Steps towards a Plan B for Atlas Town

1. OONF applies for the present OONA boundary to be extended to include the Channel Gate/Atlas Road sites.
2. OPDC consults (6 weeks) on this application
3. OPDC Board agrees this proposal, on basis that this part of a neighbourhood plan will be a ‘contingency’ plan
4. OONF consults on draft Old Oak Neighbourhood Plan
6. Draft NP submitted to OPDC
7. OPDC publishes for statutory 6 week ‘publicity period’
8. Neighbourhood Plan is examined by independent examiner
9. Local referendum. OPDC adopts NP if supported by 50% plus.

The risks of land lying empty in London

Back in 2012, RBKC and Hammersmith & Fulham Council worked together with planners at the GLA to prepare a ‘planning framework’ for what was identified as *one of the few remaining large development sites close to central London.* Sounds familiar?

Local residents campaigned against masterplan from Capital and Counties (Capco)

Projected values fall. Capco sells landholding to Delancey in 2019

New plans yet to surface

West Ken and Gibbs Green estates sold back to LBHF after long legal battle.

Item 3 Latest on HS2 works and eastern access

Eastern access from HS2 station

As a result of OPDC abandoning its plans for the Cargiant site, there are now no plans for vehicle access to the eastern end of the station.

A £1.3bn station which is connected only to Old Oak Common Lane

No means of anyone from RBKC, Westminster and central London reaching the station by bus, car or taxi without a major detour

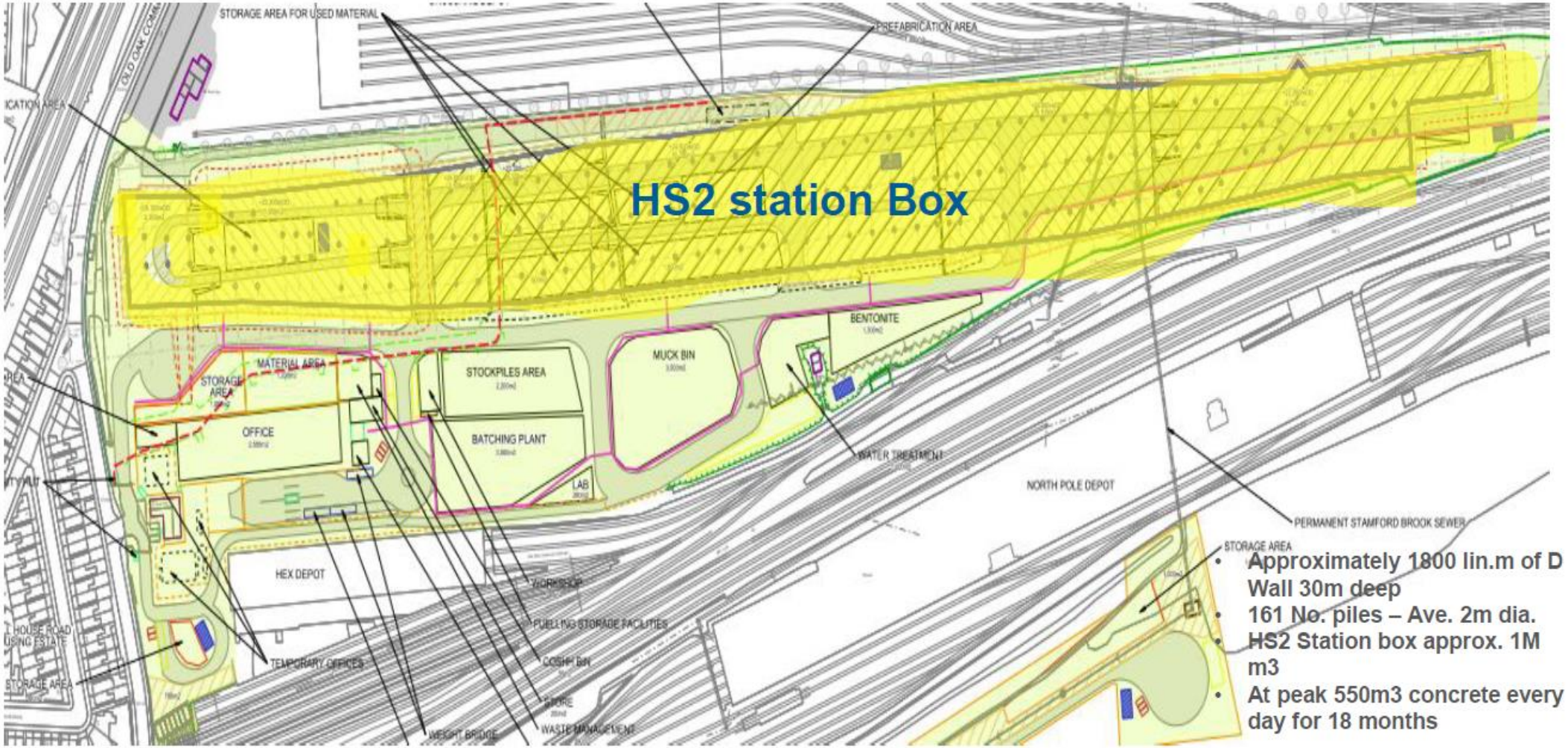
This reality dawned on OPDC Planning Committee members only after the OPDC decision on a ‘change of direction’ was made in late 2019.

