



Old Oak Neighbourhood Forum and Grand Union Alliance

November 1st 2022 on Zoom

Agenda for this session

1. OPDC Planning Committee 27th October – split decision on Mitre Wharf
2. Cloister Corner (application from Barratts London on LBE website)
3. Atlas Wharf – OPDC re-consultation deadline 8th November.
4. One Portal Way (Imperial College) – consultation extended until Dec 8th 2022.
5. Other developments in the pipeline
6. Old Oak West – OPDC consultation on draft SPD – feedback from webinar and exhibitions/drop-in sessions
7. OONF evidence for London Assembly Budget and Performance Committee 7th December
8. Redesignation of OONF and Any other business

Mitre Wharf, Scrubs Lane



Development by Satara
Projects Ltd

Development managers
London Green with
Prospect Capital.

147 housing units and 604
sq m of E class commercial
floorspace Buildings at 8
and 9 storeys.

City & Docklands schemes
under construction nearby
at North Kensington Gate
(South) and Mitre Wharf.

OPDC Planning Committee discussion

- LBHF had submitted objection on basis that affordable housing element is insufficient at 20% of total, and on transport grounds
- OONF had objected that proposed density of 490 units/ha is excessive at a location with a very low PTAL score of 1b.
- No certainty of public transport improvements or increased 'connectivity' east or west before 2028.
- Cllrs Harcourt, Perez and Tailor voted for refusal. Steve Quartermain, Gordon Adams and Chair William Hill voted for.
- Chair used casting vote to grant planning consent to the scheme.

Cloister Corner (south side of A40)



Proposed housing development by Barratts London.

Series of blocks ranging from 9-17 storeys
Claimed to be a transition or buffer
between low rise Cloister Road and North
Acton Cluster. Ealing will decide the
application as site is outside OPDC area.



Cloister Corner

Application lies outside OPDC boundary so will be decided by LBE

Consultation expiry date 7th November

11 public objections submitted so far. OONF objection will argue:

- Previous consent for 9 storey housing expires January 2023
- Site is in Acton Green Corridor Policy Area
- LBE Development Sites DPD says scale, massing and height must respect amenity of adjoining properties. Plus London Plan D9.
- Site is not part of the North Acton Cluster

WARA meeting to be held on 2nd November



Atlas Wharf

Location: on canalside behind the Collective building on Old Oak Lane

Developers are Pocket Living

Application submitted to OPDC a year ago in November 2021

9-30 storeys and 456 housing units (London Plan minimum size). 35% 'affordable'.

Atlas Wharf – reconsultation by OPDC

Changes have been made to the proposals – significant enough to require a second consultation.

OONF and others objected to a single staircases for fire evacuation in Building 1 (now 30 storeys)

It seems that London Fire Brigade has supported this position, requiring redesign work and extra staircase to be added.

19 extra housing units added to building 1 and 2 extra to building 2 (i.e. developers Pocket Living are ‘optimising’ a scheme by adding more flats/studios in an effort to restore viability).

	Studio	1 Bed	2 Bed (3P)	2 Bed (4P)	3 Bed	Total
Discounted Market Rent	0	0	92	0	5	97
%	0%	0%	98%	0%	2%	100%
London Living Rent	0	2	1	0	30	33
%	0%	6%	0%	0%	94%	100%
Affordable Total	0	2	93	0	35	130
%	0%	2%	71%	0%	27%	100%
Private Rent	36	134	59	90	8	327
%	11%	41%	18%	28%	2%	100%
Grand Total	36	136	152	144	41	436
%	8%	27%	23%	33%	9%	100%

Table 7: Unit Size Mix across the Proposed Development

Atlas Wharf – revised CGI visuals

Only 13 parking spaces being provided. Same consequences as at Oaklands Rise?



Other developments in the pipeline

5-7 Park Royal Road – no change, application awaited

Coronation Road South – no change, application awaited

One Portal Way – application remains with OPDC awaiting decision (LFB objections on fire safety a likely reason)

Old Oak Wharf (Lords car park) – application awaited

227 Wood Lane – revised application refused by LBHF Planning Committee

227 Wood Lane – Womens Pioneer Housing



Application submitted January 2020.

