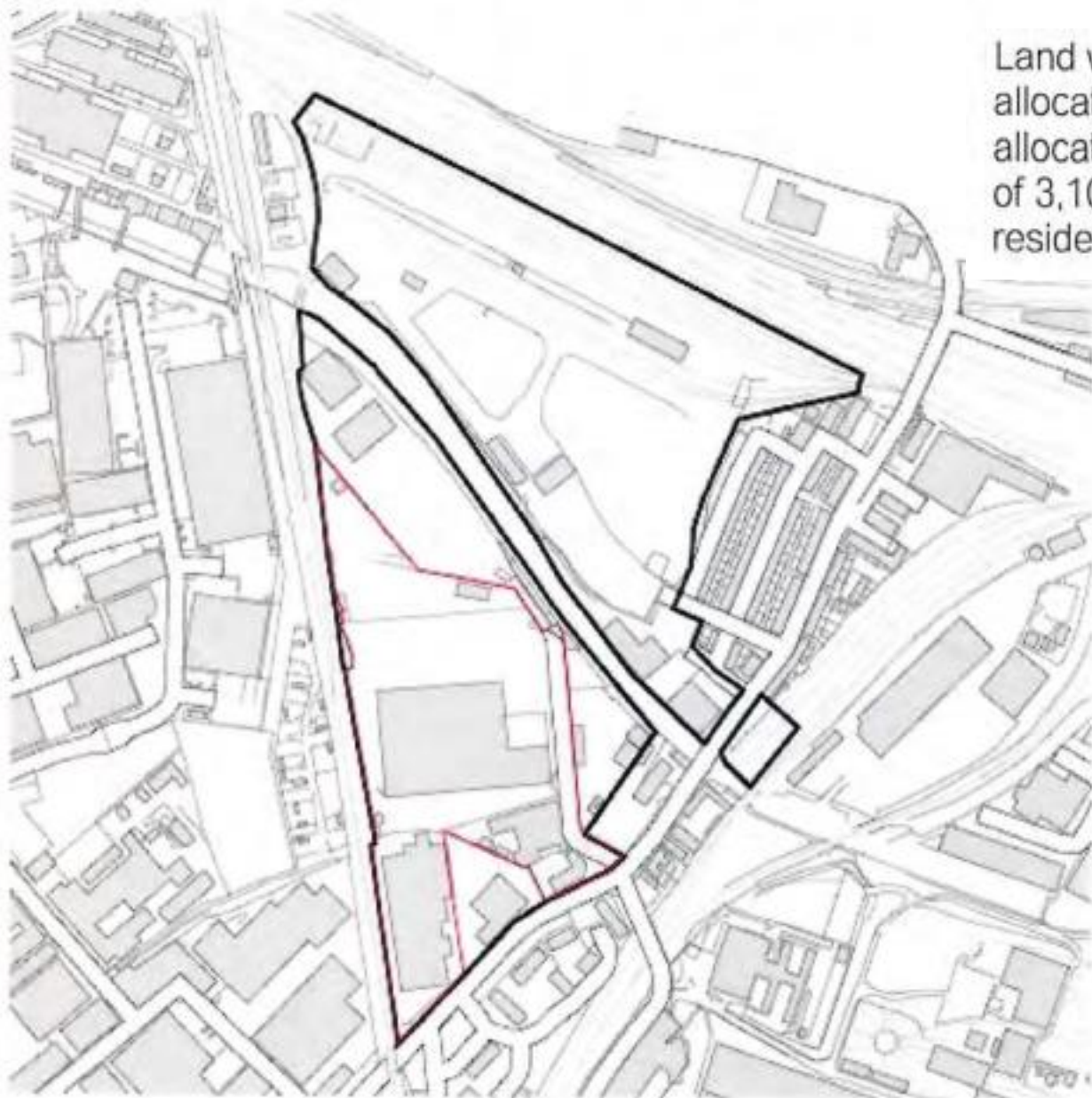
Map on left is from OPDC Channel Gate Development Framework Principles.

Map above is site plan for Old Oak Wharf proposals on Lords site, across the canal from the Collective.