OPDC are looking at a pedestrian/cycle route from Mitre Bridge

Pressure on OPDC Board to keep ‘Old Oak Bridge’ as a stated long term aim

HS2 will ‘safeguard’ this bridge site, but do not seem too bothered.

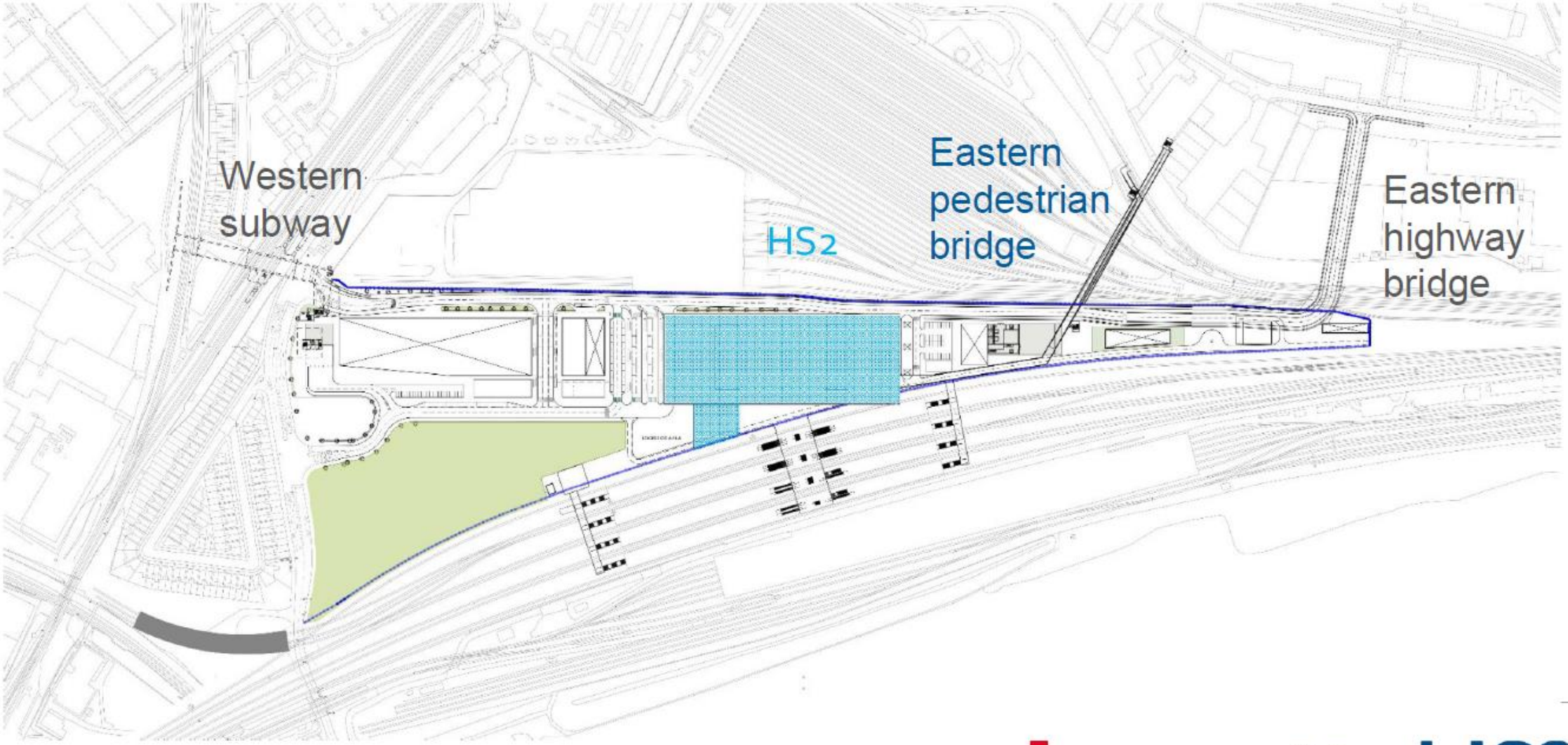
