



Old Oak Neighbourhood Forum and Grand Union Alliance

September 9th 2019

The Collective, Old Oak Lane

Agenda for this evening

1. HS2 project – increased costs and Dept of Transport review of viability
2. Latest news from OPDC
3. Mayor of London's recent decisions on OPDC
4. Cargiant's response to CPO threat
5. OPDC Local Plan – outcome of final examination session July 18th
6. Mitre Yard scheme – application to vary planning permission
7. Any other business

HS2 latest costs and timetable

- Budget increased from £55.7bn to £72-78bn (both at 2015 prices).
- Or £86bn at today's prices
- 2026 completion 'not realistic'. New forecast is 2028-2031 for 'first phase' ending at Old Oak with Euston following later
- Benefits of existing scheme 'significantly undervalued'.

“Johnson has not sounded hugely convinced by HS2, and campaigners against the project believe they now have a chance to stop it” (Gdn)

Review of plans for HS2

This review was announced Aug 22nd by Grant Shapps (Transport Minister)

Described as a '*go or no go*' review

Will report before the end of 2019

Chaired by Doug Oakervee, former chair of HS2

Review team includes Tony Travers, an expert on London and its transport issues

Brief for the review covers questions very relevant to Old Oak

HS2 Review – impact on Old Oak

Should the HS2 line stop at Old Oak, saving the costs of tunnelling to Euston?

If so what transport connections will there be, other than to Crossrail?

Hythe Road station said by Liz Peace to be ‘off the agenda’ and ‘very unlikely’

What if HS2 is cancelled, with priority shifted to the West Midlands route?

Latest news from OPDC

- Session of London Assembly on July 4th
- Several Assembly Members questioned Liz Peace (OPDC Chair) and David Lunts (Interim CEO)
- AM's asked for details of £250m HIF bid and the conditions attached to this
- Concern that GLA will need to underwrite this expenditure, if conditions were not met
- How are OPDC going to deal with Cargiant?

What if HS2 cancelled?

Liz Peace, July 4th London Assembly Plenary

‘My personal view - and I have not discussed this with the Mayor but I would be surprised if he or his advisers did not agree with me - would be that the scale of the ambitious plans we have are not viable without HS2 and Crossrail, certainly not for another couple of decades’.

David Lunts on 'connectivity'

- *assuming that we get a HS2/Crossrail station and we have Willesden Junction, this is going to be an incredibly well-connected place, disregarding those two stations that currently do not have a funding route.*
- *It is probably going to be the case that nobody in our new Old Oak regeneration area is going to be more than, say, a ten-minute walk away from two amazingly well-connected stations. This does not critically undermine our ambitions in terms of overall development or density.*

Fol requests

OONF requested to see a copy of the OPDC HIF bid back in March 2019, under Fol.

OPDC refused to provide the document, arguing 'commercial sensitivity'.

OPDC on July refused again following an appeal.

Third letter sent July 30th, with no reply to date.

Separate Fol request made in August to see the 'conditions' attached to the grant of £250k.

TfL have provided the 'business case' for an Overground station at Hythe Road.

Mayor's decisions on OPDC

OPDC have been given a further £10m budget in this financial year, for preparatory work on spending the £250m HIF bid.

This adds to £29m already spent since 2015

Mayor has approved 'Governance Directions' for the OPDC, tightening controls of Mayor's Office over OPDC Board decisions.