The Q2 'development site' mapped by HS2 relates only to the western part (Atlas Road side) of what HS2 refer to Channel Gate site allocation No.26. Excludes Willesden Freight Terminal.

Figure 2: High Speed 2 & SoS land ownership and Channel Gate site allocation

Item 4.4



Land within High Speed 2 control is included within the Channel Gate site allocation (shown in figure 2) and will contribute to the identified site allocation housing and non-residential development capacities (minimum of 3,100 residential units and a minimum of 10,700 square metres of non-residential floorspace).

Channel Gate is designated as a site allocation for a minimum of 1,000 residential units to be delivered within the London Plan ten year housing period ending 2029.

Channel Gate is designated as a site allocation for a minimum of 3,100 residential units, a minimum of 10,700 square metres of non-residential floorspace and an indicative amount of 600 jobs to be delivered within the plan period ending in 2038.




Item 4.5

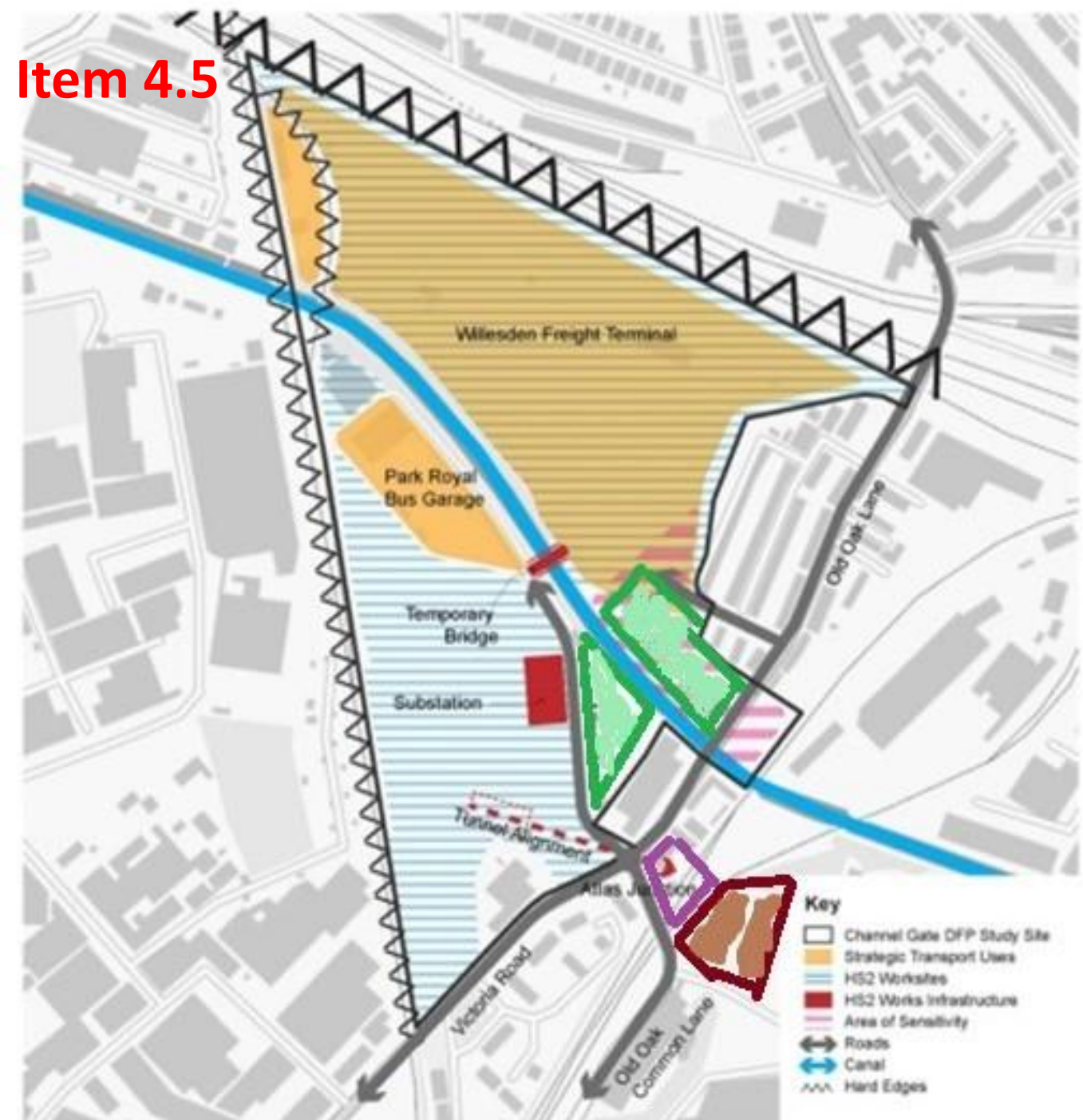
Channel Gate/Atlas Road and Old Oak Lane



