



# Old Oak Neighbourhood Forum and Grand Union Alliance

Thursday 4<sup>th</sup> December 2025

On Zoom

# Agenda for this evening

1. Report back from OPDC Board 20<sup>th</sup> November
2. HS2 update (including Saturday event with Mike Wild)
3. Old Oak Masterplan Framework (now a 200 page final version)
4. OONF next steps on a neighbourhood plan and application for a revised boundary
5. Consultation on renewing designation of Harlesden NF
6. Frogmore Estate data centre
7. Victoria Road flooding
8. Any other business

# **Report back from OPDC Board 20 Nov**

OPDC meetings are now being held at their new office premises at 6-8 Victoria Road, North Acton.

Leader from LBE attended but not from LBHF and LBB. New Board members attended. William Hill stands down but remains Chair of OPDC Planning Committee.

LBE not happy that Employment floorspace targets for Old Oak are being revised downwards in the Masterplan.

Chair of Audit Committee reported on 'Disclaimed Opinion' by auditors EY of previous year's OPDC accounts.

# Update from HS2

Huw Edwards gave a brief update to the OPDC Board.

He has been tasked by Mark Wild to report by Xmas on the development potential of 20 HS2 sites between the West Midlands and OOC station.

Commented that 'oversite' development of the station not seen as a runner (example of Southwark station on Jubilee Line, where expensive station works has yielded no oversite development in 26 years).

Begs questions on investment interest in the 'Adjacent Site'

# Old Oak Masterplan Framework

The 'Illustrative Masterplan' has now morphed into a 'Masterplan Framework', as endorsed by OPDC Planning Committee and Board on 20<sup>th</sup> November.

What is the legal status of such a 'Framework'?

- It is not a 'development plan document' such as a Local Plan or an Area Action Plan (neither fully consulted on nor 'examined').
- It is not a Supplementary Planning Document
- OPDC say it will have 'material weight' in deciding applications as and when these are decided by OPDC Planning Committee. But how much?
- '*Flexible*' but all new proposals are '*expected to take account*' of this Framework. Is this a legitimate approach, pending a new Local Plan?



# An Illustrative Masterplan



Site plan of the Illustrative Masterplan



Aerial view of the Illustrative Masterplan



# Creating a connected place

Strategically located at the intersection of two generational transport investments, HS2 and the Elizabeth line, Old Oak will be a place where people can build families, friendships, and connections. As an area that has historically connected people and cultures from across the globe, Old Oak will embody multicultural London, celebrating diversity and creating an inclusive, accessible and open place.

# Old Oak will deliver...

**2** new parks **8,000** homes

**150,000-200,000m<sup>2</sup>**  
employment space

**30%** public open space

**70** acres of development

**1 km** canal improvements

a community-focused Canalside Neighbourhood

**new**

Major Town Centre  
Neighbourhood Centre  
East-West Bridge  
a leisure centre  
a primary school  
community spaces

a local network capitalising on a major transport hub



## Chapter 3 - The place today

### Proximity to public transport

Old Oak is exceptionally well connected, with the new HS2 and Elizabeth line station at Old Oak Common, Willesden Junction providing Overground and Bakerloo line services, and North Acton linking to the Central line. A potential Overground station for West London Orbital and the Mildmay line is also safeguarded at Midland Gate. All stations are within comfortable walking distance, offering convenient links to Central London and strengthening development potential. Proximity to rail corridors will, however, require consideration of noise and vibration in future development.





## Eight Development Parameters



**Key Constraints**



**Development Zones**



**Primary Public Realm and  
Landscape Corridors**



**Development Parcels**



**Predominant Use**



**Ground Floor Non-Residential  
Active Frontages**



**Building Heights**



**Key Routes**



## The Old Oak Mile will be a varied yet cohesive central spine.

The western footway is more generous as it approaches North Acton to prioritise the route to the Underground station.

New buildings step back to create the impression that the park crosses over road and signal arrival at the Town Centre.

Channel Gate Park meets Victoria Road to form a generous entrance

Buildings are set back to enable landscape improvements to both sides of the street

The eastern footway is more generous as it approaches Harlesden to prioritise the route to Willesden Junction Station.

New buildings are set back to preserve a line of existing mature street trees.

A new connection to Chandos Road and Park Royal links into Acton Wells Park.

Footprints of new buildings are shaped to transform Atlas Junction an arrival space.

Public realm improvements integrating with existing green spaces at Cerebos Gardens and Midland Terrace playground.

New buildings step down to transition in character towards Old Oak Lane Conservation Area.



Diagram showing illustrative proposals for The Mile



# OPDC proposals at Willesden Junction station:



New access and bus terminus road (shown in red).

Current Station Approach road would be closed, and used for development.



However, that land is often used for railway maintenance purposes by Network Rail - such as now!



The Old Oak Line will be a safe, animated and green route, with three distinct clusters.



Diagram showing illustrative proposals for The Line

The Common Cut will transform the existing road into a green, sunny and landscaped safe route that prioritises active travel.



Diagram showing illustrative proposals for The Cut



The Cut integrates existing Oakland Rise.

