



Old Oak Neighbourhood Forum and Grand Union Alliance

Thursday October 2nd 2025

On Zoom

Agenda for this evening

1. Report back from OPDC Residents Panel Sept 8th
2. Report back from OPDC Board Feb 25th
3. OPDC Land Assembly and the CPO process – local objections and how should OONF respond?
4. OPDC's Outline Business Case (redacted version published)
5. OPDC Strategic Transport study
6. New developments in the pipeline – 2 Scrubs Lane, Woodward Hall Block A North Acton
7. Any other business

Residents Panel: initial membership

Amanda Souter	Old Oak Neighbourhood Forum
Colin George	Harlesden Neighbourhood Forum
Henry Peterson	St Quintin & Woodlands NF
Faye Thomas	Friends of Wormwood Scrubs
Theresa Magee	Wesley Estate RA
Mark Walker	The Island Site RA (TITRA)
Ewa Cwirko-Godwyka	Midland Terrace/Shafesbury Gardens
Maren Strandevold	Wells House Road RA
Can be contacted via oonforum@gmail.com or relevant organisation	

Feedback from Residents Panel Sept 8th

HS2 reset a 5 stage process – now at Stage 3

Tunnelling to Euston will start early 2026

David Lunts will be handing over to Matthew Carpen in early October,

Five new members appointed to OPDC Board.

Public Land Agreement being finalised.

Mayor approved 'making' of CPO Order in mid August. OPDC to implement shortly (this has now happened, from September 12th)

No news of early opening of Eliz Line platforms or on road closure.

Discussion on OPDC's insistence on proceeding 'at pace'. Agreed that the Panel could submit views to the Board Sept 25th.

Presentation from OPDC on North Acton improvements.

Update from September 25th OPDC Board

HS2 gave an update on the 'reset'. No date given for its outcome other than some time in 2026.

Mark Wild (HS2 CEO) will attend a session with residents planned for November 22nd, following the request from Rupa Huq MP.

Four of the five new Board members attended as observers.

Leaders of LBHF and LBB not present.

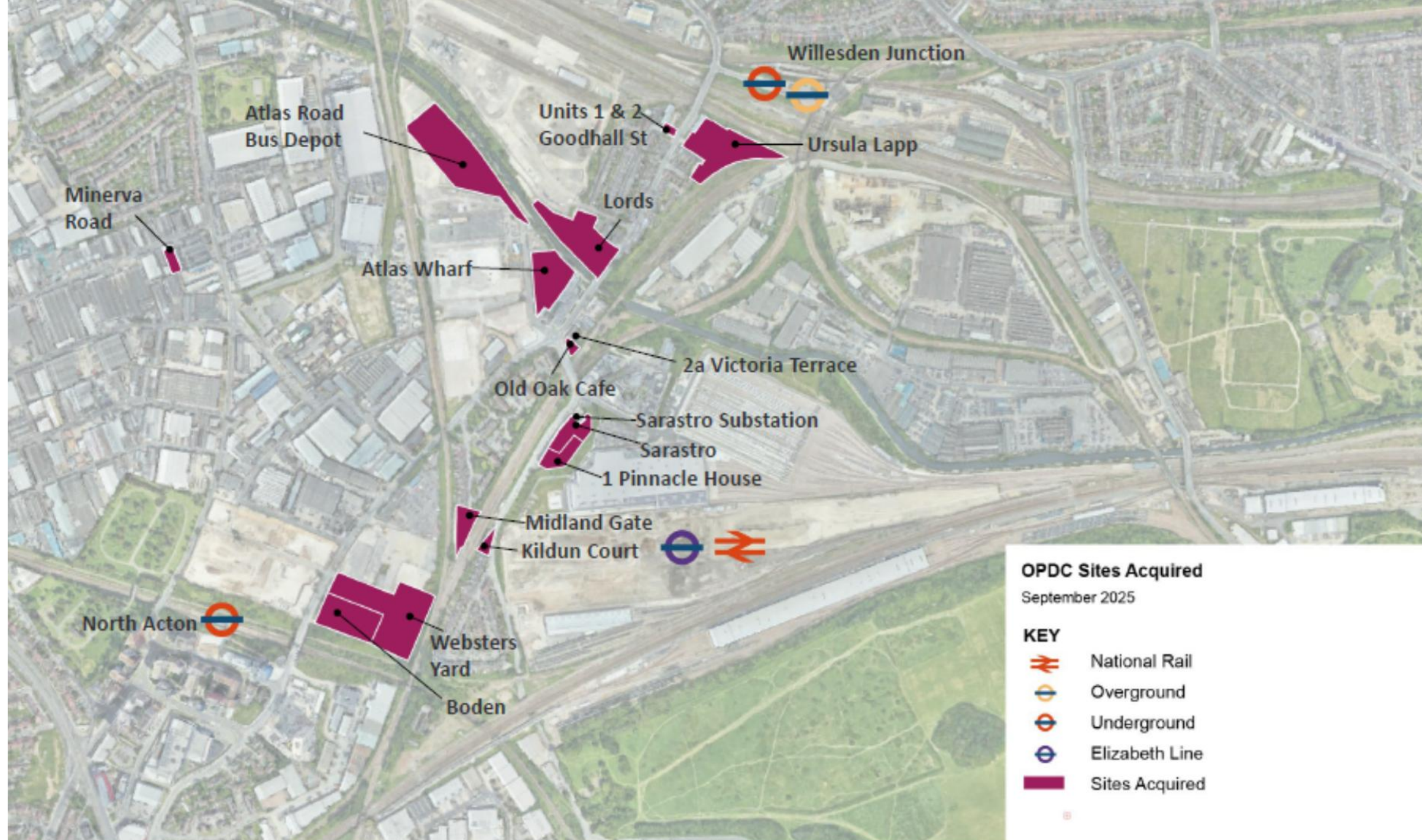
No discussion of Residents Panel note on 'why the rush' to implement the CPO and select a development partner, in advance of outcome of HS2 reset.

First stage of new developments will be area closest to Willesden station.

2015 employment target for OPDC area reduced from 50,000 to 44,000

Some questions from Audit Committee chair and member. Finalising the OPDC accounts has not been straightforward.

Public part of the meeting concluded within an hour.





The 'Atlas Wharf' scheme, as proposed by Pocket Living.

