Old Oak Neighbourhood Forum and Grand Union Alliance

Tuesday November 3rd 2026

On Zoom

Agenda for this evening

1. Feedback from October 29th OPDC Residents Panel
2. Meetings held with OPDC Planning team and Delivery team
3. West London Orbital – consultation response
4. OPDC Local Plan 2030-50 – first steps on preparation
5. Responses to the Draft London Plan
6. Redrafting the Submission Version of the Old Oak Neighbourhood Plan
7. Developments in the pipeline (One Portal Way, ASDA, 2 Scrubs Lane – no applications on Nov 5th Planning Committee agenda)
8. AOB (including HS2 news) and date of next meeting

Feedback from the Residents Panel 29 October

The agenda is available on the OPDC web pages for the Panel.

Includes the list of items for OPDC Board on November 19th.

These will include the OPDC Draft Budget for 2027/8 and a Development Infrastructure Report, plus use of S106 receipts.

Shevaughn Rieck is ending her term as a Board member.

New OPDC website now launched (planning apps sub-site unchanged).

Presentations to the Panel on data centres and next Local Plan.

Update provided on progress on OPDC's CPO Order (see later)

Meeting held with OPDC on neighbourhood plan

Meeting on October 20th with HP, Tom Cardis, Peter Farnham.

Discussed OPDC's response to Pre-submission Draft Plan.

HP explained that the NP proposals for new homes on the 5 sites in the neighbourhood boundary add up to around 400 units.

OPDC 'Housing Requirement figure' is for 510, including 4 sites **not** allocated in the 2022 Local Plan (legal argument on this).

Masterplan Framework site allocations assume 605 units (but this figure should be ignored by the 'examiner' of the Draft NP.

So the gap between OONF and OPDC plans is not that big, for these 5 sites. (Larger gap emerges on other 'Early phase sites').

Meeting held on OPDC CPO Order

Meeting on October 20th with Gareth Blacker and Marianne Brook.

The ‘Order’ has now been submitted to the Secretary of State.

Planning Inspector will be appointed and will hold an Inquiry on remaining objections which have not been ‘settled’ by negotiation.

There are 10 ‘statutory’ objections still outstanding, plus several ‘non-statutory’ including that from OONF.

Inspector is likely to agree to hear ours – which argues that OPDC’s Statement of Reasons’ does not make the case for a CPO at this time.

We will have a chance to respond to OPDC’s final revised statement.

Relocation of tenants at WHR discussed at the Panel.

OPDC has now assembled 98% of the land needed for its Masterplan.

Our main current arguments with OPDC

1. OPDC have always claimed the Old Oak area (and Scrubs lane) and ‘well connected’ locations as of now.

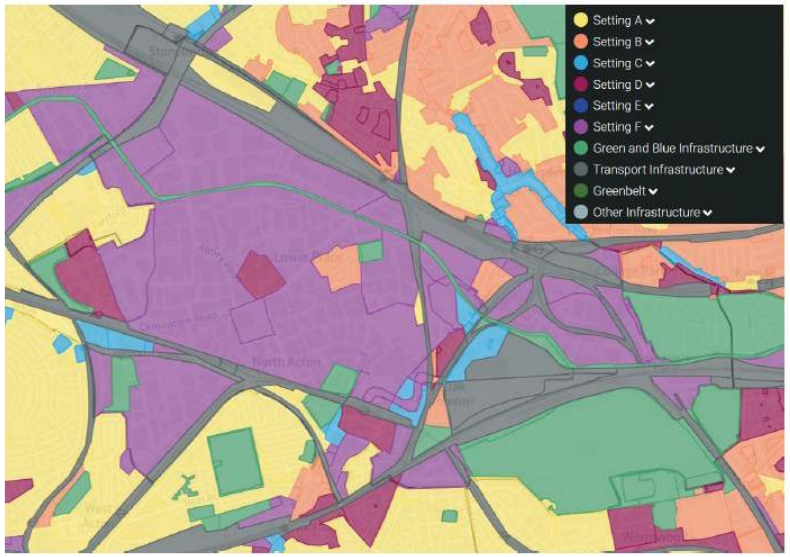
Maps of ‘connectivity’ published by OPDC do not give dates and are in fact based on potential future transport links.