Active frontages are intensified to form a confident terminus to the Cut where it meets the Mile with clear connections to the canal.

The railway embankment is intensified as a green and biodiverse corridor.

Movement along the Cut is supported by comprehensive active travel improvements and generous public realm.

The Cut forms the front door to Old Oak Common Station. A new pocket park reinforces the welcoming arrival while providing a buffer to existing dwellings.

New buildings are set back for footways, planting and utilities while sensitively managing massing to Wells House Road.

Opportunity for street improvements to be extended to create further activity at the entrance to Wormwood Scrubs.



## Contextual Height

Existing tall buildings at North Acton and Oakland Rise provide a local reference for building with height. Railway embankments offer other potential locations for tall buildings. Further opportunities for tall buildings may be found along Victoria Road and Old Oak Common Lane, but this will require a comprehensive site-wide approach to height and massing.

*Several of these 'potential tall building zones' are **not identified** in the 2022 Local Plan. This is a substantive policy 'departure' from London Plan Policy D9.*





## Old Oak Town Centre

An aerial architectural rendering of the Old Oak Town Centre. The image shows a dense cluster of colorful, modern buildings in shades of orange, yellow, green, and blue, interspersed with green spaces and trees. A prominent orange line, possibly a pedestrian route or transit line, winds through the development. The surrounding area includes existing urban infrastructure, roads, and other buildings. The overall scene depicts a vibrant, high-density urban environment.

A place of opportunity, with a density of employment innovation and homes, unlocking the benefit of the new station and capitalising on the excellent local and regional links it introduces.



## A parkside address

### **A new public space with distinct character on each side**

Channel Gate Park provides a new focal point for the Canalside Neighbourhood. More than just a local place that makes the most of parkside views, it also manages transitions in character from the Neighbourhood Centre to Atlas Village.

In doing so, architecture and landscape work together to give specificity to edges of this key public space and programming within the park.



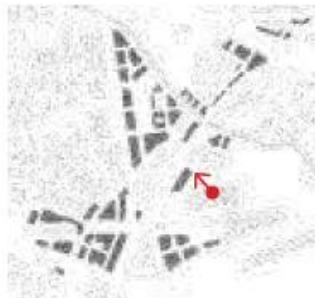


## A Neighbourhood Centre that unifies the Mile, Cut and Canal

### Defining character along the Mile

The Neighbourhood Centre is the relaxed yet bustling heart of the Canalside Neighbourhood. It provides amenities to support everyday life and focuses activity around the key corridors of the Old Oak Mile, the Common Cut and the Grand Union Canal.

This intensity of life translates into a townscape of carefully choreographed markers activating a series of public spaces along a lower, continuous parade.