Approved by OPDC November 2022, for 457 housing units. Included a 30 storey tower. Not progressed.

OPDC acquired the site in 2024 for £25m. Worth £0.5m in 2015.



The Lords site

Proposals from Gempoint consulted on in 2022. Site bought for £2.3m by Gempoint 2000 (a company linked to Lords).

Plans modified to reduce housing units from 450 to 360 and heights from 26 storeys to 16. No planning application was submitted.

OPDC took control of Old Oak Wharf Holdings Ltd in February 2024.

OPDC Site Acquisitions – what do we know?

Atlas Wharf: £25m acquisition

Lords site: OPDC acquired control of Gempoint (for how much?)

Ursula Lapp Estate: £20.1m acquisition

Atlas Road Bus Depot: OPDC hold 75% of shares in Park Score Ltd

Kildun Court (Hilltop Works OOC Lane): £8m acquisition

Midland Gate (Victoria Works) £7.4m

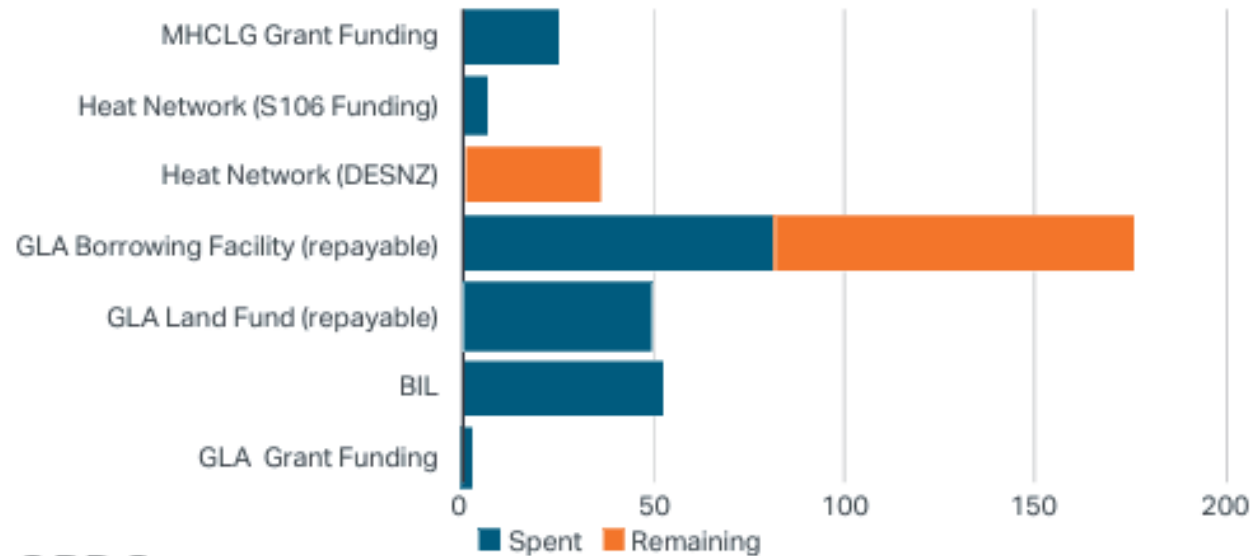
Boden House: OPDC acquired April 2025 via SPV. No price known.

Websters Yard and Goodhall Street: acquired 24/5 for £32m

OPDC Performance Report Sept 2025

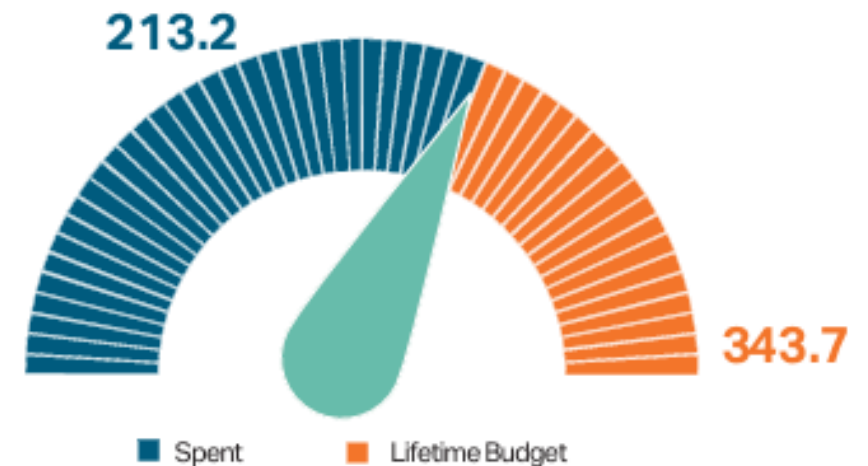
Capital funding - lifetime expenditure by funding source £ m

We have fully utilised five out of seven funding sources.



Capital funding - lifetime expenditure (consolidated) £ m

Out of a total lifetime capital budget of £343m, we have spent £213m.