2. OPDC has recently made clear that the housing density figures it has used are for ‘gross’ rather than ‘net density’. This has had the result of making their ‘high density transit-oriented’ developments appear less of an outlier across London.

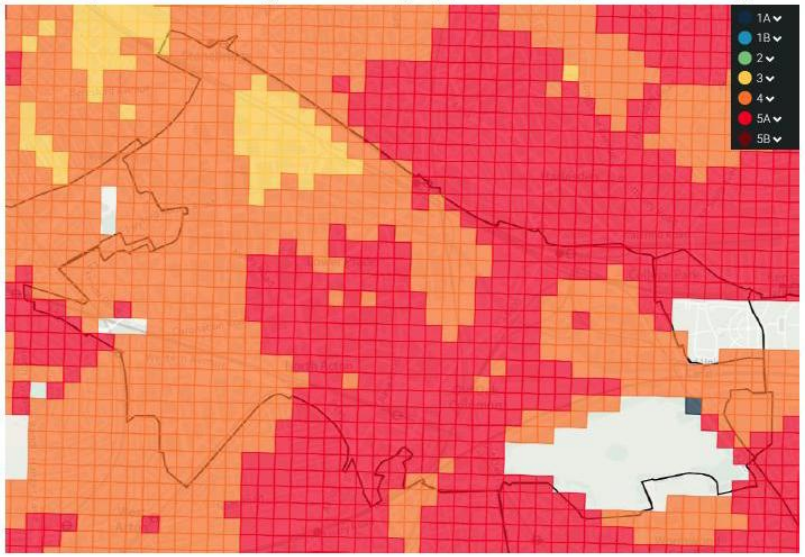
Is our neighbourhood area well connected?

Density, heights and tall buildings

London Context Map



SAM map: shows existing connectivity by public transport and walking



This slide (and the next one) was discussed at our October Zoom session.

At the Residents Panel OPDC said that the incorrect label claiming 'existing connectivity' was *what we understood from TfL at the time.*

Decisions should not be based on 2041 connectivity

TODAY

PTAL 3-4

Moderate

OOC station not operational

Rail and canal severance

HS2 disruption

2026



SAM ASSUMPTIONS

SAM 4-5

High

OOC station in operation

Permeability improved (bridges)

HS2 complete (to OOC station)

2041

The Sustainable Access Measure (SAM) is a forecast 2041 accessibility metric. At Old Oak, SAM scores assume transport infrastructure which is not expected to be fully operational for another 10-15 years. SAM scores should not be used to justify density or height increases in present-day site allocations and future development management decisions based on the Masterplan Framework, pending an updated and adopted OPDC Local Plan (anticipated for December 2029).

The London policy context 2016 -21

Throughout most of that period:

- London Plan Policy 3.4 ("Optimising housing potential") remained in force.
- Table 3.2 (the density matrix) provided density ranges expressed as **dwellings per hectare and habitable rooms per hectare (with 405 dph as a maximum)**.
- The London Plan, Housing SPG and related guidance consistently treated those figures as **net residential densities**.
- The entire purpose of the matrix was to compare residential development intensity on a like-for-like basis.

Consequently, if one authority measured densities using gross site areas while the strategic policy benchmark was expressed in net terms, **the resulting figures would systematically understate development intensity.**

OPDC references to housing density

Many hundred references to ‘high density’ in 4 versions of the Draft Local Plan.

Very few figures ever mentioned. The Glossary to the Regulation 18 Local Plan says this: *Within the OPDC area the indicative density range is 300 (low density) to 600 (high density) units per hectare.*

We noted this range and pointed out that it redefined ‘low density’ (given common definitions used across London).

Not for a moment did we think that this range was expressed in gross rather than net terms.

Why is this difference significant?

Housing density impacts on many aspects of the liveability of housing developments (building heights, open space, daylight).

The London Plan from 2004 to 2021 linked net densities to access to public transport – hence its Density Matrix.