# Building Heights varied from Local Plan



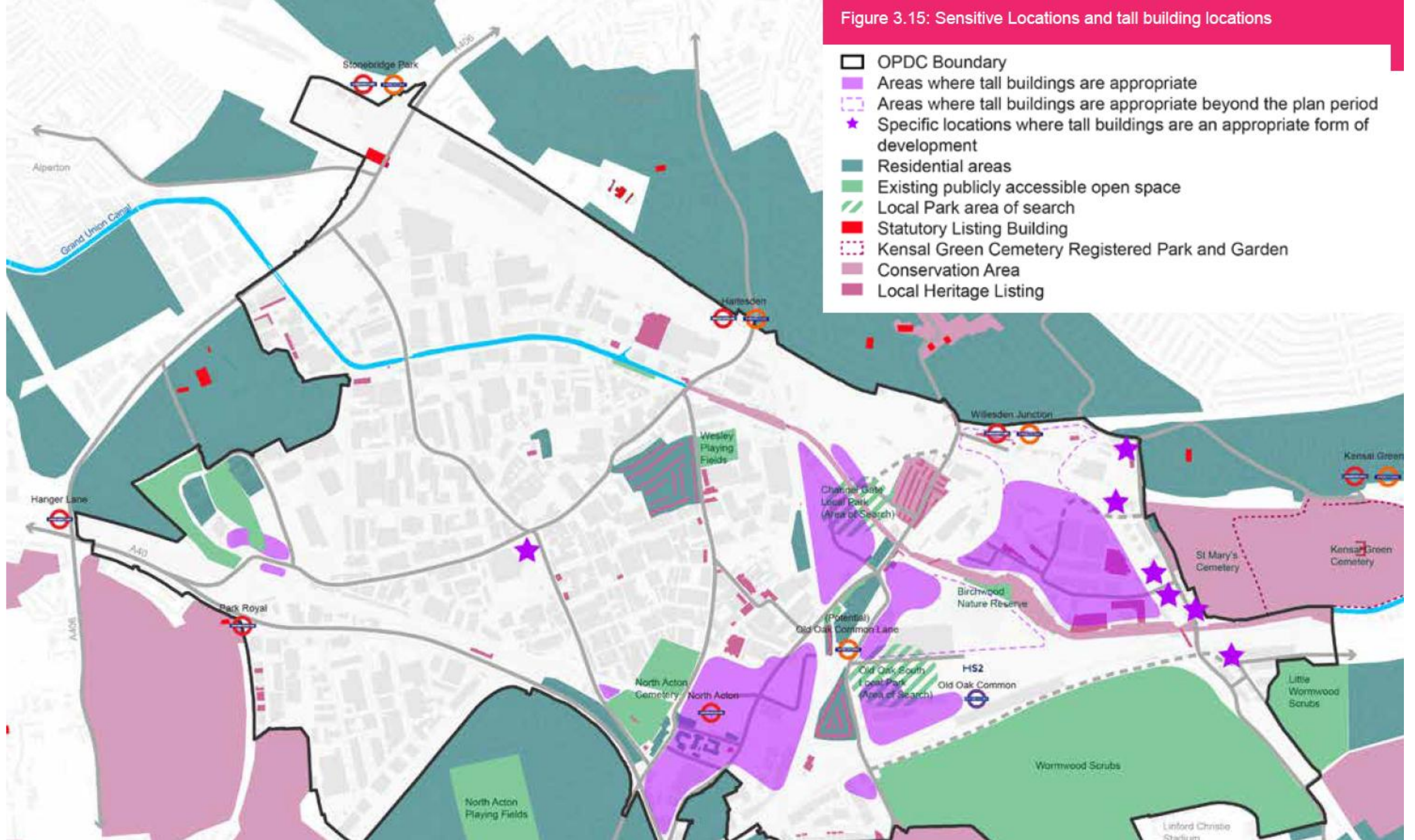
## London Plan Policy D9

*1) Boroughs should determine if there are locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Plan.*

*2) Any such locations and appropriate tall building heights should be identified on maps in Development Plans.*

*3) Tall buildings should only be developed in locations that are identified as suitable in Development Plans.*

Figure 3.15: Sensitive Locations and tall building locations





## Creating the Old Oak Line

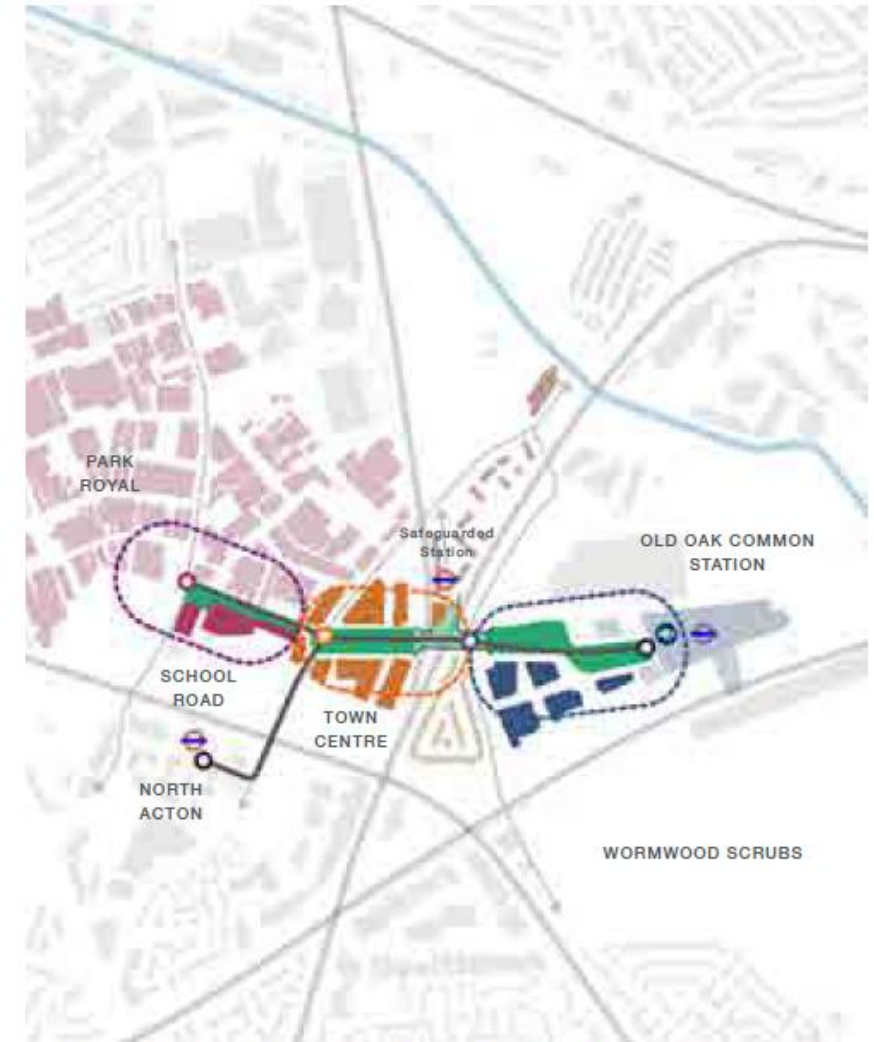
By connecting previously isolated sites across Old Oak, the Old Oak Line will connect three new mixed-use clusters along a new east-west landscaped route. While each will have a distinct character, together the three clusters will form the heart of the new Old Oak Town Centre.