Ursula Lapp Estate, Old Oak Lane

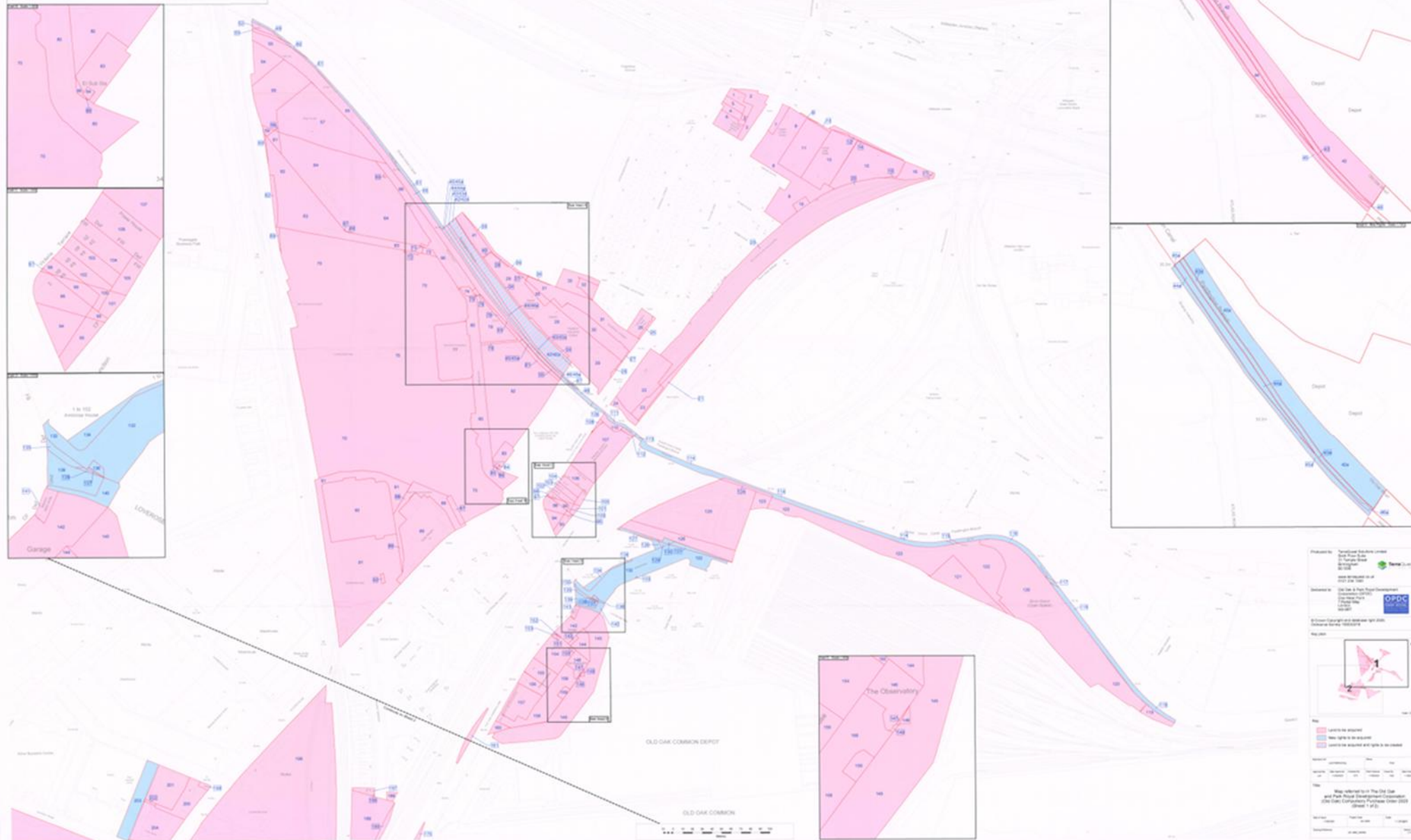


Land Registry title shows OPDC having acquired the site in April 2024 for £20,075,000.

The common seal of OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION was affixed in the presence of

Anthony Baker

Authorised Signatory
Dated 13th September 2025



Produced by: Transport for London
Old Oak and Park Royal Development Corporation
OPDC

Map title: The Old Oak and Park Royal Development Corporation (Old Oak) Compulsory Purchase Order 2025

Map scale: 1:50,000

Map legend:

- Land to be acquired
- Land to be acquired and rights to be created
- Land to be acquired and rights to be created

Map reference: The Old Oak and Park Royal Development Corporation (Old Oak) Compulsory Purchase Order 2025

The common seal of OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION was affixed in the presence of:

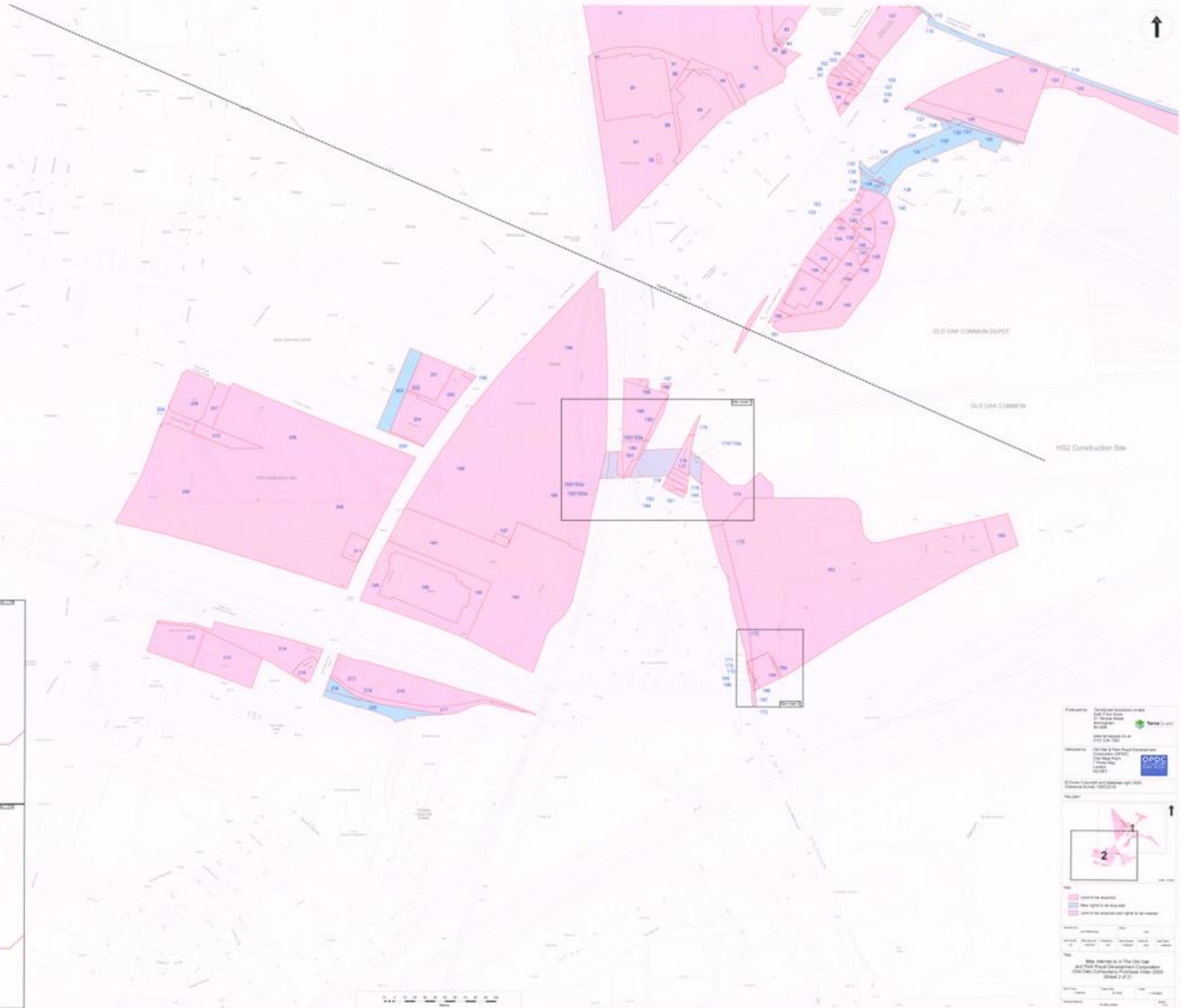
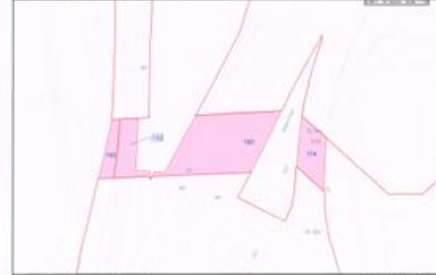
Spencer Bricker