Atlas Wharf (Pocket Living) consented scheme is for 457 residential units. Decision notice not yet issued and questions over fire safety/second staircases in lower block.

Old Oak Wharf (Lords site) at late pre-app stage. Around 450 homes.

Might Victoria Terrace site  be that which OPDC is about to acquire?



Item 4.6

Local Plan site allocations



Housing target for 'Channel Gate' site
26 part of Old Oak West is 3,100
spread over Years 1 – 20 (2018-38)
Atlas Wharf 457 units
Old Oak Wharf 450 units

Land Fund agreement commits to
1,100 new homes by 2029.
Includes/excludes above?

21	Willesden Junction Maintenance Depot	P8	100	0
23	Oaklands	P8	605	0
24	Oaklands North	P8	200	0
25	Old Oak Common Lane sites	P8	200	0
26	Channel Gate	P9	3,100	

Item 5

Impact of Mayor's 2nd staircase requirement

All planning applications which involve residential buildings over 30 metres in height will need to be designed to provide two staircases before they are referred to us at Stage 2 for the Mayor's decision.

Mayor of London February 2023

Whilst the pipeline of pre-applications and applications is very strong, and is the largest since OPDC's inception, the need for second staircases in buildings over 30m in height, together with the on-going economic instability and time-lags due to the Covid pandemic has led to a reduction in approvals and starts on site. As such it looks unlikely that OPDC will meet its targets in these areas this year. It is expected that this will be made up for in coming years.

Emma Williamson – report to OPDC Board 9th March 2023

Item 5.1

OPDC APPLICATIONS – IMPACT OF MAYORAL DECISION ON 30m BUILDING HEIGHTS REQUIRING SECOND STAIRCASE

Appendix 3 - Significant Planning Applications Currently Under Consideration/recent decisions by OPDC

Application Reference	Applicant	Site Name/Address	Borough	Description	Comments
21/0181/OUTOPDC	Imperial College London	1 Portal Way, North Acton, W3	LBE	Hybrid planning application (part full/part outline) for the demolition of all buildings and phased redevelopment to provide up to seven buildings. Full planning permission is sought for a ground plus 55 storey building (227.75m AOD) comprising of 461 residential units (Class C3) and 98 sq.m of flexible commercial/community/town centre uses (Classes	Consultation is complete and the application is currently being assessed.

Application has been with OPDC since late 2021. Delay in determination is understood to be due to LFB not happy with fire strategy. Architects Pilbrow and Partners. Developers Imperial College and Frame Re. Latest position?

214465OPDFUL		The Castle Public House, Victoria Road, North	LBE	Demolition of existing public house and redevelopment of the site to provide a part 32 storey, part 27 storey building comprising 462 co-living rooms with associated communal amenity spaces, a	Ealing Planning Committee resolved to grant planning	A draft S106 has been prepared and shared with OPDC.
--------------	--	---	-----	--	--	--

During the course of the application consideration the applicant made the decision to amend the scheme to introduce a second set of stairs. No sign of GLA Stage 2 approval. Latest position?