Cargiant's response to CPO threat

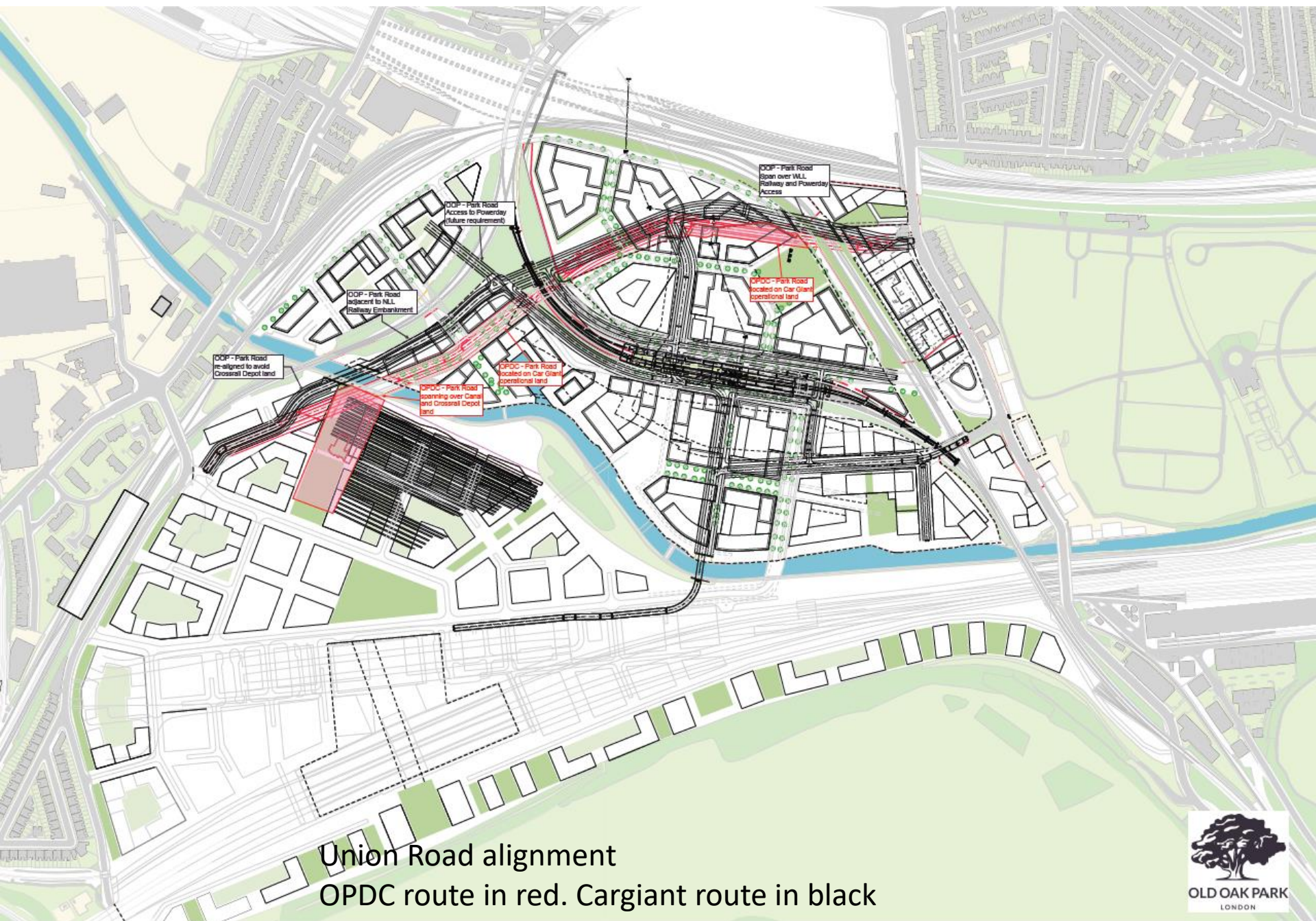
OPDC are insisting on progressing their plans to CPO parts of Cargiant site to build 'Union Way' (road from Oaklands across to Scrubs Lane).

Cargiant have proposed a slightly modified route avoiding certain of their key buildings.

OPDC have rejected this idea

Cargiant believe OPDC have grossly underestimated costs of CPO compensation and that their 'Phase 1A' plans are unviable.

OPDC Board has still not visited Cargiant site



OPDC Draft Local Plan

Final EIP session was on July 18th

Both OPDC and Cargiant had QCs giving evidence

Planning Inspector gave no timetable for report

OONF again argued unjustifiable housing densities leading to excessive building heights

Inspector asked OPDC to provide a revised PTAL map assuming no Hythe Road Overground.