Authorised Signatory

Dated 12th September 2025



NORTH ACTON



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Map page: **1**

Legend:

- Land to be acquired
- Land to be acquired in the future
- Land to be acquired in the future

Map referred to in The Old Oak and Park Royal Development Corporation (Old Oak) Compulsory Purchase Order 2025 (Shed 2 of 2)

Objecting to a CPO Order

32. What are the different types of objection?

32.1 A 'relevant objection' is one made by a person who is an owner, lessee, tenant or occupier of the land or a person to whom the acquiring authority would be required to give a notice to treat.

32.3 A 'remaining objection' is a relevant objection that has not been withdrawn or disregarded (for example because it relates solely to compensation).

32.4 Other objections can be made by persons who are not a relevant objector, for example, by a third party, community group or special interest organisation.

(extracts from 2025 MHCLG Guidance on CPOs)

What might be grounds for objecting?

12.3 A compulsory purchase order should only be made where there is a compelling case in the public interest and reasonable efforts have been made by the acquiring authority to negotiate the purchase of land by agreement. (MHCLG Guidance)

Does the OPDC Statement of Reasons make out a 'compelling case in the public interest'?

The reasons given relate back to OPDC's 'strategic objectives' and to its Outline Business Case.

These all pre-date the June 2025 start date for the HS2 reset.

'Strategic objectives' in the 2023 Outline Business Case



01 Drive economic growth

Create a nationally significant cluster of new and existing businesses that drives economic growth and invests in the local workforce.



02 Build more homes

Maximise the number of homes, affordable and market sale, ensuring all are built to a high standard of design and construction.



03 Create a place to be proud of

Create a distinct place with resilient town centres, quality public realm that reflects local heritage, and social infrastructure that meets community needs.



04 Ensure value

Maximise value for the UK taxpayer by optimising the use of public land to deliver financial, regeneration, housing and transport outcomes.



05 Create a better environment

Create a place which is resilient to the climate crisis and positively contributes to people's health, wellbeing and the environment.



06 Deliver at pace

Ensure development is well underway by the time OOC station opens between 2029-2033.



A further ground for objection

The content of the joint OPDC/GLA Mayoral Decision report of 20/08 MD3406 approving start of the CPO was misleading in stating:

*1.10 The recently announced delay to the completion of HS2 will have some impact on the overall timing for the completion of the regeneration of the Order Land. However, this will not impact on the early phases which will be built out on land which is not required for HS2. **The delay could affect securing a JV partner for any phases.***

*2.2 The following strategic objectives underpin the rationale for the Old Oak project.....'deliver at pace – ensure development is well under way by the time Old Oak Common station opens (between 2029 and 2033)'. **No further information is given on extent of delay or the 'reset' outcome being found to be unachievable or unaffordable.***

OPDC Outline Business Case

This followed on from the 2022 Strategic Outline Business Case and is a key document in terms of Government support to OPDC. Forms basis for OPDC's 10 year plan, in the role of lead delivery agency.

Not a funding bid to Government (no funds requested from DfT).

Redacted version finally published online (recently)

This OBC shows that there is a clear pathway to the project's ultimate delivery and achievement of outcomes aligned with the project's strategic objectives.