Item 5.2

21/0214/FUMOPDC	Pocket Living Atlas Road Ltd and Eamon O'Loughlin and Thomas Henry James	Atlas Wharf	LBE	Demolition of existing structures and redevelopment to provide three buildings ranging in height from 9 to 30 storeys linked by a landscaped podium, comprising 682 sqm of Class E commercial uses at ground floor with 457 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	The planning application was reported to Planning Committee on 17 November 2022 and it was resolved to grant planning permission subject to stage 2 referral to the Mayor and completion of S106 agreement.
-----------------	--	-------------	-----	---	---

OPDC Planning file shows response to LFB stating *A second stair has been added into Building 1 to address this comment by LFB. Both stairs will be accessed via a mechanically smoke vented lobby.*

On Building 2 the applicant's response is *We note the comment regarding the provision of a QDR for both buildings 2 and 3 which have a top height less than 50m, the trigger point for a formal QDR to take place within BS 9991:2015. However, the concerns regarding the single stair residential stair have been considered and it should be noted that due to the provision of the stair pressurisation system within Buildings 2 and 3, the protection to the stair is a significant improvement on BS 9991:2015 which could be designed with a natural smoke shaft to the stair lobby only.*

No sign of GLA Stage 2 approval. This seems unlikely to be forthcoming, given lack of second staircases in buildings 2 and 3?

22/0066/FUMOPDC	Satara Projects Ltd	Mitre Wharf, 131 Scrubs Lane, NW10	LBHF	Demolition of existing structures and redevelopment of the site to provide two buildings of 8 and 9 storeys comprising 147 residential units (Use Class C3)	The planning application was reported to Planning
-----------------	---------------------	------------------------------------	------	---	---

Building height is under 30m so issue of second staircases does not arise.

Current Significant Pre-Application Proposals

Site Name/Address	Borough	Description	Status/Comments
3 School Road	LBE	Residential-led redevelopment	A pre-application response has been issued.

In pre-application consultation sessions, the developers advised that second staircases were being designed into the scheme. The application 23/0026/FUMOPDC has now been submitted, confirming this position. Application documents include a Fire Strategy.

5-7 Park Royal Road and Lower Park Trading Estate	LBE	Redevelopment to provide student accommodation and affordable housing.	A pre-application response has been issued.
---	-----	--	---

Application now submitted. No GLA Stage 1 report. Plans and Fire Strategy appear to be based on single staircase.

Land South of Coronation Road/West of Rainsford Road, NW10	LBB/LBE	Residential-led redevelopment	A pre-application response has been issued.
--	---------	-------------------------------	---

No pre-application drawings have emerged as yet so position on second staircase(s) is not clear.

Teacrate, 151 Scrubs Lane	LBHF	Residential-led redevelopment	A pre-application response has been issued.
---------------------------	------	-------------------------------	---

No pre-application drawings have merged as yet so position on second staircase(s) is not clear.

Item 5.4

North Kensington Gate North, 93-97A Scrubs Lane, NW10	LBHF	Residential-led redevelopment	A pre-application response has been issued.
---	------	-------------------------------	---

Pre-application drawings have not yet emerged. North Kensington Gate (South) by same developer did not include second staircase.

Lords Builder's Merchants, Goodhall Street, NW10	LBE	Residential-led mixed use development	A pre-application response has been issued.
--	-----	---------------------------------------	---

(continued overleaf)

Item 5.5

Site Name/Address	Borough	Description	Status/Comments
Matthew Clarke site, 12 Central Way, NW10	LBB	Redevelopment for multi-storey industrial use	A pre-application response has been issued
Holiday Inn Express, 152 Victoria Road, W3	LBE	Redevelopment to provide purpose built student accommodation and residential development.	A pre-application response has been issued
Imperial College sites at 140 Wales Farm Road and Woodward Buildings, Victoria Road.	LBE	Purpose built student accommodation	A pre-application response has been issued
2 Portal Way, North Acton	LBE	Redevelopment for multi-storey commercial kitchens and a food market	A pre-application response has been issued
142-152 Victoria Road, North Acton	LBE	Redevelopment for residential use.	A pre-application response has been issued
Land south of Rainsford Road, NW10	LBB	Redevelopment for aparthotel and light industrial use.	A pre-application response has been issued
46-50 Gorst Road	LBE	Industrial intensification	An initial pre-application meeting has been held
19 Abbey Road, Park Royal	LBB	Redevelopment for residential use.	An initial pre-application meeting has been held
2 Scrubs Lane, NW10	LBB/LBHF	Redevelopment for co-living accommodation with a nursery, church and community facilities	A request for pre-application advice has been received.
Asda, 2-20 Western Road, NW10	LBE	Redevelopment comprising a replacement food store and residential accommodation	A request for pre-application advice has been received.