Sequence of Works



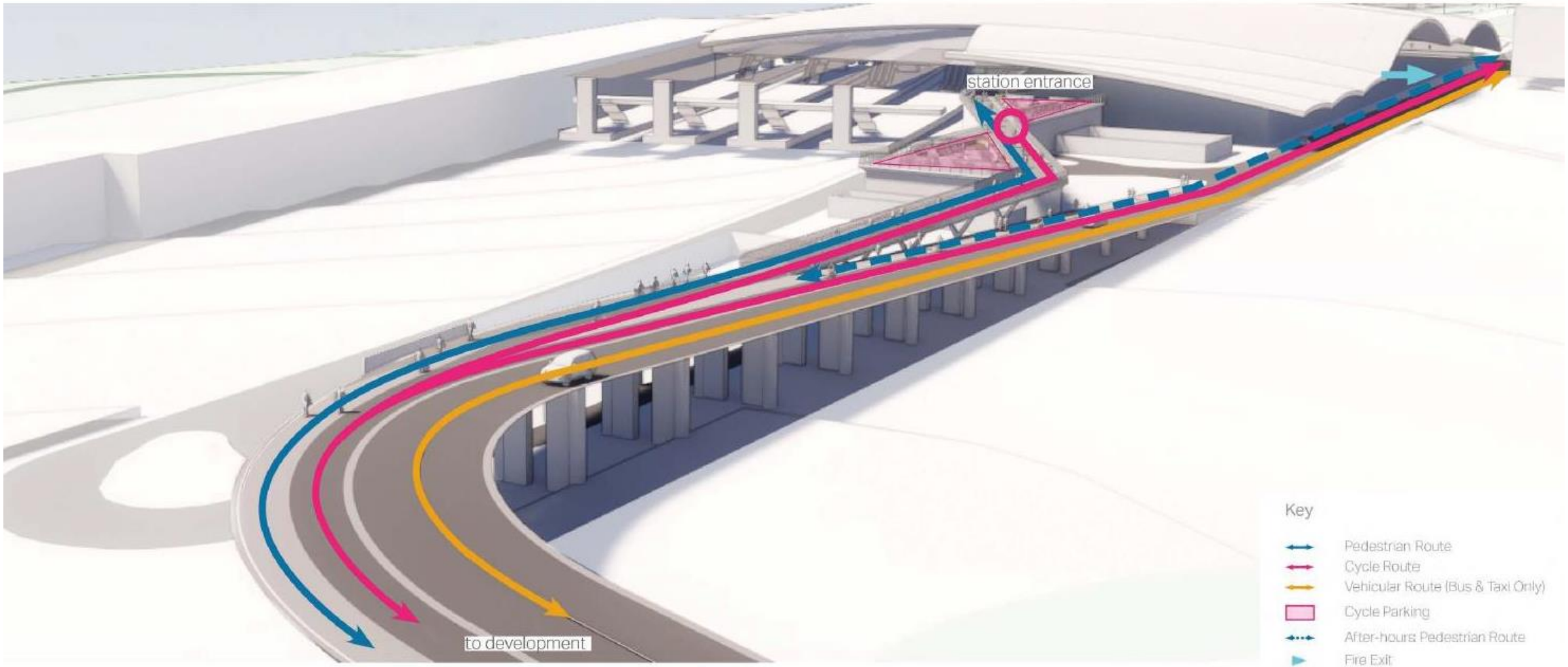
- Approximately 1800 lin.m of D Wall 30m deep
- 161 No. piles – Ave. 2m dia.
- HS2 Station box approx. 1M m3
- At peak 550m3 concrete every day for 18 months

