



Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday July 4th 2023

On Zoom

Agenda for this session

1. Update on OPDC activity
2. OPDC Industrial SPD – points for consultation response
3. HS2 plans
 - Victoria Road crossover box
 - Works in Old Oak Common Lane
4. Current planning applications and developments
5. Pre-application proposals
6. Any other business

Item 1

Update on OPDC activity

Planning Committee on 8th June agreed HS2 works to Old Oak Lane Bridge (as discussed at last meeting).

Also agreed final version of Planning Obligations SPD.

At OPDC Board on 15 June, David Lunts reported that the finalisation of the OPDC Outline Business case to Government was 'still 10-14 days away'.

DLUHC has grant funded £53m from the Brownfield Infrastructure Land Fund (BIL) to support land assembly at Old Oak West. OPDC will be in a 'strong position' by the autumn.

OPDC Industrial SPD

(A Supplementary Planning Document provides additional guidance on policies in a Local Plan)

This Draft SPD sets out:

- Principles – Proposals will be required to comply with Principles.
- Ambitions – Ambitions set out more ambitious requirements which proposals aren't required to adopt. These are designed to encourage developers to deliver best practice development.
- Signposts – Signposts direct readers to other relevant national, London or local guidance.
- Supporting text and illustrations – Supporting text and illustrations are used to expand on and support Principles and Guidance.

2

Industrial SPD

The SPD will apply to the whole OPDC area, with greater relevance for the Strategic Industrial Land in Park Royal.

The document is **99 pages** long and very detailed.

To what extent can its requirements be imposed or enforced?

A SPD cannot 'make new policy'. Its guidance is a material consideration when assessing planning applications.

Sets very high and expensive expectations on best practice covering many aspects of development.

OPDC officers see the SPD as 'breaking new ground'. Will it also deter development from locating in OPDC area?

2 Industrial SPD – suggested comments

The **Locational Considerations** seem sensible e.g encouraging data centres to locate at ‘less sensitive’ locations away from residential.

The **Movement Considerations** are detailed, prescriptive and expensive for any applicant to deliver.

Industrial character, Heritage and Sense of Place – these principles favour re-use of materials and ‘typologies’ of local character.

Specified requirements on built forms. Should we support?

Green infrastructure – green roofs, canalside edges, trees

Environmental Sustainability, Mitigating impacts All good things?

Canal Placemaking Strategy



A document of 122 pages commissioned by OPDC and the Canal and River Trust.

Linked to Industrial Strategy consultation.

HS2 news

Independent HS2 watchdog Mark Worthington says “residents “need a clear idea of what to expect and when to expect it”.

HS2 have been asked to update the information on release of sites at Old Oak West as provided to John Cox last autumn.

Daily Mail article from Stephen Glover *Can we afford to splurge £100bn on a high speed rail link?*

FT says the delays announced *will add £366mn to the scheme’s soaring final bill, according to internal government estimates.*

Euston plans ‘not affordable’. Interest rate and borrowing cost increases. 40% construction cost increases in last 2 years. No revised overall budget yet announced by Government.

(a) PARK ROYAL HERITAGE

as illustrated by 'OPDC Listings'



Road,
Royal
scape
Road



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building
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Local List



eritage ions	None
	Local List

on
e 1930s-40s, the office compo-
is canal facing building is con-
of brown brick with metal windows
(r similar) in Moderne Style. It has
erved strong horizontal elements

on
e inter-war period, these are a
metrical buildings with stream-
ows, flag poles and Art Deco
to the office components of the
uillings. The buildings are part of a small
group of factories in Elveden Road from the
same period.



(b) HS2 PROPOSALS

'Victoria Rd Crossover Box' site

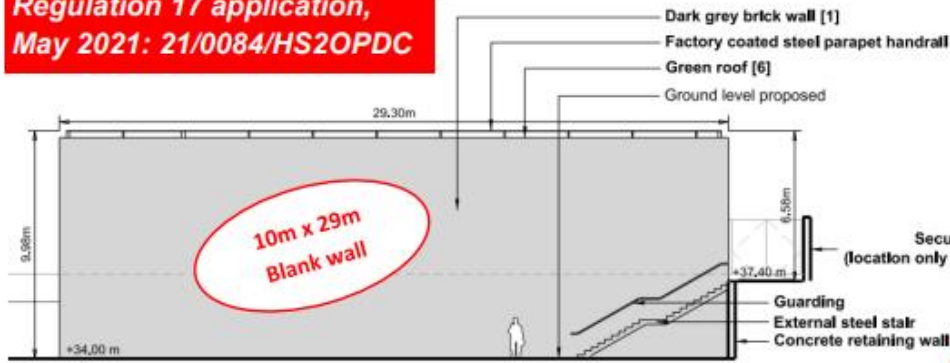
from December 2020 'engagement' (not consultation)