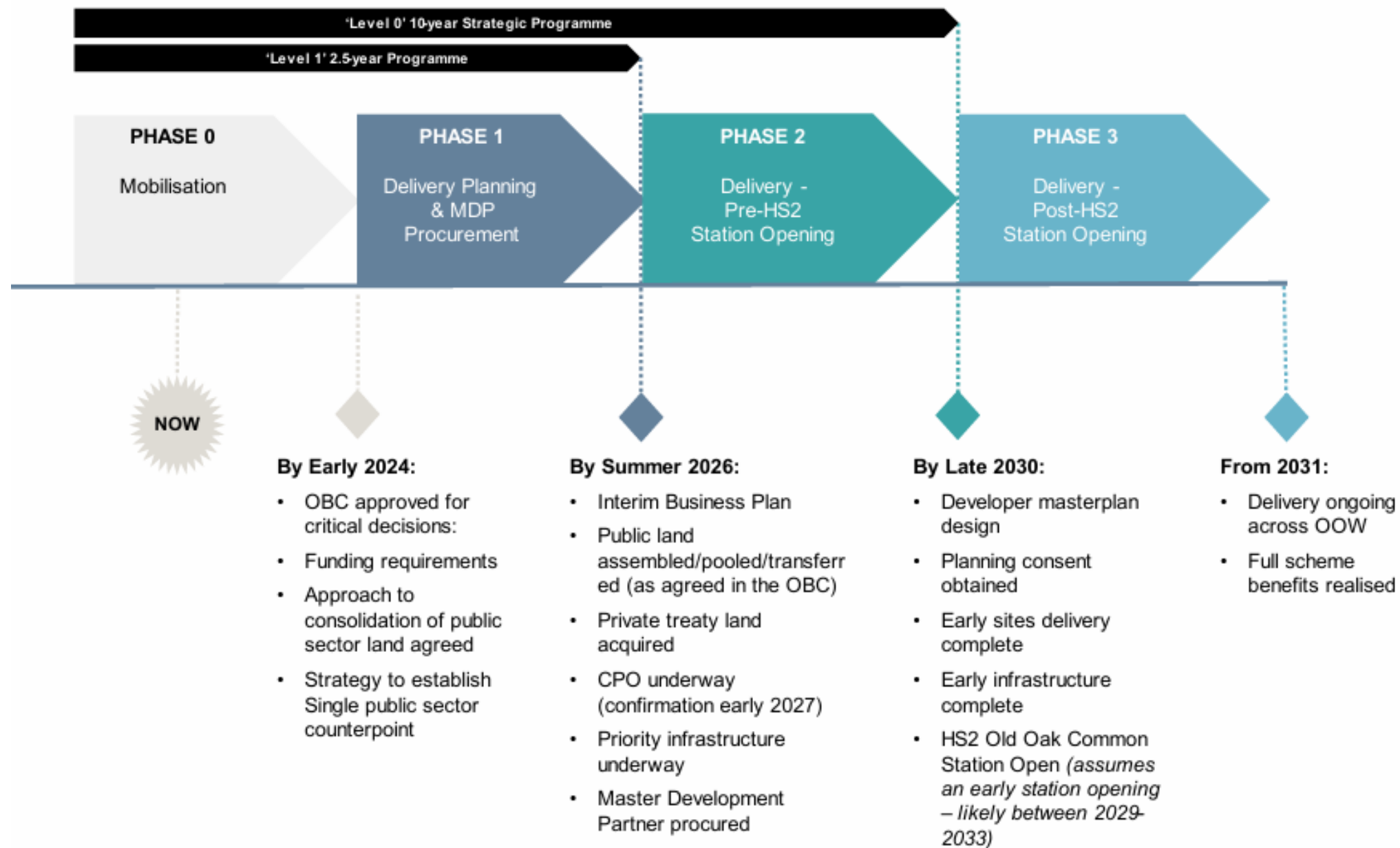


Figure 8 OOW programme phasing | Source: OPDC

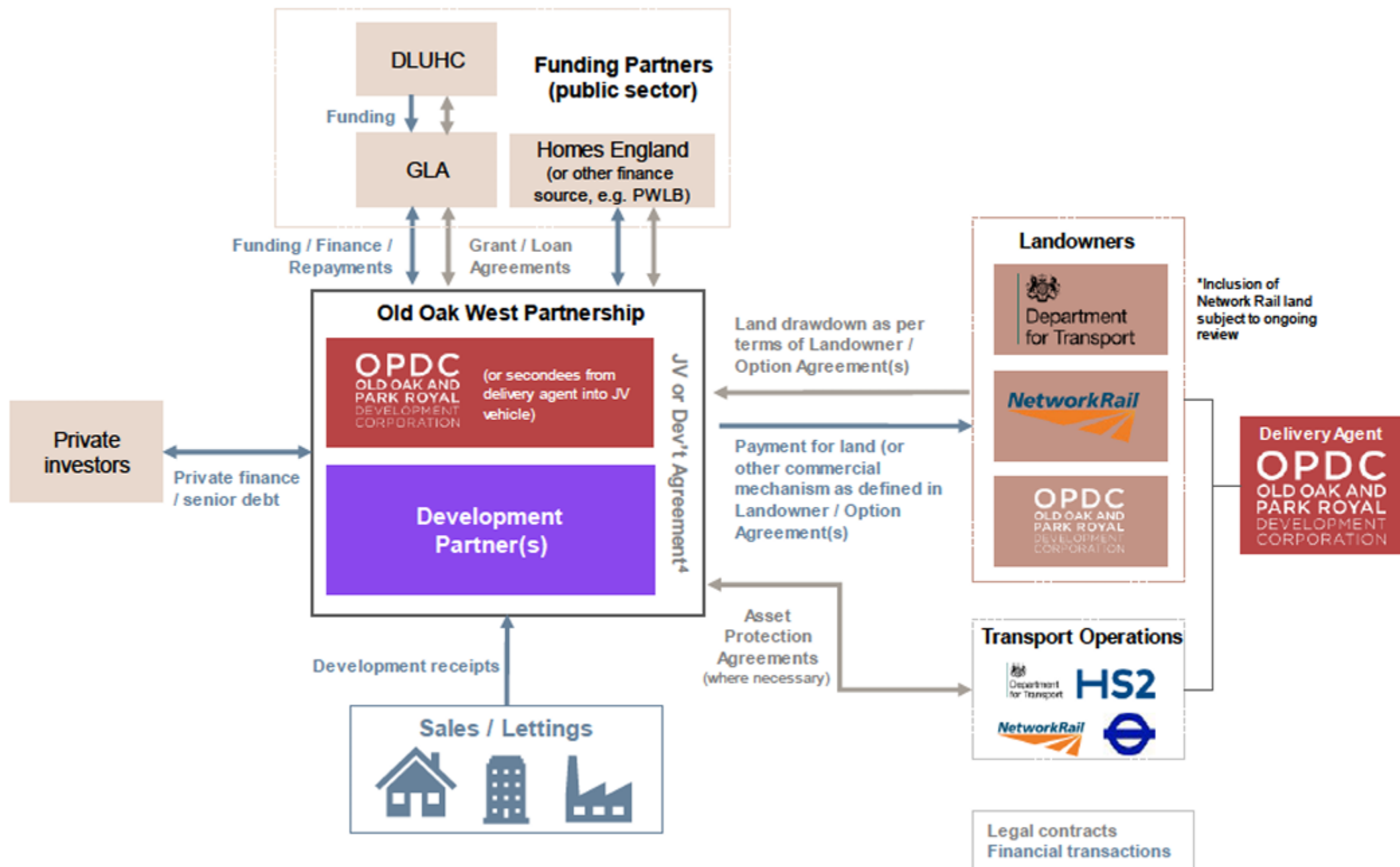
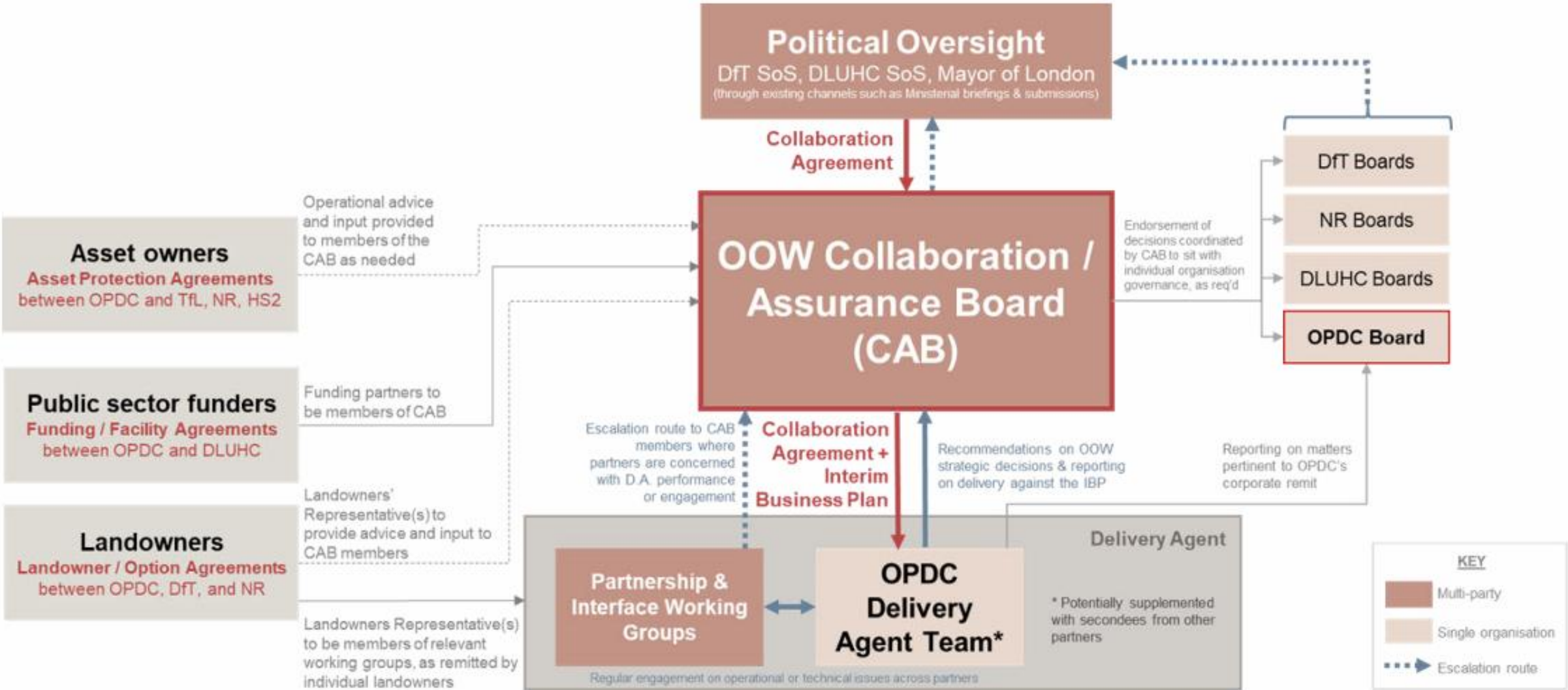


