



# Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday October 3rd 2023

On Zoom

# Agenda for this session

1. What will happen on HS2? Latest 'speculation'.
2. Implications if OOC station is to be a permanent London Terminus
3. Eastern access to OOC station (current HS2 Schedule 17 application)
4. One Portal Way – Imperial response to Fol queries
5. Latest on other planning applications and consents
  - 3 School Road (granted consent)
  - Atlas Wharf (Pocket Living) and Old Oak Wharf (Lords site)
  - 5-7 Park Royal Road (decision expected shortly)
  - 2 Portal Way - application for 'dark kitchens' and food hall
6. Any other business

## Item 1

# What will happen on HS2?

PM, Chancellor and Transport Secretary still refusing to comment on 'speculation' ongoing in media coverage since Sept 16th.

We may hear no decision until November 22<sup>nd</sup> Autumn Statement or we may have a decision very soon.

Birmingham to Manchester and OOC to Euston the two links under scrutiny on cost grounds.

Both are relevant to future passenger numbers (and onward travel plans) of passengers arriving at/departing from Old Oak.

Decisions will impact on OPDC Local Plan, Old Oak SPD and OBC.

## Item 1

# Options facing the Government

- 1. Complete the core of the scheme, including the Manchester connection and the Euston terminus. Facilitate improved services to Scotland by alternative means. Maybe reinstate the link to Leeds in due course.*
- 2. Just finish what has been started: a high-speed shuttle between London Old Oak Common and Birmingham. Possibly complete to Euston in due course.*
- 3. Being in a hole, stop digging: forget the whole thing and repurpose the land and other assets. Spend the money on something else.*

(options identified by Prof Glaister from Imperial, Sept 29<sup>th</sup>)

## Item 1

# HS2 costs (from BBC)

- Original 2010 estimate about £33bn
- At **2019 prices**, latest official estimate about £71bn (excluding most of eastern leg).
- This allows up to **£7bn for Birmingham to Crewe**, and up to **£19bn for Crewe to Manchester**.
- An official government review in **2020** (Oakervee) mentioned one estimate of **£106.6bn**, although this included the eastern leg.
- Lord Berkeley (vice-chair of the review) said HS2 is now more likely **to cost around £180bn**.
- Some **£24.7bn** has been spent on HS2, as of February 2023.
- This includes at least **£22.5bn on Phase 1** and **£2.3bn on Phase 2**, Euston station estimate doubled from **£2.2bn to £4.4bn**

## Item 1 How is the OPDC Board reacting now?

OPDC Board met on September 21<sup>st</sup>. Six days after the first Times report on a renewed focus on HS2 costs. No mention of this at the meeting.

Report on 'delivery' said *the OBC has now been submitted to Government for scrutiny in advance of formal Governance and approval meetings in mid-September.*

What happened at such meetings? The report also said:

*In anticipation of the approval of the OBC and in accordance with updated Target Operating Model (TOM) for the delivery of Old Oak West, the Delivery Team has successfully appointed a number of new team members to fill vacant roles*

## **Item 2** OOC station as a long term HS2 terminus

A letter from OONF went to OPDC Chair Liz Peace on 29<sup>th</sup> September. Copies to MPs, the Mayor, Borough Leaders, London Assembly chairs.

Asks that if OOC station is to become the permanent London terminus (rather than Euston) OPDC Board should hold an extra meeting with Borough transport officers and OONF/GUA (and others) present to give evidence on the implications.

No response as yet.

## Item 2

# Implications of no Euston terminus

OOC station designed for fewer trains per hour than Euston (but less significant if Manchester/Birmingham is delayed/scrapped).  
HS2 sites at Channel Gate/Atlas Road released earlier than 2032?  
Mayor of London warns of severe overcrowding on Elizabeth Line.  
HS2 becomes an 'Aston to Acton' shuttle service. Who will want to use it? (recent fall off in use of Oxford Parkway to Marylebone).  
Who will want to get off at Old Oak to visit a 'major town centre'?  
Why should a 'major town centre' ever emerge at this location?  
Claims that Old Oak will have *unrivalled connectivity across London and the UK* become even more of a fiction.





Data: BCG, NOAA, U.S. Navy, NSA, GEBCO

**The route of the 1km walk from HS2 platforms to Channel Gate's 'part of an Old Oak major town centre'  
How many HS2/GWR/Crossrail passengers will wish to walk there?**

## Unfulfilled promises

- Old Oak will not be *'the most connected place in the UK'* even in the 2030s. Not equivalent to Kings Cross.
- No new Overground stations. No direct access to Underground. No new road network joining East Acton and Scrubs Lane. Just a rail interchange isolated from its immediate surroundings.
- No eastern vehicular access to OOC station. Why will Scrubs Lane develop as a 'place in its own right'?
- Additional sites for housing, identified through OPDC 'modifications', have simply pushed up land values.
- Landowners, public and private, are now demanding yet more 'flexibility' in Local Plan policies on Tall Buildings.

