



Old Oak Neighbourhood Forum and Grand Union Alliance

October 4th 2022

On Zoom

Agenda for this session

1. Old Oak West – what we know so far including HS2's plans
2. New Government proposals – what impact on OPDC area?
3. Update on developments and applications
4. Other OPDC consultations (Planning Obligations, Validation)
5. Applying for redesignation of the Neighbourhood Forum
6. AOB

Old Oak West

OPDC consultation sessions were rescheduled from September. Now to be held on the following dates:

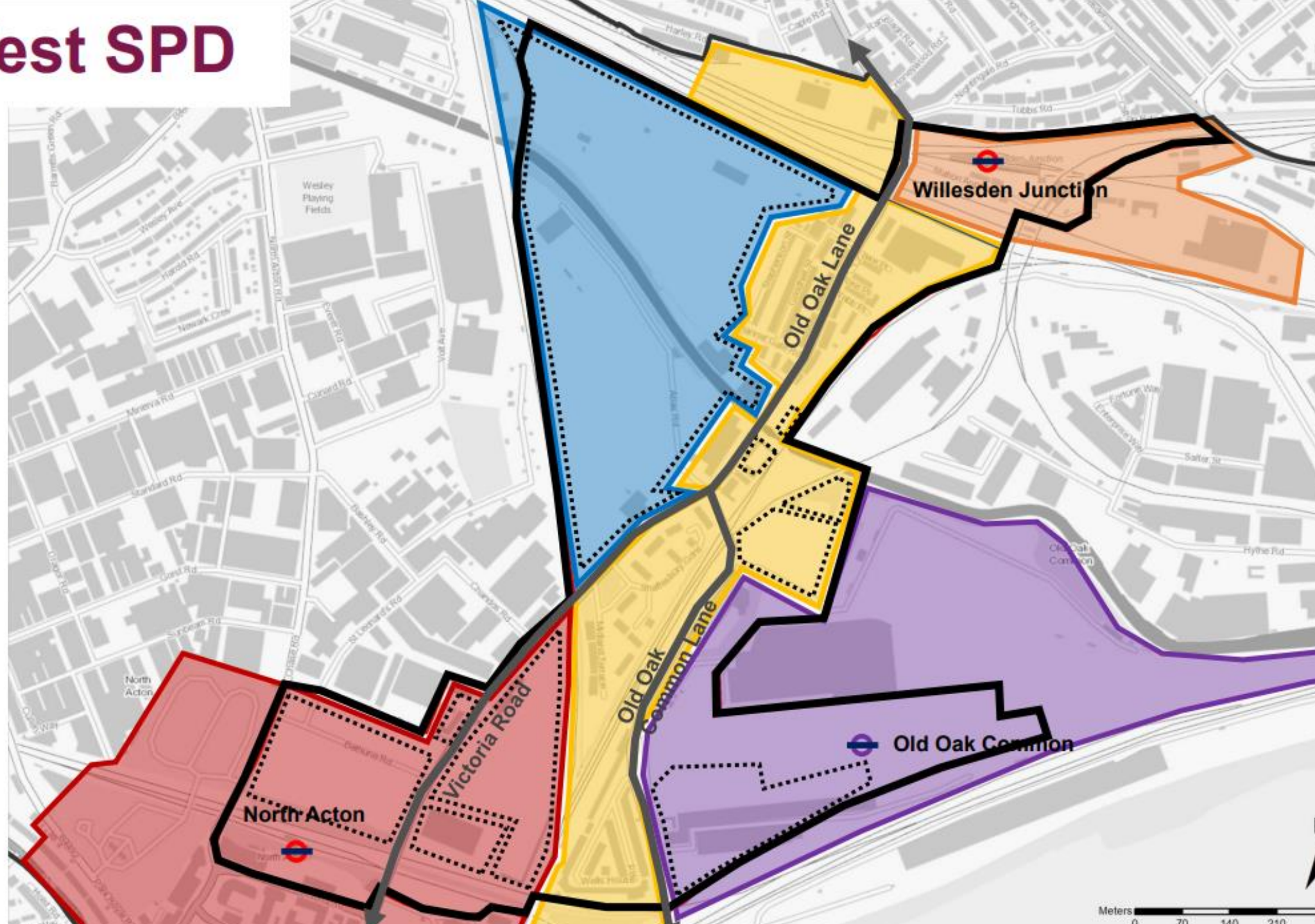
Wednesday 12th October, drop-in between 1pm – 6:30pm – The Lab - Oaklands Community Centre, Oaklands Rise, NW10 6FJ

Thursday 13th October, 6pm – 7pm – online via Microsoft Teams

Saturday 15th October, drop-in between 9.30am – 12.30pm – Woodward Buildings Community Hub, Victoria Road, W3 6BL

Old Oak West SPD

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



OPDC delivery team activity

We have written to OPDC Ben O'Neill to ask:

- What is the timetable for the OPDC 'Outline Business Case'? (this follows on from the 'approved' SOBC)
- Is OPDC involved in any way in the Government's proposals for 'Investment Zones'?
- What roles do HS2 and OPDC have on the 4 major development sites in use by HS2 at Old Oak West?
- Are the three Borough Councils signed up to the OPDC delivery proposals?