Figure 7 Potential Long-Term Commercial Model | Source: Arup

Figure 9 Phase 1 governance structure | Source: Arup



HS2 (and its timeline) remains central to OPDC plans

HS2 is central to plans for improving connectivity. Old Oak West is a critical element of HS2 because it includes the largest adjacent area of publicly controlled development land across the entire HS2 line. It will be the largest new railway station ever built in the UK in a single stage and is expected to be one of the busiest railway stations in the country with high-speed rail services to the Midlands, North and Scotland, Great Western mainline services to the Thames Valley, Oxford, Swindon and Bristol, and access to central and east London and Heathrow via the Elizabeth line.

The four major construction worksites around the site of the new station are owned by the Secretary of State (SoS) for Transport and form substantial assets that need to realise a financial return that contributes to the cost of HS2 as a whole. (i.e. this is not 'free' public land for OPDC to exploit)

Strategic Transport Study

This study was first published in 2015.

Re-published (but not revised) as part of the evidence base for the 2022 OPDC Local Plan.

Work on revision and updating has proceeded ever since, but no sign of a new version.

2017 TfL publish feasibility work on 2 new Overground stations neither has funding secured. Hythe Road option dropped 2019.

Can Eliz Line platforms open at OOC before HS2 opens?

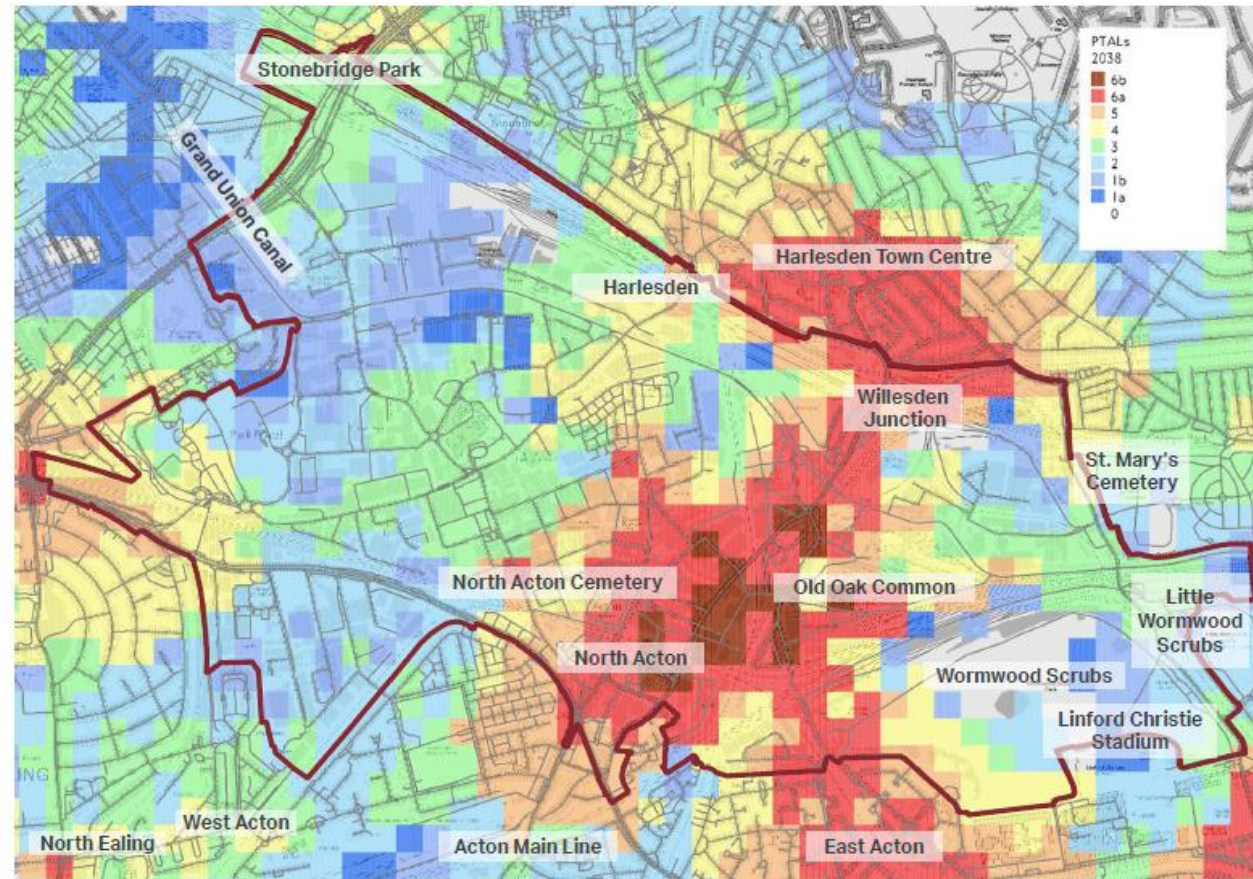
West London Orbital is a possible transport improvement.