Balfour Beatty VINCI SYSTRA Working on behalf of HS2

Previous Options Considered



Eastern Access: U&A Old Oak Bridge – Enabling



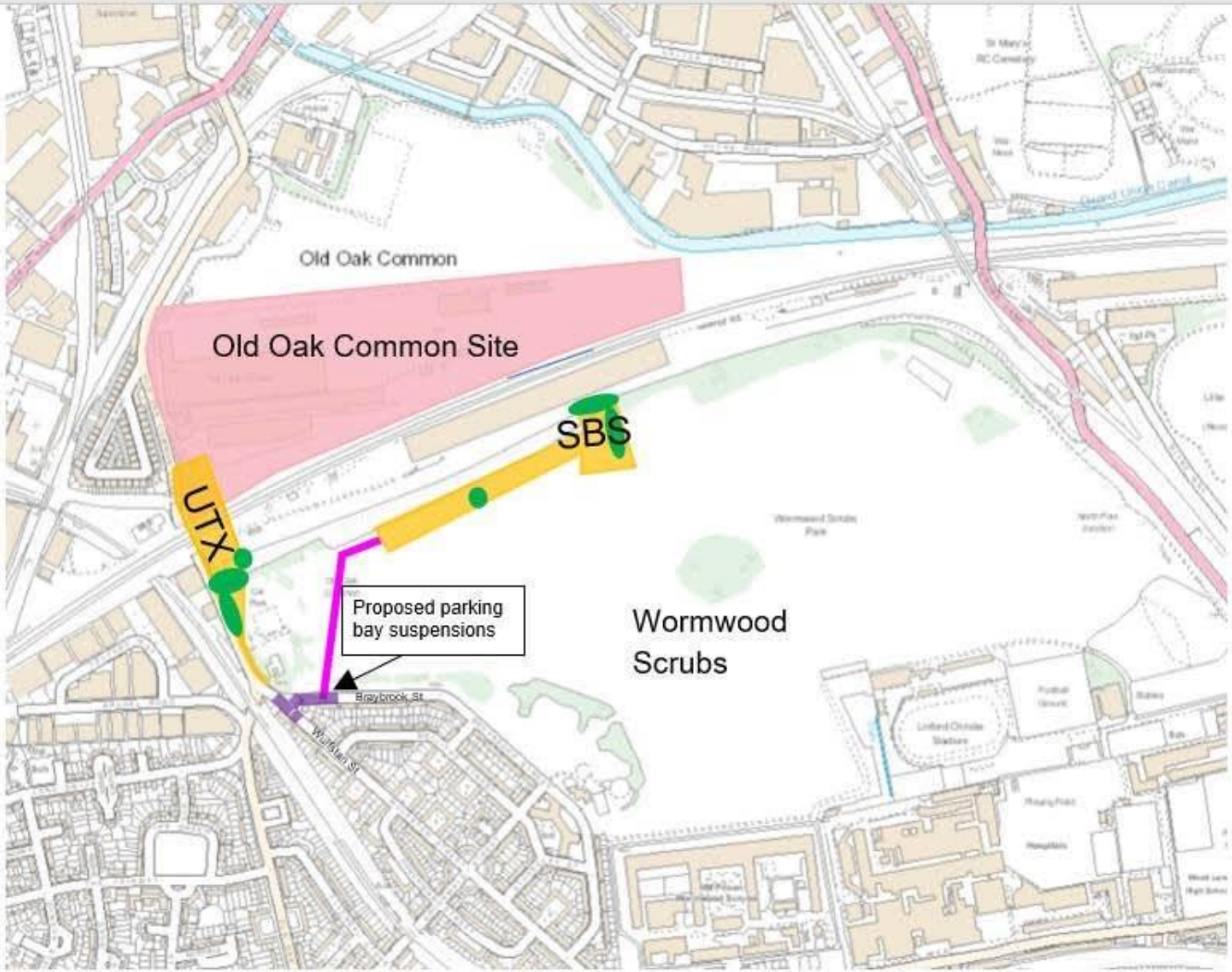
Pedestrian and cycle eastern access to HS2 station

Item 2 Feedback from OPDC consultations on modifications

Two sessions held online on 24th and 30th November. Points raised by local residents and community organisations included

- Why does OPDC continue to show on plans an ‘aspirational’ connection between the new HS2 station and Wormwood Scrubs?
- With no new Overground station at Hythe Road or Old Oak Common Lane, how will HS2 deal with dispersal of passengers? Or is now assumed that nearly all will switch to Crossrail?
- With no car, bus or taxi access to the station from the east how will passengers from central London arrive and depart?