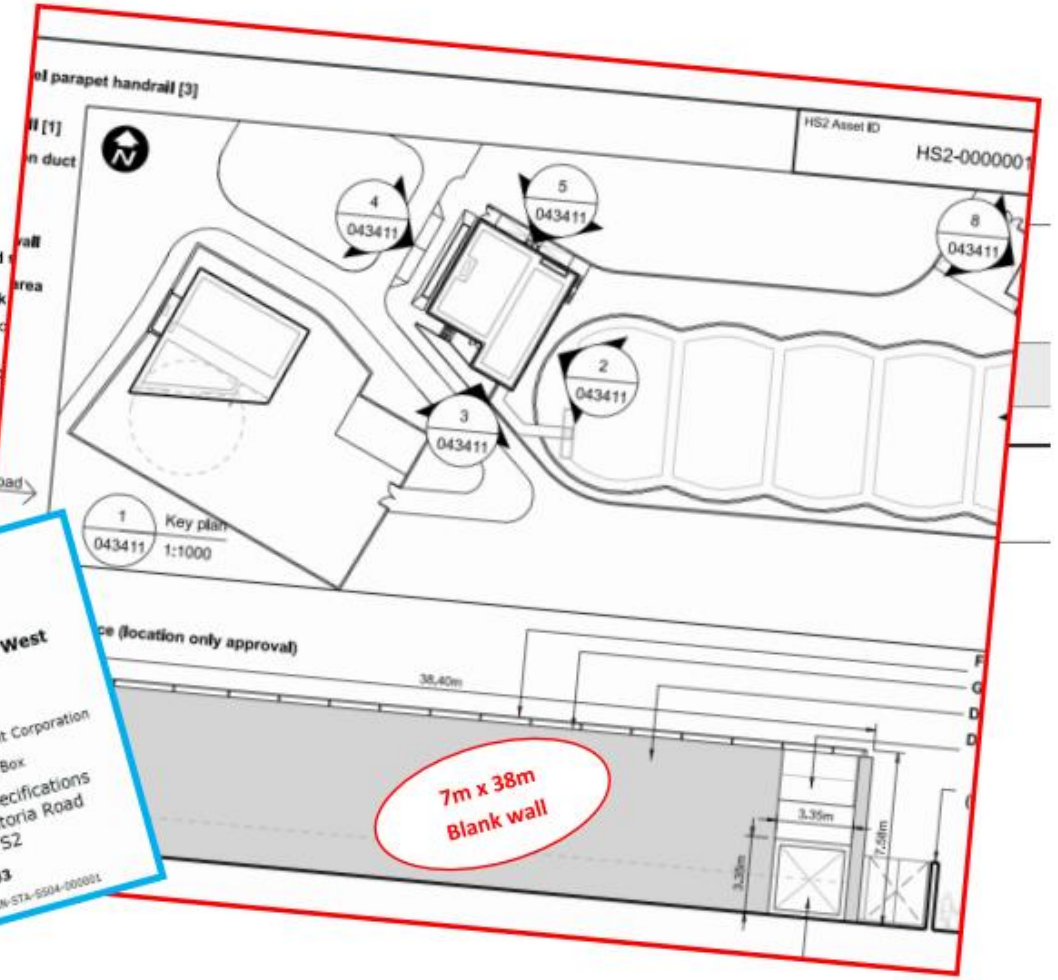
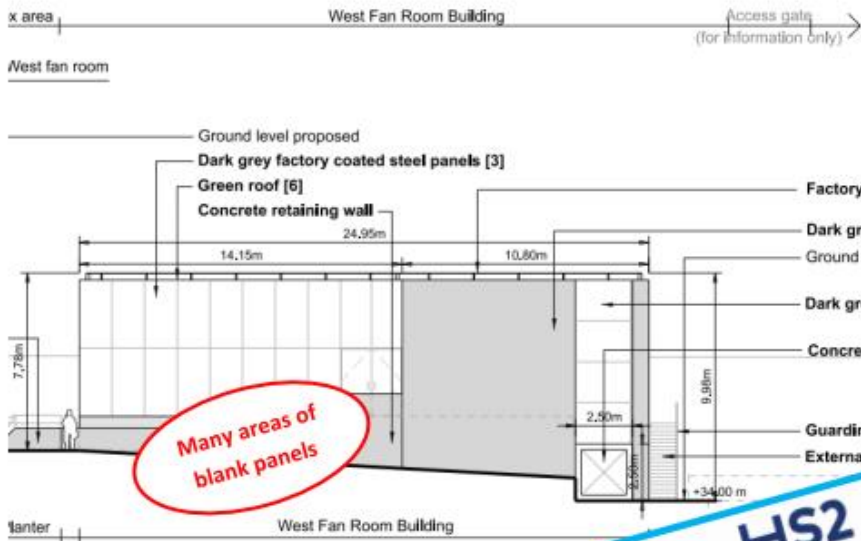
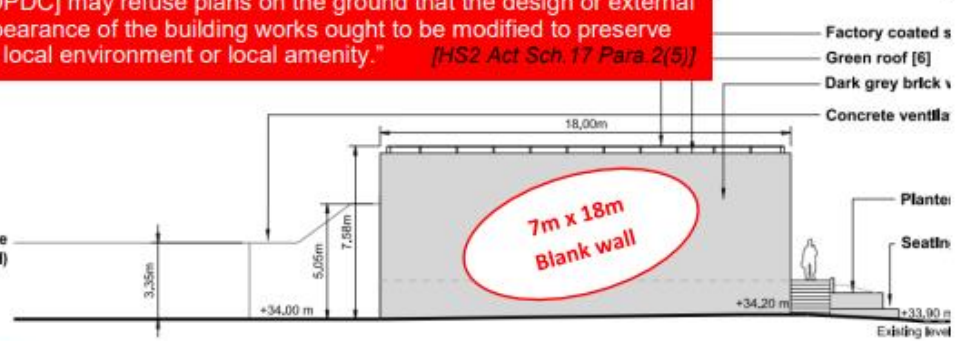
Can we do better than this rubbish?