No drawings have emerged to date on these schemes, so not yet known which will involve building heights above 30m or whe.

On Imperial College site at 140 Wales farm Road how do these proposals relate to 2018 approval for 18/0040/DELEAL Demolition of existing buildings to provide 3 No. residential buildings between 12 and 25 storeys in height to provide 380 residential units (mix of studio, 1 bed, 2 bed and 3 bed flats) and 1,403 sq.m of flexible A1/A2/A3/A4/A5/B1/D1/D2 floorspace; the provision of public open space, roof top amenity space, landscaping, car and cycle parking, and refuse storage?

On 2 Scrubs Lane, previous consented scheme was single staircase.

Item 6

5-7 Park Royal Road

Proposals from Tiago Properties/Stay Club

33 storey building with 988 student units on 'east' site Block A

15 storey building with 83 residential units on 'west' site Block B.

Location is Park Royal West, and not North Acton

Added as a 'tall buildings location' very late in Local Plan process

First conversation between DP9 and OPD in February 2021

Yet does not appear in Local Plan table of site allocations

First features in OPDC documents May 2021, not in Exam Library

6.1



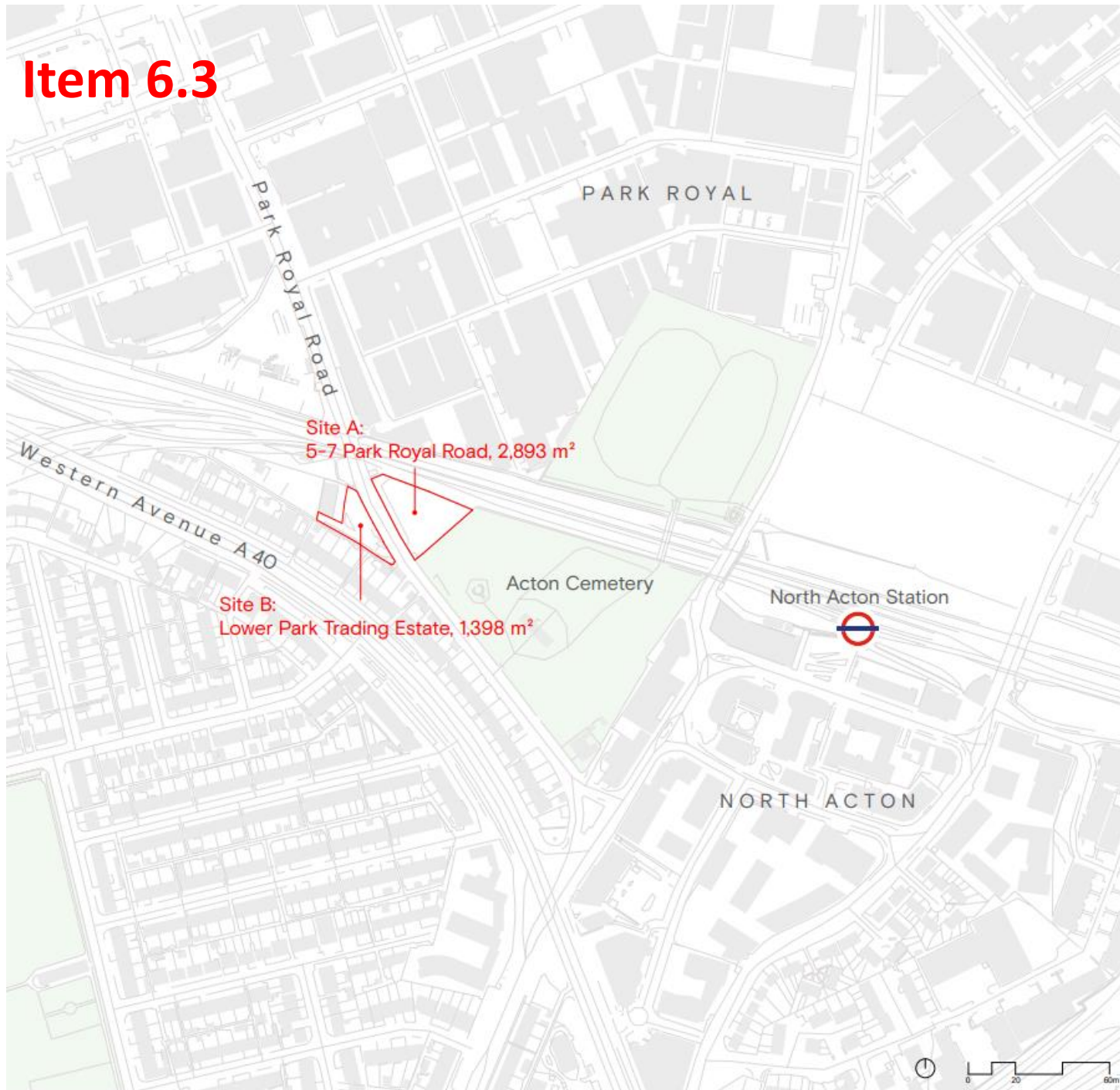
Fig. 1 Aerial view looking northwest showing the sites on the foreground, with the London Underground Central Line behind and the Park Royal industrial estate in the background