Otherwise public transport plans at Old Oak rely on 'more buses'.

Old Oak/Park Royal Transport and connectivity: PTAL

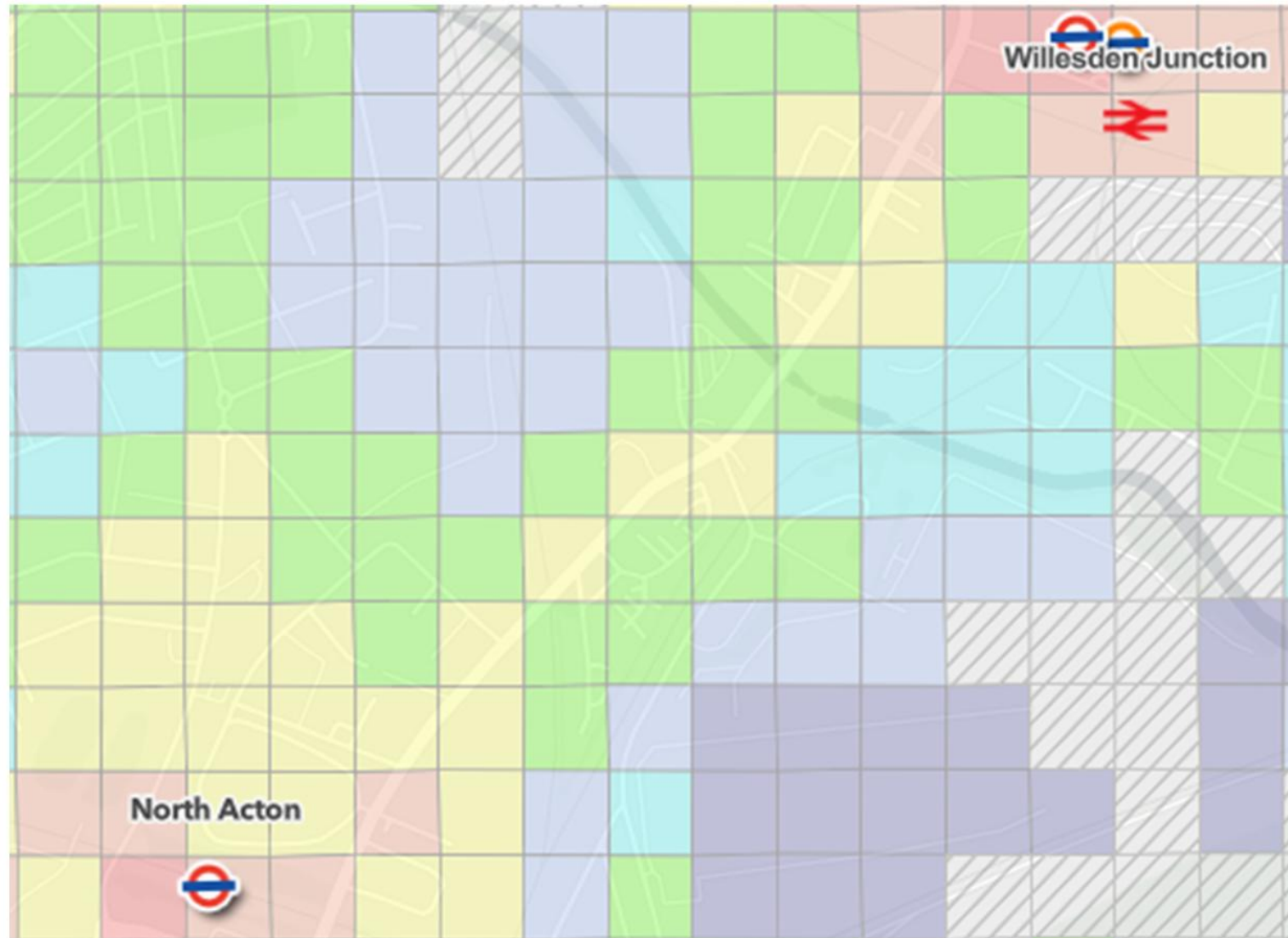
- Old Oak Common Station will be the largest new station to be built in the UK and a hub for HS2, the Elizabeth line and the Great Western Main Line.

No date given for this forecast of PTAL levels in the GLA 'pen portrait'. The current position is very different – see next slide.



Source: Transport For London

Current PTAL levels at in the Old Oak Project Area. What might lead to improvements in the 2025-35 decade?