**Regulation 17 application,
May 2021: 21/0084/HS2OPDC**



"[OPDC] may refuse plans on the ground that the design or external appearance of the building works ought to be modified to preserve the local environment or local amenity." [HS2 Act Sch. 17 Para 2(5)]



"A key design theme is to reveal, albeit in a discrete way, the mechanical nature of the building to 'tell the story' of its purpose."

"...to form a hard-edged urban response with clearly-defined back-of-pavement edges. The buildings are fronted by metal cladding to incorporate the more technical functions."

HS2
High Speed Rail (London - West Midlands) Act 2017
 HS2 Ltd
 Old Oak and Park Royal Development Corporation
 Victoria Road Crossover Box
 Schedule 17 Plans and Specifications
 Written Statement - Victoria Road Crossover Box S2
OPC.PS.10003
 Document Reference: 14M04-SC3-1W-ST4-9204-000001

3

Victoria Road crossover box

SCSJV and design partners will be holding a community drop-in event on **Tuesday 25 July 2023 from 5pm to 8pm.**

Location will be at the site, but pre-registration needed.

[Victoria Road Crossover Box Headhouse and associated development Event Tickets, Tue 25 Jul 2023 at 17:00 | Eventbrite](#)

There will also be an online event on Thursday 27 July 2023.

For more details please visit, www.hs2.org.uk/events/

Item 4

Update on current applications

- One Portal Way (OPDC have confirmed this will not be on the July Planning Committee).
- Holiday Inn Victoria Road (not before September committee. No further comments online. TfT/TTL have serious objections. GLA Stage 1 report identifies non-compliant issues)
- 5-7 Park Royal Road (not before September committee. No further comments online. GLA Stage 1 report identifies non-compliant issues)
- 3 School Road. GLA Stage 1 issued. Non-compliant but nearly OK (more information needed on transport and affordable housing). Ealing Civic Society has objected on basis that location is unsuitable for residential development.

Item 5

Schemes at pre-application stage

- Kensal Canalside Ballymore/Sainsburys 'Project Flourish' (RBKC Developer Forum to be held 10th July. Application may be submitted late July.
- Regency Quarter Coronation Road (no sign of application)
- North Kensington Gate (North) (no sign of revised application)
- 2 Scrubs Lane (no sign of revised application)

CEMENT WORKS ACCESS ROAD: The site is within that red ellipse. We think the 'diversion footpath and cycleway' below was only supposed to be temporary.

There is a new road behind the hoarding, which an improved version of most of the original footpath.

You can walk up that road from Abbey Road, past Bestway, but it only goes to the cement works, and it places you the other side of the hoarding and a locked wooden gate - **a photo below is through a hole in the gate.**

The works has its own metal security fencing, and there is no obvious reason why all the wooden hoarding cannot be removed, and the original road used again by the general public.

There are lots of cyclists, so maybe they need to keep to the **western** side of the new road, to avoid collisions with the many cement lorries, but we assume that is all documented in the planning permission.



Old Oak Common Lane: “Segregated” cycle path



Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

www.facebook.com/OldOakNeighbourhood

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