This was dropped from the 2021 London Plan and replaced by the ‘design-led’ approach to individual sites.

Housing densities went upwards, along with building heights.

The new Draft London Plan re-introduces a clear link via its Optimisation Framework for different ‘settings’ and SAM scores.

Further Recommendations for Living at Superdensity

Here are our key recommendations for making superdensity work in 2015. More detailed exploration of the issues and guidance is interwoven into the topic-based essays which follow and the case studies.

1. Adopt mid rise development to meet London's housing needs.

2. There should be a presumption against 'hyperdense' developments over 350 homes per hectare, which should be confined to exceptional locations and subject to exceptional justification.

1. **Adopt mid-rise development to meet London's housing needs:** apartment blocks of between five and eight storeys, including family apartments and duplexes, create successful homes and neighbourhoods at surprisingly high densities, are cost-effective and perpetuate the character and street life of London. Creative combinations of mid-rise mansion blocks with taller elements can make room for family houses within high density neighbourhoods.

2. **Resist 'hyperdensity':** there should be a presumption against 'hyperdense' developments over 350 homes per hectare, which should be confined to exceptional locations and subject to exceptional justification. At these densities, and even with the best practice approach we advocate, it is very difficult to create the conditions that allow mixed communities to thrive. The Mayor's new Housing Zones should not become populated with such hyperdense schemes.

3. **Integrate towers with street-based typologies:** taller buildings do have a role within well-connected developments, provided they are integrated with other typologies and contribute to the creation of successful streets and other public realm. We must avoid trophy towers dropped at random into our unique city: they are alien to our street-based culture, socially divisive and make little contribution to meeting London's housing needs.

4. **Promote street life:** the streets and squares of London provide an unbeatable model for successful urban living and are the envy of the world. We need to continue this tradition of urban place-making, ensuring all new development begins with a coherent strategy for the public realm.

5. **Build on London's tradition of mixed communities:** unlike other global cities, London's residential neighbourhoods have evolved by successfully integrating diverse people of different income, age and household size. Larger developments should contain a balance of homes for families, the elderly and young people.The economic and social health of our city requires it.

6. **Provide a wider range of housing typologies:** planning policies and standards are focused on conventional models of permanent housing for long-stay households. We also need alternative types of housing design and tenure to attract and retain London's young mobile workforce.

7. **Harness space above public buildings:** recent precedents show that successful new homes can be built above schools, libraries, shops, cinemas and workspace. There is much more scope to exploit air-rights to meet housing need and intensify street-life - including making better use of public-sector land.