HS2 plans for relocation of sewer and utilities



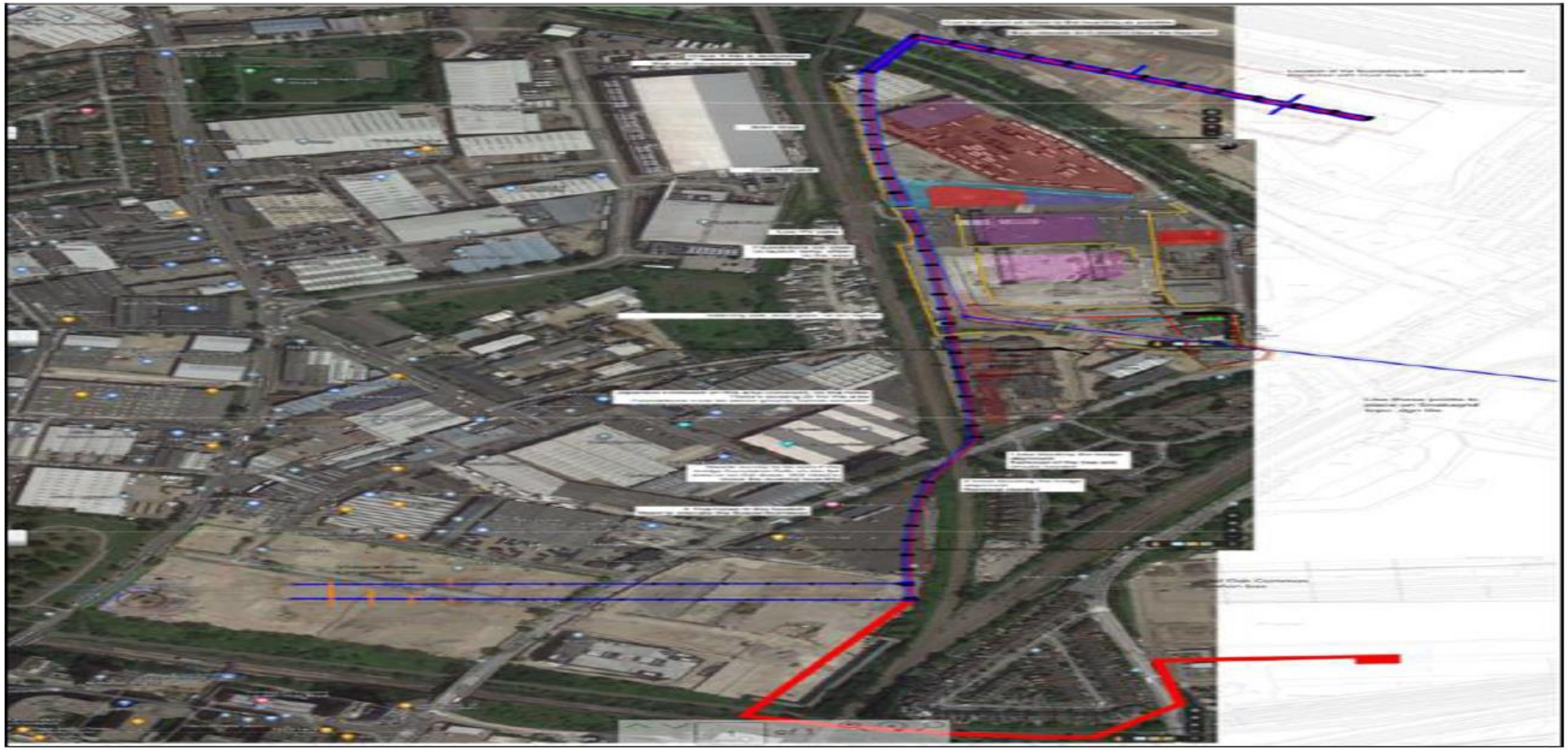
LBHF press statement on lack of consultation by HS2

No clarity yet on whether all ‘Schedule 17’ consents have been obtained by HS2.

Survey work starting imminently

Petition online at change.org
SAVE WORMWOOD SCRUBS FROM HS2

Proposed conveyor system



Balfour Beatty VINCI SYSTRA Working on behalf of HS2

Any other business?

Any other business

Contact details for OONF

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