## Reactions to the OPDC Modified Local Plan

- **Caroline Pidgeon London Assembly Member** *It is a concern to me that a significant portion of the proposed development, particularly of new homes, is based on funding not yet secured. I would have thought OPDC would have learnt the lessons of their previous bid to the Housing Infrastructure Fund (HIF) for the Cargiant and adjacent land at Old Oak North. I do think it is essential that this plan makes clear the alternative plans and options available should OPDC fail to successfully bid for some or all the additional funding required. A plan B is needed to give confidence to these plans.*
- **Andy Slaughter MP for Hammersmith** *I do not think I am alone in raising some of these concerns, nor are they new. I have seen the submissions from LBHF, Friends of Wormwood Scrubs and Old Oak Neighbourhood Forum and agree with many points made there. I am concerned that there is not more engagement with these well-informed sources on a regular basis.*

### Item 3

## Eastern road access to OOC station

One of the least publicised features of Old Oak Common station is that there are no plans for any road access at its eastern end (off Scrubs Lane/Wood Lane and nearest end to central London)

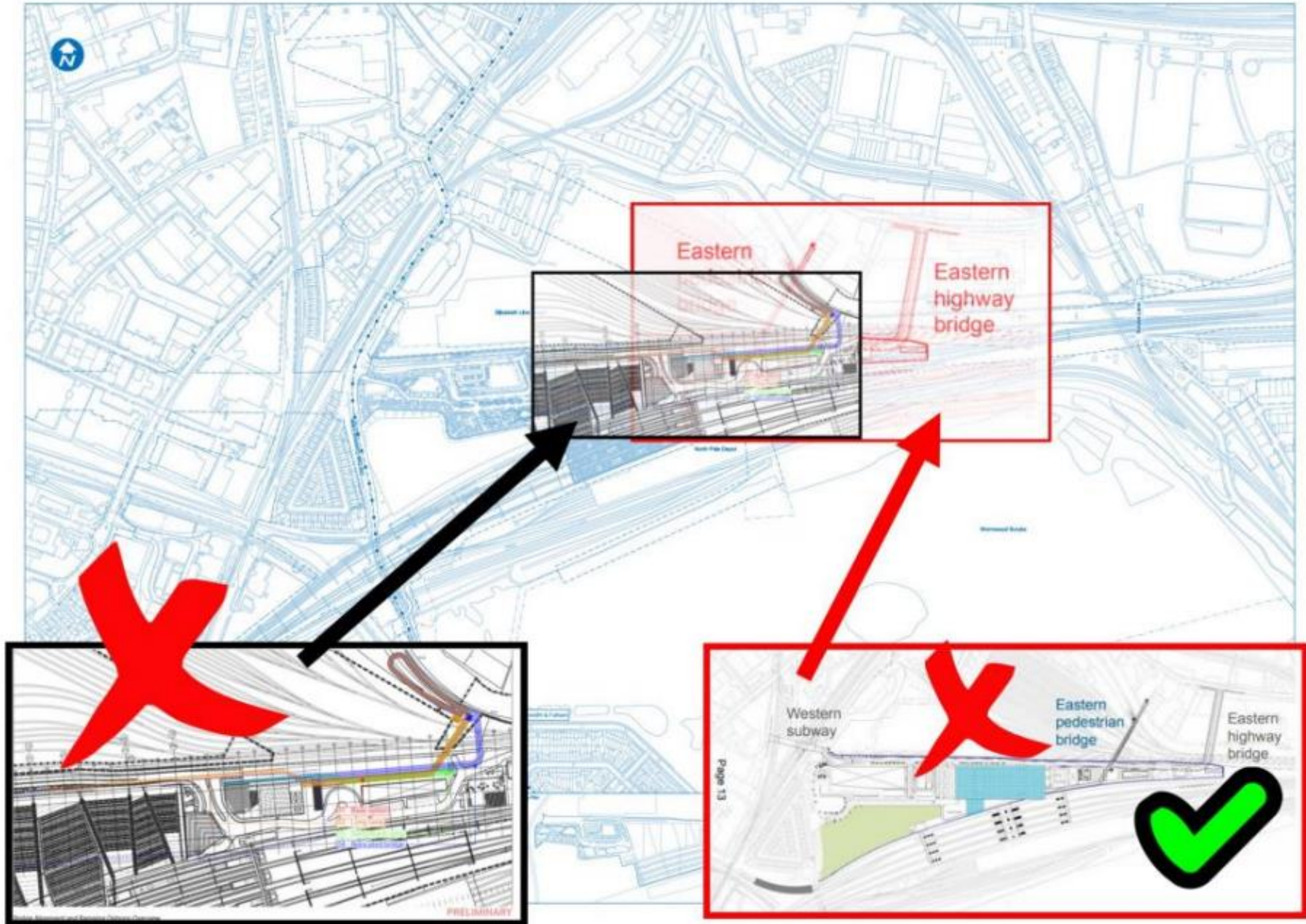
The Local Plan provides only for pedestrian/cycle access via the canalside towpath.