Old Oak Common Vision

"Sitting in the heart of London's largest regeneration site HS2's four sites can be the prime catalyst for transformation creating a new exciting area of west London."

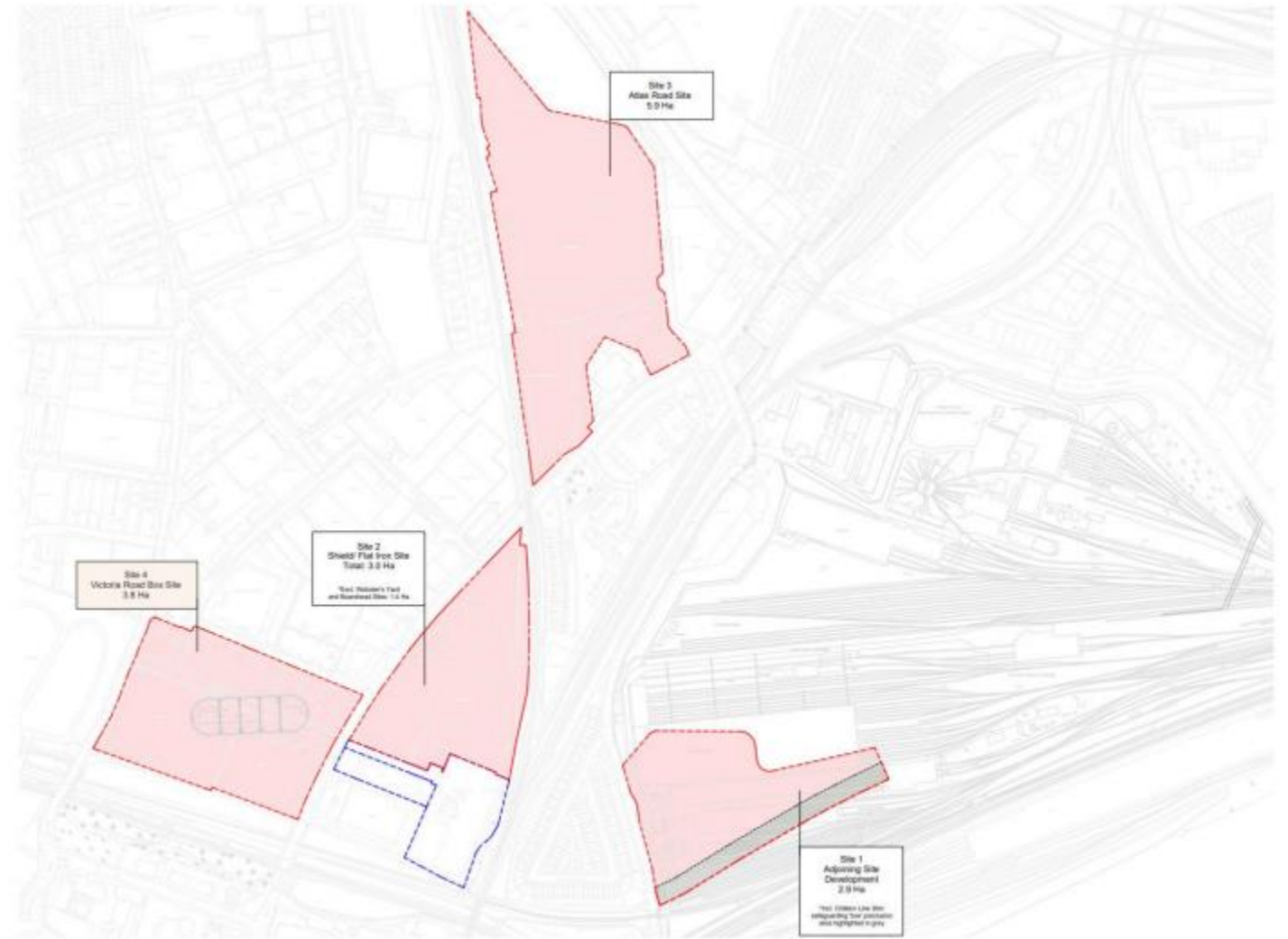
HS2 will be working with DfT, OPDC and other parties to generate new living, commercial space, public parks and improved connectivity."