6.2



Fig. 3 Aerial view looking southeast showing the sites on the foreground on the right, with Acton Cemetery behind and Acton town centre in the background

Item 6.3



OPDC -51 January 28th 2022

Park Royal West (new edit)
Outside of SIL, based on the residential development capacities proposed for Park Royal West, it is expected that tall buildings here will predominantly be in the range of 20 to 30 storeys. Tall building proposals will be considered against all relevant development plan policies and material considerations.

Item
6.4



Fig. 144 Park Royal Road, looking northeast

Item 7

Barratts (London) at Cloister Corner

Site is outside OPDC boundary, across the A40 from North Acton.

Application is to be decided by Ealing Planning Committee Oct 5th. WARA attending as an objector.

OPDC submitted an objection, mainly on grounds of conflict with London Plan Policy D9 and Ealing policies on building heights.

The site is not identified as a site for tall buildings. Part of 'green corridor' in 2012/13 Ealing development plan.

Item 7.1

OIS3 Western Avenue Sites South of Park View to North of Railway



- Site Area: 1.56ha
- Ownership: Transport for London
- Current Use: Vacant
- Development Strategy Policies: 5.3
- Setting: Suburban
- PTAL: 5
- Planning Designations: Acton Green Corridor Policy Area
- Relevant Planning Applications: None

Allocation: Commercial.

Justification: Cleared sites no longer required for transport purposes. Proportionate enabling development will deliver significant improvements to the Green Corridor.

Indicative Delivery Timetable: 2011-2016

Site Context: The five sites, two of which are of insufficient size for built development, have frontages to Western Avenue and are bounded by established residential areas; the opposite side of Western Road comprises the built up employment area of Park Royal Southern Gateway.

Design Principles: New development must include a significant landscaped zone to Western Avenue that makes a clear contribution to achieving the objectives of the Green Corridor. The scale, massing and

height of buildings must respect the amenity of adjoining properties. An element of residential to the western boundary of the northernmost site may be acceptable, subject to a satisfactory level of amenity being achieved, successful integration with the surrounding suburban area and avoidance of on-site conflicts between uses.

Cloister Corner

Presentations by Barratt London have implied that the site is at 'North Acton' and that buildings of up to 17 storeys will provide a 'transition' to the 'North Acton Cluster' (up to 55 storeys).

North Acton is identified as appropriate for tall buildings in the 2013 LBE Development Sites DPD.

The site is in fact at OIS3 Western Avenue where *The scale, massing and height of buildings must respect the amenity of adjoining properties and achieve successful integration with the surrounding suburban area.*

Hence a major policy conflict with London Plan Policy D9. Site not deemed a 'suitable location' for tall buildings in the current Ealing Local Plan.

Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

www.facebook.com/OldOakNeighbourhood

email address for the forum is oonforum@gmail.com