Old Oak currently lacks east-west permeability, as the site is criss-crossed by existing railway lines which separate the new station from Acton Wells, North Acton and Park Royal. The Old Oak Line will be defined by the following principles:

- 3a. A new bridge to unlock the Line
- 3b. Connecting three clusters
- 3c. A sequence of parks
- 3d. Connected into a green network
- 3e. Framed by active uses
- 3f. At the heart of a walking and cycling network
- 3g. A place-defining bridge
- 3h. A safe and inclusive bridge

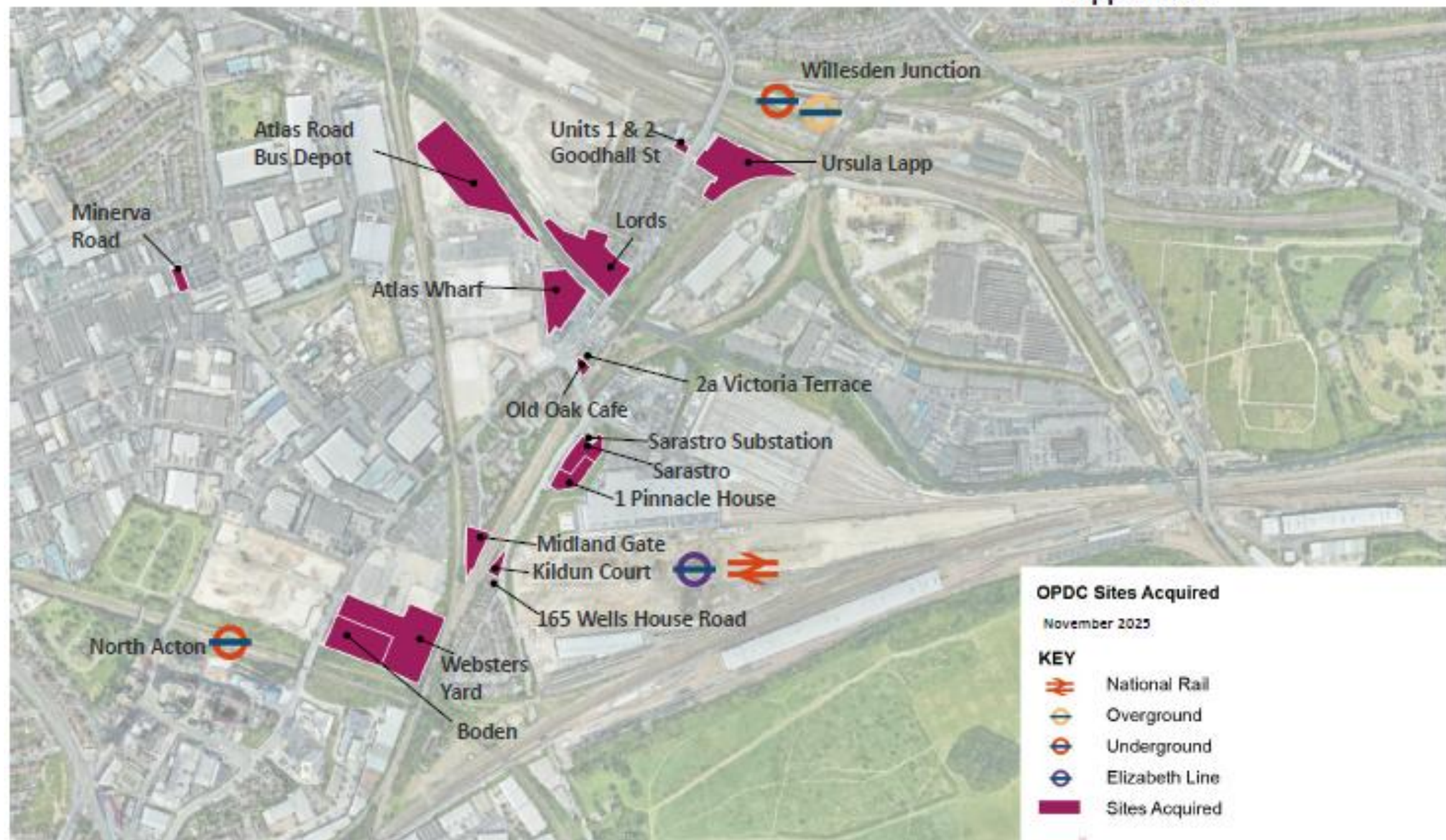


Existing condition – travelling east-west is a circuitous and indirect experience