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)



ASD – The Commercial Centrepiece

Sitting directly outside the main station entrance this site will be the key commercial hub and catalyst for growth for the area

- This is the prime opportunity on the site with the following uses identified:
 - 220,333 sq m of offices
 - 150 bed 4 * hotel
 - 120 room 4* aparthotel
 - 17,636 sq m of retail and leisure



View South

Shield Site - new living, offices and public park

Although this site is constrained there is an opportunity to link to adjoining development

- 1,036 residential units
6,969 sq m of commercial
- HS2 tunnel cuts through the site, limiting developable area
- New park above the tunnel route, enhancing environment



View South-West

Atlas Road – canal-side living and prime commercial space

An opportunity to create anew residential and commercial zone with canal links

- 2,042 residential units
16,978 sq m of commercial
- 1.7 ha (4.2 acre) public park
- Improved connectivity to the Grand Union canal



View North-West

Atlas Road – canal-side living and prime commercial space

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View North-West

Victoria Road Box Site

Prime Light Industrial Opportunity and Commercial Space

A site dissected by the HS2 tunnel and vent shaft provides a key opportunity for new employment

- 555 residential units and 15,675 sq m of commercial
- HS2 infrastructure located in the centre of the site



View South-East

Old Oak Common – In Summary

The most valuable opportunity in the portfolio

- 3,753 new homes
- 277,591 sq m of employment space
- 9.10 ha (22.5 acres) of publicly accessible space
- 2.29 ha (5.65 acres) designated as public parks
- **GDV £4.05bn**



The language of ‘the most valuable opportunity in the portfolio’ (from Birmingham to London) sounds as if HS2 intends to exploit these sites. Yet at recent HS2 meetings, their managers say these 4 sites will be handed back to OPDC once their use as construction compounds finishes (2026 -2033). The sites are ultimately owned by the Department of Transport

Government plans for the economy

Does the 'Growth Plan' have any implications for the OPDC area?

Levelling up from south to the north has gone down the agenda?

Investment Zones – plans for '*accelerated delivery, lower taxes*'

Government will invite bids for investment zones – 38 areas expressed interest before the 'fiscal event' on Sept 23rd

GLA included on the list, but no reference to OPDC

4-6% borrowing rates will dampen enthusiasm for major private sector speculative developments

Government has to make £billions of savings, to be announced on 23rd November. Where will these be found? GLA and TfL?

Recent comments on HS2

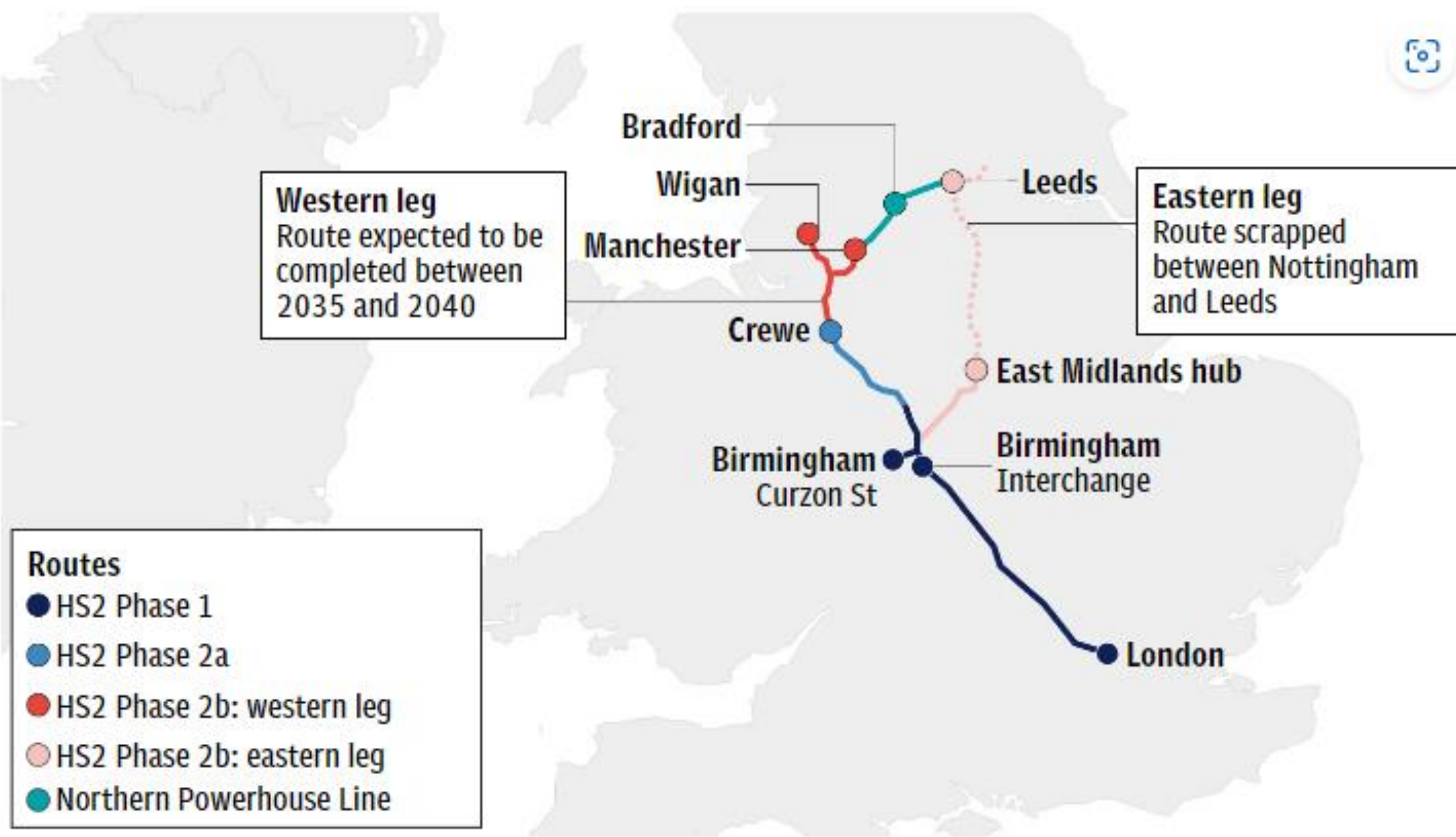
‘Knives out for HS2 as Lord Wolfson calls for it to be scrapped to protect public purse’ (Daily Telegraph 30 Sept)