HS2 have a current Schedule 17 application being considered by OPDC, for extra 'temporary' buildings on this part of the station site. Objections raised by LBHF, GUA and OONF.

# OBJECTION TO APPLICATION 23/0160/HS20PDC

*Extra HS2 train crew and catering buildings, on the land needed for the eastern access road.*

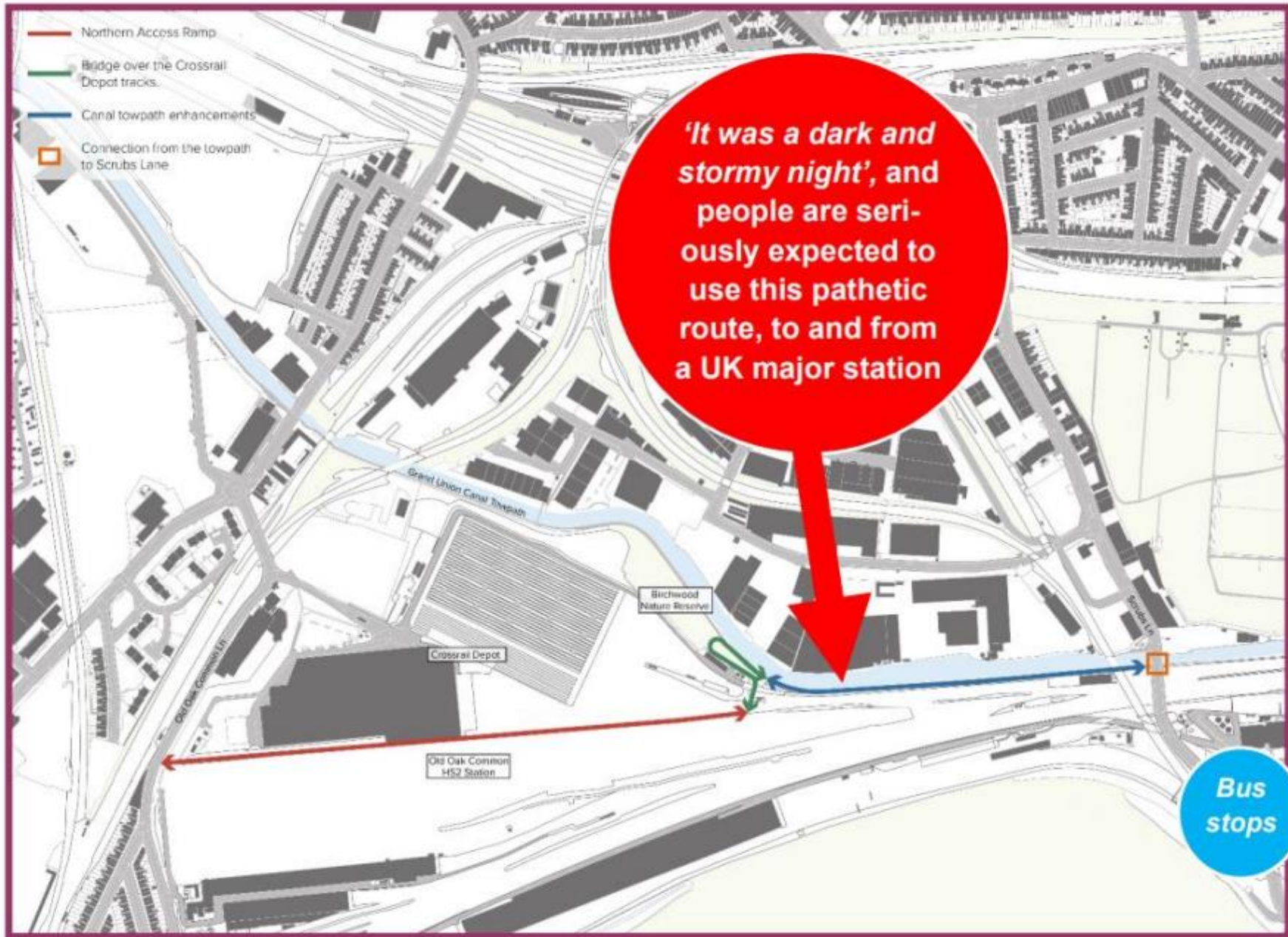






**RAMP WARS:** Useless ramp versus parallel ramp for road!









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