The Old Oak Line unlocks east-west connectivity in the Masterplan Framework







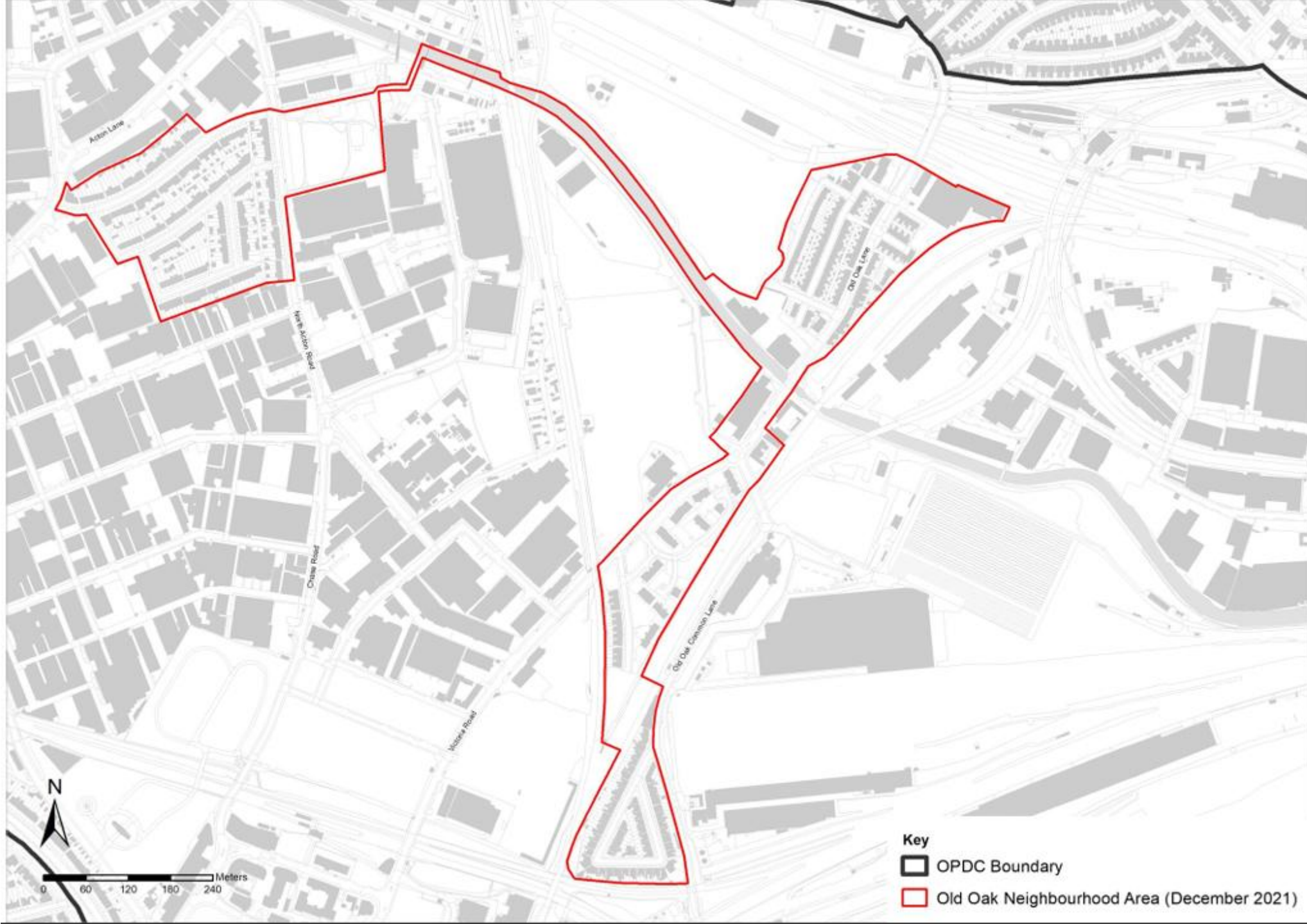
# Preparing and submitting a neighbourhood plan

This involves re-activating work on a Draft Plan from 2021.

This Draft version has been on the OONF website for the past five years.