Overground stations

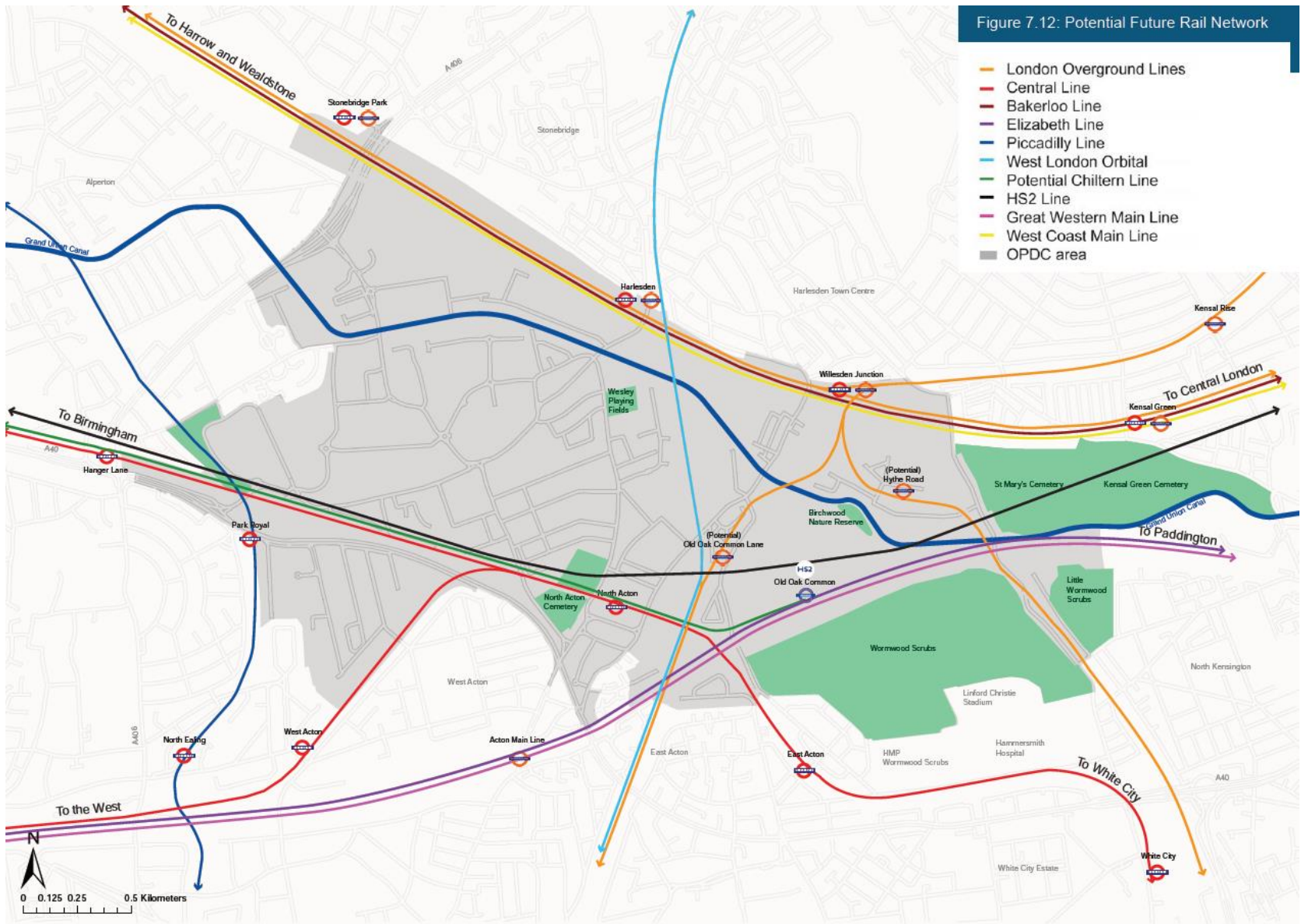
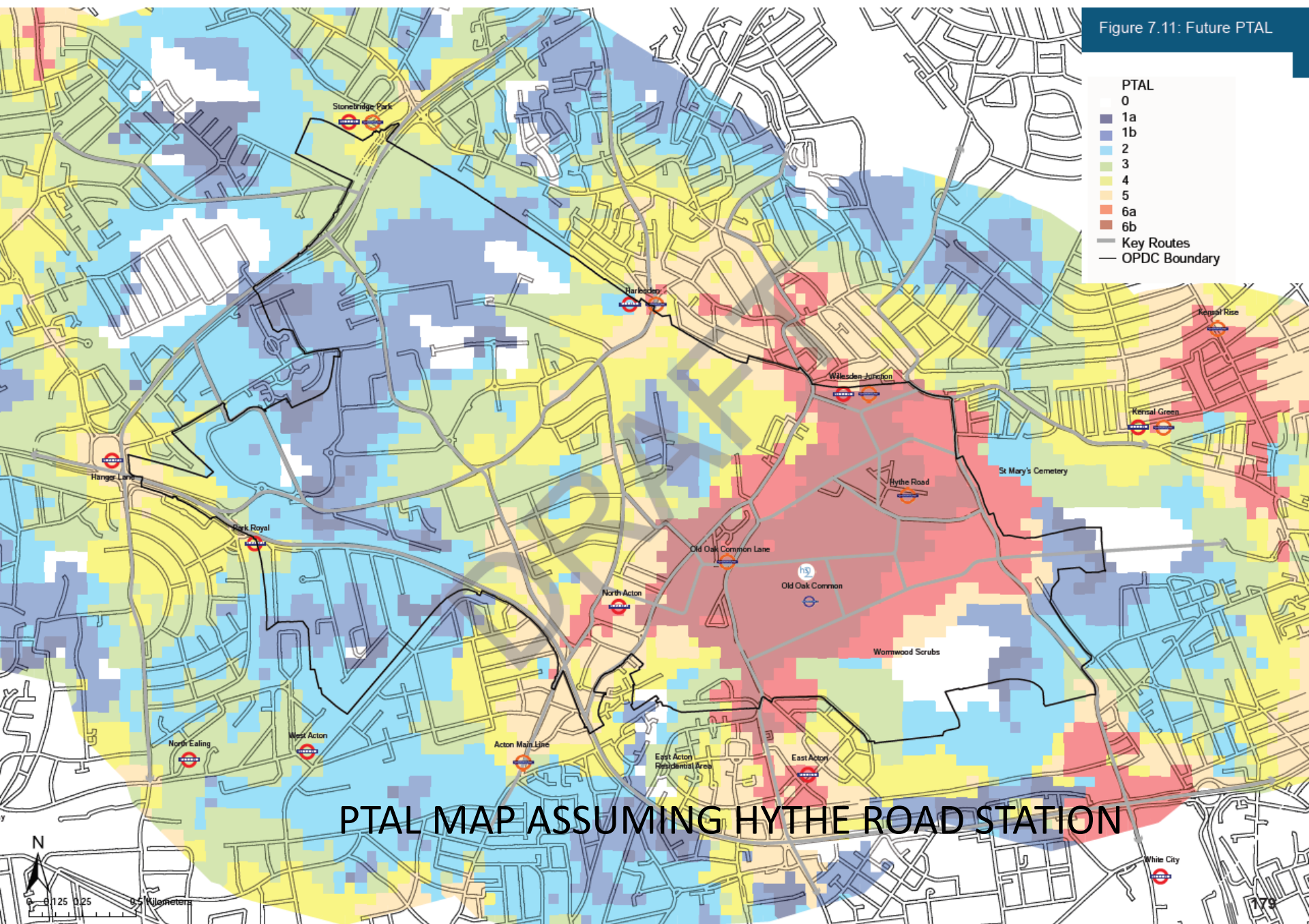


Figure 7.11: Future PTAL



Mitre Yard scheme (Scrubs Lane)

Developers City & Docklands have submitted a S73 application to add a further 41 homes to the previously approved scheme (200 homes).

The resultant density would rise to 455 homes per hectare – way above London Plan levels for a site with poor public transport access.

OPDC Community Review Group are not being given the chance to assess the scheme.

City & Docklands Gary Sacks says company in it for the long term as a PRS scheme managed by AWOL



Proposals for Mitre Yard looking north along Scrubs Lane

Proposed Mitre Yard development



To object to this application

Email to planningapplications@opdc.gov.uk

Quote Mitre Yard 19/0104/VAROPDC

Say that the proposed housing density is not justified at a location with very poor public transport access and no certainty that this will improve.

Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

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