Revised proposals early 2022.
Height reduced from 29 to 18 storeys.

1st ground for refusal was *That application 2020/00300/FUL be refused due to the height of proposed development outside a designated tall buildings area.*

CGI image looking south along Wood Lane

227 Wood Lane – Womens Pioneer HA



Figure 4: Illustrative view from Wood Lane looking north

Height reduced from 29 to 18 storeys following discussions between developer and LBHF

OPDC consultation on Old Oak West

Consultation sessions took place in October, having been deferred from September.

Two 'drop-in sessions' plus a webinar session were held on proposals for an Old Oak West Supplementary Planning Document.

It would be helpful to have any feedback on levels of attendance and reaction to invitation to ***help us shape the character and principles of regeneration at Old Oak West to ensure that it properly meets local needs.***

OONF evidence for London Assembly

Earlier this year Just Space/GUA and OONF were invited to provide evidence to a session of the London Assembly Planning and Regeneration Committee (covering OPDC and LLDC).

We were asked to give our perceptions on OPDC and its approach to 'community engagement'.

Session was postponed to November and will not now be reviewing OPDC.

Instead we can provide written evidence to the Assembly's Budget and Performance Committee on December 7th

Budget and Performance Committee

Membership

Peter Fortune AM (Chairman)

Len Duvall OBE AM (Deputy Chair)

Anne Clarke AM

Unmesh Desai AM

Susan Hall AM

Krupesh Hirani AM

Caroline Pidgeon MBE AM

Nick Rogers AM

Caroline Russell AM

Committees of the London Assembly are cross party bodies made up of the 25 members of the Assembly (11 Lab, 9 Con, 3 Green, 2 Lib Dem)

Each year this committee in December reviews the track record and initial budget proposals for each part of the Mayoral 'family' (Police, Fire, LLDC, OPDC and GLA itself).

This is part of the 'scrutiny' role of the committees of the London Assembly. A mayoral budget for 2023/4 can be rejected or amended by a two thirds majority of the Assembly.

Draft evidence from OONF

Main points

- ‘Regeneration’ has become out of sync with OOC station opening in 2030-32. Planning consents have been ‘premature’
- Whole idea of station as ‘catalyst’ giving ‘unique connectivity’ was always questionable
- MDC model has proved to have inbuilt tensions between ‘delivery’ ambitions and acting as planning authority
- OPDC has refused to accept 2018/19 changes (Cargiant) undermined basis of a local plan adopted 5 years late.

Draft evidence (2)

- Board and Planning Committee have an inbuilt majority of appointees from the development industry, over councillors.
- Quality of 'community' engagement not great compared with the better London boroughs
- Developments to date are scattered. No surrounding amenities.
- Will HS2 or OPDC be lead developer on the 4 key sites?
- The Boroughs could take back the planning authority role
- What will OPDC be doing between now and 2030? Is a £6m a year Mayoral Development Corporation needed?

Redesignation of OONF

As discussed at earlier meetings, OONF needs to apply for 're-designation' after the first 5 years of its life.

Initial zoom conversation held with Emma Williamson, Tom Cardis and Peter Farnham.

Planned timetable:

- OONF submits application in next 2 weeks
- OPDC publish for 6 week consultation, running into January
- Decisions by Planning Committee and 9th March Board

OPDC's revamped website

Whole of the Mayor and GLA website has been relaunched. Many broken links and 'pages not found'. OPDC making some further updates today.

OPDC content continues to over-hype the potential of this area in London – a point we will make in evidence to B&P Committee. This results in developers making similar exaggerated promises when marketing their housing (e.g. Oaklands Rise, One West Point).

OPDC's latest intro

With unrivalled connectivity across London and the UK, Old Oak and Park Royal can become a thriving, inclusive and healthy new urban district, with huge benefits for current and new residents and businesses alike, and OPDC exists to ensure this promise is delivered.

In reality, connectivity across London is now lower than at many locations which combine Elizabeth Line and Overground/Underground. And very poor by road. Even when OOC station is open in 2030s Old Oak's connectivity will not be 'unrivalled'.

Any other business

Contact details for OONF

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