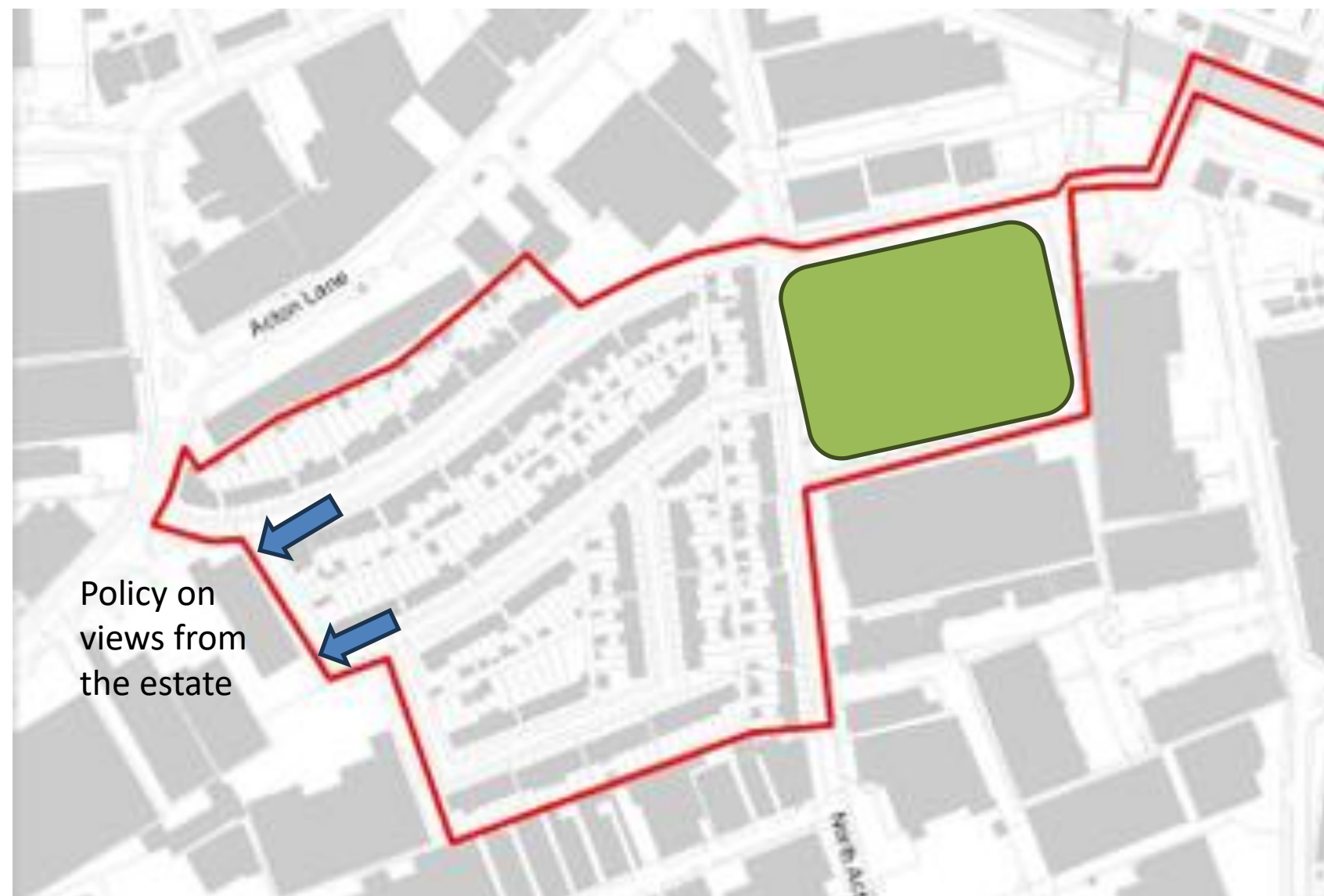
Much of the content can be swiftly revised for a 2026 context.

The next slides are a reminder of the current neighbourhood boundary and initial ideas on what might be included in an updated neighbourhood plan. Further ideas welcome.





# Wesley estate – neighbourhood plan proposals



**Policy OONA 1A -To designate as Local Green Space the Wesley Playing Fields**

Reasoned justification – While this area is designated by LB Ealing as a small open space, designation as Local Green Space under the NPPF will provide greater planning protection for a longstanding amenity space that is valued by local residents

Possible policy on views westward from the estate, but not a CA so would have limited weight. Policies resisting nearby industrial uses creating noise, vibration and ‘cumulative impacts’?

# The Railway Cottages

Workshops with  
housing above

Medium-rise housing  
at 350dph, with day  
nursery

Housing allocations in the  
neighbourhood plan would be  
medium-rise and relatively high-  
density at around 350dph net.  
(Image from hatch CLiCs system  
of modular building)

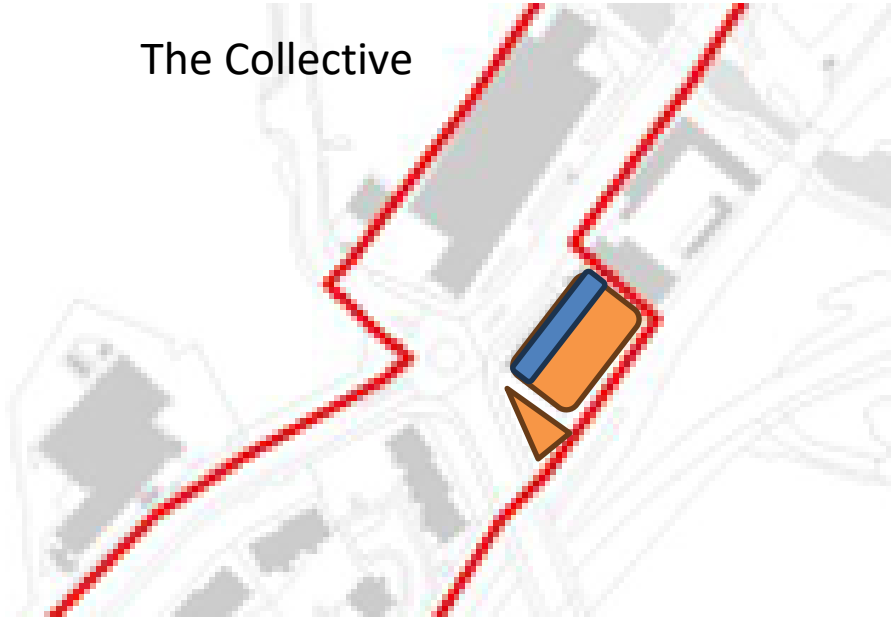
Medium-rise  
housing at 350dph  
with retail on Old  
Oak Lane





# Atlas neighbourhood centre

The Collective



A 12-15 storey mixed use building at the Atlas roundabout, where height has less impact on surrounding residential areas.