Proposals for the West London Orbital rail route – update from WLA/WLEPB

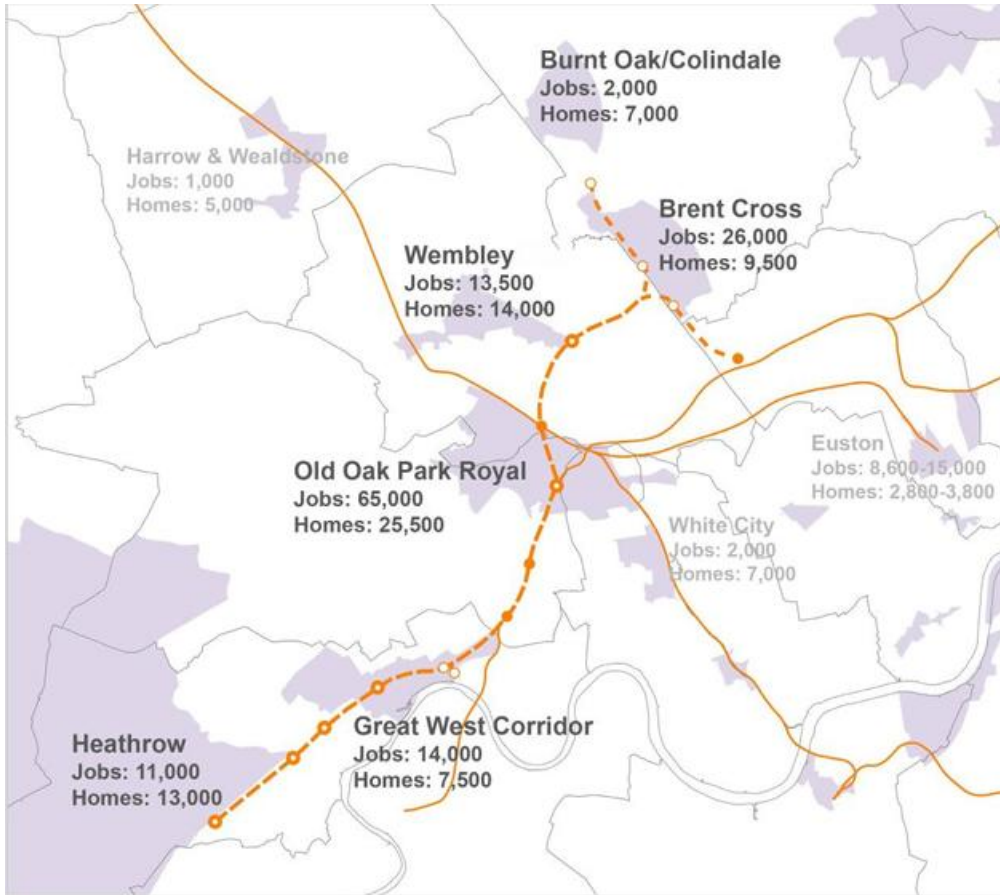


Figure 4: Opportunity Areas along the WLO corridor
Source: London Plan 2021

Last week WLO cleared the TfL gate review process in order to progress to the next stage of work, subject to final confirmation of funding and formalisation of funding agreements.

This should enable further design work for the scheme to be procured in the coming months, along with further technical work such as aerial surveys and the next stage of timetable assessment.

Working with boroughs and GLA, TfL has kicked off the commissioning process for a new growth study which will provide much greater detail on the economic opportunities that could arise from the WLO, particularly around proposed and existing stations. Separately, a further funding and financing assessment for the WLO is being commissioned to inform future discussions on funding scheme delivery.

Subject to successful outcomes from this further work, the current intention is to move to a public consultation on the scheme during 2026 once this work is completed

New developments in the pipeline

2 Scrubs Lane – an application from owners/developers Jeeran is imminent. Consultations held. No solution in sight for the Pentecostal City Mission Church food bank, church and nursery

Woodward Hall Block, Victoria Road North Acton – application on the agenda for OPDC Planning Committee on 9th October. Recommendation from officers to approve.

Mayor of London considering reducing London Plan Affordable Housing Target including 35% threshold. Only 347 affordable homes started in London in Q1.

OPDC have a 1,369 housing target for 2025/6. Planning Committee considered apps for 59 homes and 609 student rooms in Q1. Crews Hill in Enfield and Thamesmead shortlisted for New Towns with up to 35,000 new homes in total.

2 Scrubs Lane

- A complex back story. Previous owners Fruition Properties gained planning consent for redevelopment OPDC made commitments to secure continued use by PCMC after a local campaign. The scheme was not built. Site sold on to Jeeran.
- Jeeran have prepared new proposals for a 28 storey building with 258 co-living units. Have already let the ground floor of existing building to the Brent social enterprise SCHILD (which supports the Brazilian and Portuguese community) and this body is proposed as a partner under a S106 Agreement.
- PCMC have worked up an alternative vision for an Integrated Community Hub in the ground floor of the new building.

PCMC Integrated Community Hub proposals

Core features based on proven models and local needs:

Component	Description	Example/Best Practice
Advice & Triaging	Multichannel access to housing, debt, immigration, family, and employment advice.	Harlesden Hub & New Horizons Centre
Health & Wellbeing	On-site physical/mental healthcare, preventive and social prescribing, support groups.	Abbey Area Community Hub; wraparound care models
Skills & Opportunity	Adult education, digital skills, job search, mentoring, business start-up support.	St Raphael's "Living Room" employment hub
Social & Cultural	Intergenerational programmes, arts, community events, residents' associations.	Community-led programming
Food & Essentials	Foodbank/Community pantry/café, kitchen, hardship fund, support for the cost of living.	PCMC Food Aid Partnership (5-years of foodbank delivery from the site) /Your Local Pantry/Community Wellbeing
Targeted Interventions	Flexible services for youth, older people, migrants, and those in crisis.	Intensive, needs-led support package/Delgarno Trust

Woodward Hall block A



Proposed ground floor of combined Woodward Buildings (Subject to Approval)

Proposal is to demolish existing 10 year old building and replace with 14 storey block included 258 student units and ground floor flexible space. Only 3 objections, one from OONF

Student Housing in North Acton

Both the London Plan and the OPDC Local Plan include policies to resist 'overconcentrations' of student housing. (No fixed definition of overconcentration)

OPDC agree with consultants Savills that there will be no over-concentration. OPDC say proportion of students will be 38-31% of population.

We say that North Acton is heading towards 5,000 students which is a 50/50 split with the resident population in normal housing.

Any other business

Contact details for OONF

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www.facebook.com/OldOakNeighbourhood

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