Lord Tony Berkeley ‘Best to stop all work on this massive vanity project wasting taxpayers’ money’

“For instance if the white elephant that was HS2 were cut that would show more fiscal control and control of spending. It’s going to happen and the Government should get on and announce it.” Andrew Bridgen MP on the Today programme Sept 27th.

(All the above are long term opponents of HS2. DfT say no rethink. But will Government departments come up with cuts to meet what OBR is looking for? A project at £100bn upwards is not nothing)

HS2 eastern leg scrapped



Developments in the planning pipeline

Castle Pub at North Acton – LBE has granted planning consent to 32 and 27 storey building with 462 co-living rooms.

One Portal Way, North Acton – no more news, sits with OPDC

Atlas Wharf (Pocket Living) – new docs added inc Fire Statement

Mitre Wharf, Scrubs Lane – application submitted in April - objections from StQW Forum, NBTA and Thames Water issues.

Old Oak Wharf (Lords site) – consultation sessions held in July

3 School Road – no application yet submitted

Coronation Road South – no application yet submitted

Goodhall Street next to FRI building – pre-app consultation

5-7 Park Royal Road – second pre-app consultation Sept 2022

Other OPDC consultations ahead

Planning Obligations draft Supplementary Planning Document (also known as S106 or Section 106 or 'planning benefits' SPD). During this 6-week public consultation period there will be an on-line discussion event **29 September 2022**. Draft presented to OPDC Planning Committee 18 July 2022). To be adopted.

OONF will draft a response to this consultation. The draft SPD identifies core 'heads of terms' and will apply to schemes delegated to LBE and LB Brent.

Planning Obligations SPD consultation

OPDC has revised the consultation timetable

Now **27th September to 8th November 2022**

OONF response will cover these points:

- OPDC is a planning authority only. Not well placed to assess where S106 receipts should best be applied, on highways, transport, social and transport infrastructure
- Draft SPD does not spell out to developers the relative priorities of different uses for S106 receipts and is unspecific
- Limited confidence on liaison with Boroughs on these issues

Validation requirements SPD

These are the set of information requirements that need to be met for a planning application to be 'validated' when received by a planning authority.

OONF will support the London Forum response:

- CGIs used by developers should be based on photos taken with a 50mm lens (i.e. not using wide angle or distorted views)
- Level of community engagement by applicants should match best practice across London (Westminster City has introduced new requirements on 'early engagement' by developers).

Applying for redesignation of OONF

A neighbourhood forum has an initial 5 year life, after which it needs to apply for 'redesignation'

OONF was designated by OPDC in February 2018

We need to start conversations with OPDC planners now.

We will argue that:

- OPDC Local Plan, to which a neighbourhood plan needs to 'generally conform' has been available only since June 2022
- We are interested in 'Neighbourhood Priorities Statements' due to be introduced via current Levelling Up Bill.

Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

www.facebook.com/OldOakNeighbourhood

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