# Shaftesbury Gardens, Midland Terrace and Wells House Road

Cerebos Gardens and Midland Terrace Playground designated as Local Green Spaces.

Midland Gate site allocated for medium-rise housing at around 350dph

Area proposed in the Masterplan for the east/west bridge to be safeguarded in a neighbourhood plan until such time as the HS2 reset is completed, an updated OPDC Strategic Transport Study is published, and passenger forecasts at OOC station become firm.



# Meeting neighbourhood plan requirements

Policies and site allocations must meet the 'basic conditions' for a neighbourhood plan:

- adhering to national policy (the NPPF)
- achieving sustainable development
- '*generally conforming*' with the '*strategic policies*' of the 2022 OPDC Local Plan.

The 'plan period' for the NP would be 2026 – 2040 with a review every 5 years.

OPDC Local Plan has no policies on density. Several site allocations in the suggested NP do not feature in the Local Plan. Nor does an Old Oak town centre at Acton Wells. 'Conformity' with the Masterplan not needed?

# Simultaneous re-application to extend the Old Oak neighbourhood boundary

OONF applied to extend the neighbourhood boundary in 2021.

This was proposed as a ‘fallback’ option contingent on various possibilities (cancellation of HS2, lack of Govt funds for transport).

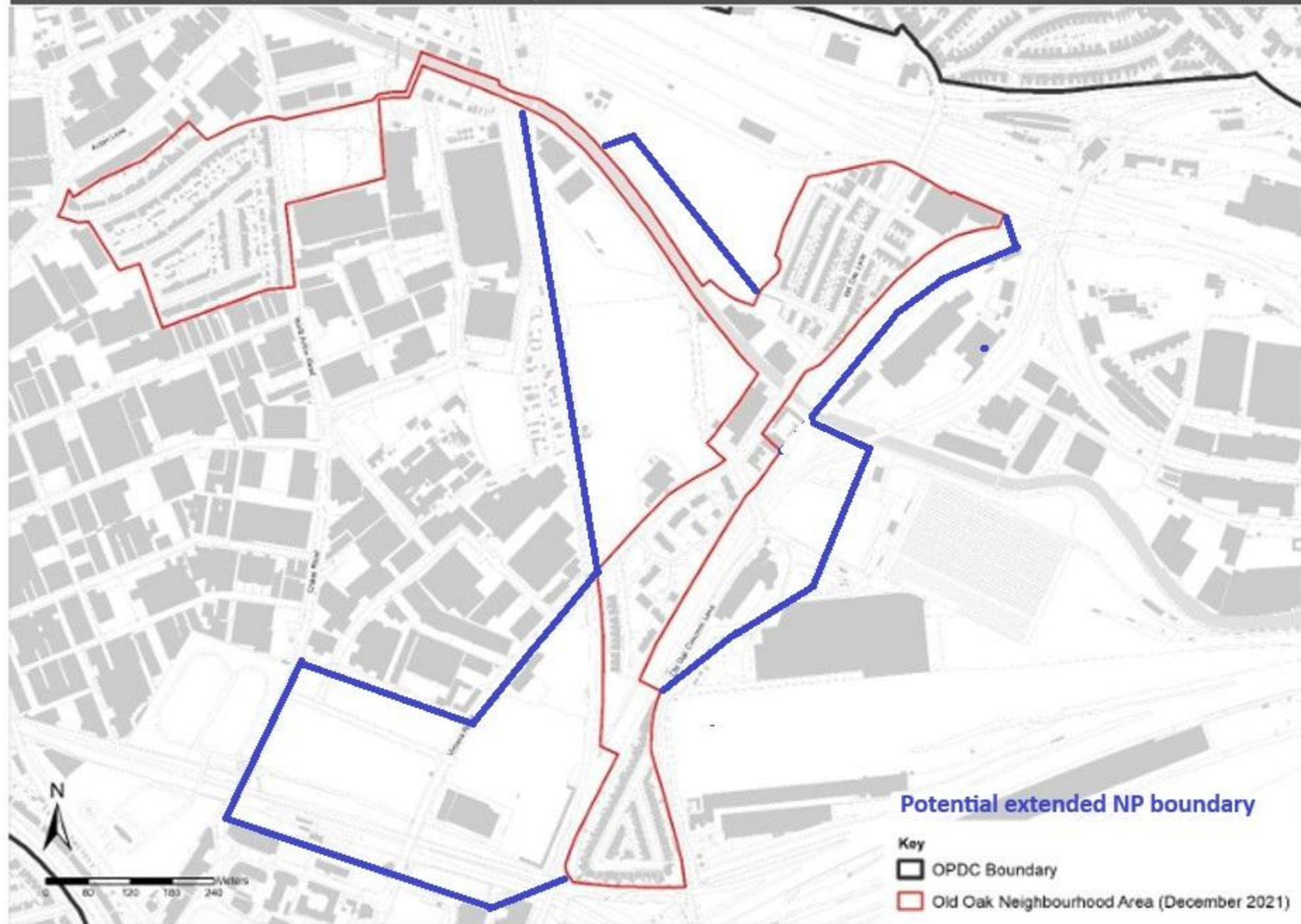
Our application had a 6 week public consultation. OPDC refused the

Category	Quantity	%
<b>Supportive</b> These comprised the majority of residents, unknown respondent types, community groups, employees, business, politician and place of worship.	101	95.3%
<b>Not supportive</b> These comprised the London Borough of Ealing, Park Score Ltd a land owner within the proposed extension area and a resident.	3	2.8%
<b>Neutral</b> These comprised responses from Department for Transport (made also on behalf of High Speed 2 and Network Rail) and Pocket Living. These stakeholders own sites or have a development interest within the proposed extension area.	2	1.9%

application on grounds that the context and character of the extended area was different from the existing neighbourhood area.



## Map of the designated Old Oak Neighbourhood Area



# The case for an extended area in 2026

As in 2021, the continued uncertainties around the HS2 reset and whether OOC will remain a terminus, or be succeeded by Euston.

The need for a 'Plan B' that would allow alternative site allocations and policies to the 2022 Local Plan to be put in place.

A very low cost option. Local people prepare the plan.

Genuine buy-in of local people in a 'co-produced' plan.

Developer and investment interest in OPDC's Masterplan may not materialise as hoped (or lead to unacceptable risk profile in a JV).

A more evolutionary approach to integrating existing and new residential settlements in a 'new part of London'.



# Harlesden Neighbourhood Forum- redesignation

LB Brent and OPDC are consulting on 're-designation' of the Harlesden NF, following its initial five year term.

The consultation runs until 19<sup>th</sup> January 2026. See on the website at [www.brent.gov.uk](http://www.brent.gov.uk) under Harlesden Neighbourhood Forum. Responses should go to [planningstrategy@brent.gov.uk](mailto:planningstrategy@brent.gov.uk).

The website uses a survey form but it is not necessary to register or to complete this.

# Data Centre at Frogmore Industrial Estate

Reserved Matters application 25/0179/REMOPDC to OPDC for detailed proposals for 35,000 sqm data centre.

Outline permission granted in 2022. The site borders the Wesley Estate.

Seven objections from residents on the estate. 11 data centres in wider area. 'Cumulative impact' a ground for objection?

LB Brent have objected to transport aspects. Nothing from LBE.

Thames Water objection asks that no occupation takes place before water supply upgrades completed or phasing plan agreed.



# Frogmore estate – data centre



# Victoria Road flooding

## Proposal for Victoria Road Feasibility Study & Outline Design



LONDON BOROUGH OF EALING

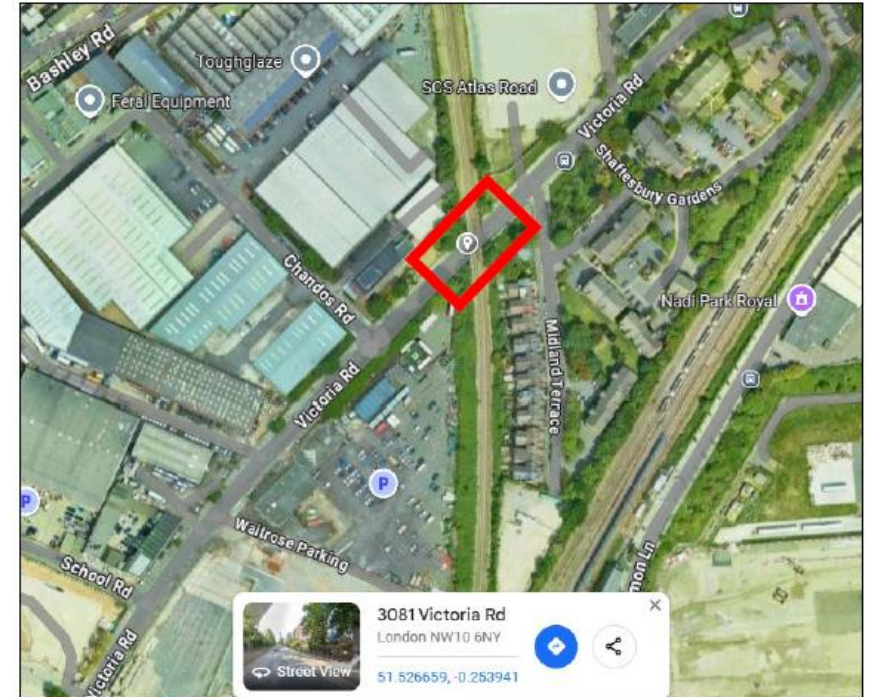


Figure 1: Approximate Location of Flooding on Victoria Road NW10

There have been multiple flood events at the location in recent years, including but not limited to in October 2022, November 2023, February and September 2024, which has caused wide-impacting disruption to the surrounding road network, residents and local businesses, TfL buses and required engagement with emergency services.

**Ealing Council now  
commissioning a study and  
designs to prevent future  
flooding**



## **Any other business**

Contact details for OONF

[www.oldoakneighbourhoodforum.org](http://www.oldoakneighbourhoodforum.org)

[www.facebook.com/OldOakNeighbourhood](https://www.facebook.com/OldOakNeighbourhood)

email address for the forum is [oonforum@gmail.com](mailto:oonforum@gmail.com)