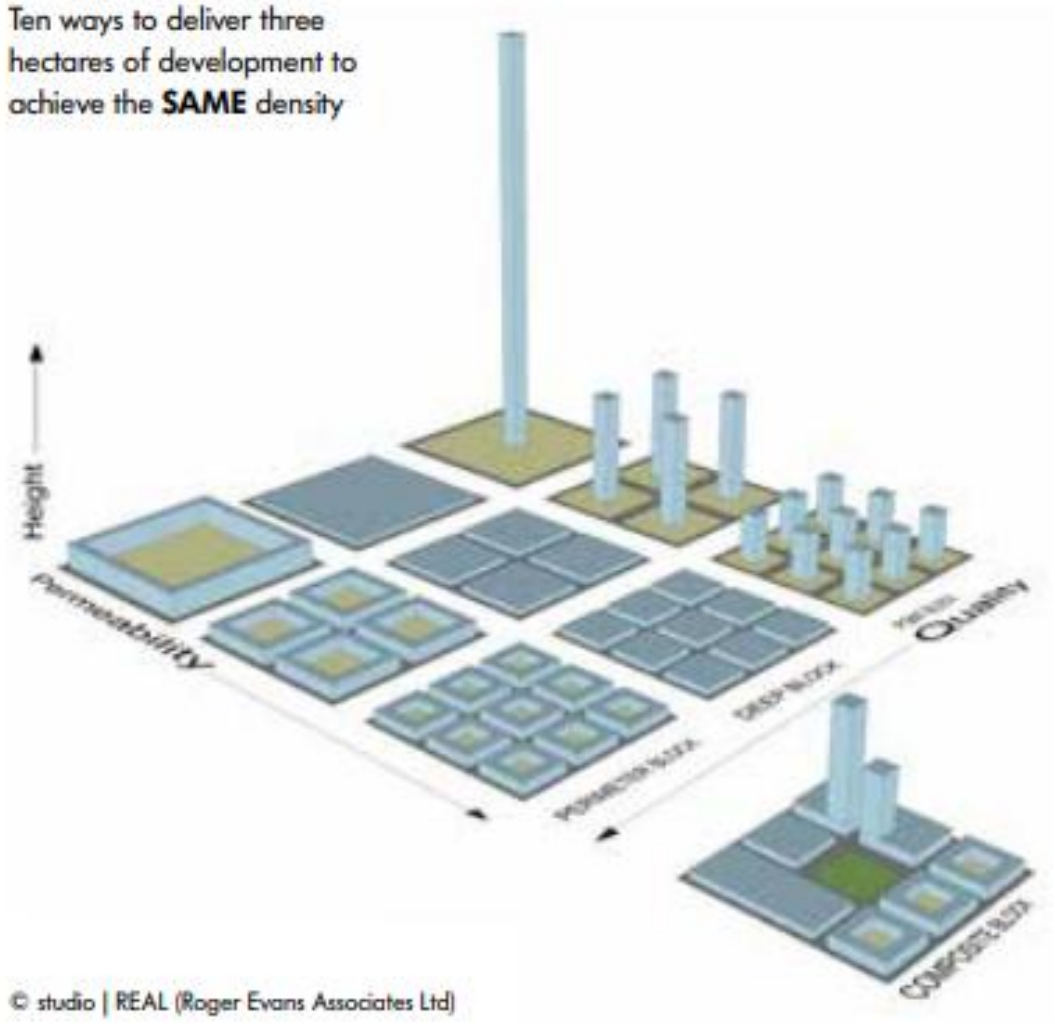
8. **Design for management:** intelligent management plans are essential to avoid future social and management problems in high-density housing. We need to balance capital and maintainance costs through tighter specifications, closer collaboration with suppliers and early involvement of housing managers in the design process.

9. **Make service charges affordable for all:** very dense developments, and especially tall towers, have higher management and maintenance costs than other typologies, and create more intense pressure on shared space and infrastructure. More rigorous projections of service charges are required to ensure that dense developments pay their way, but do not become unaffordable for future occupiers.

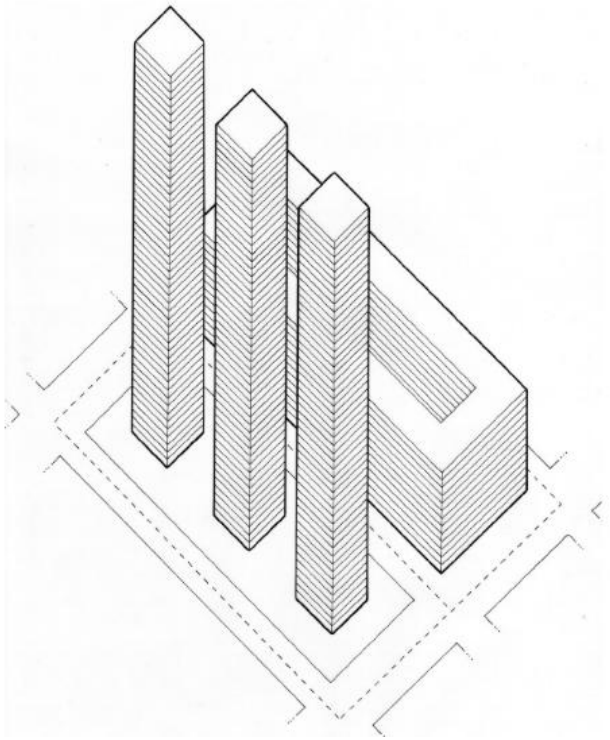
10. **Develop new funding streams for long term management:** we should under-write the long-term management of shared space and community facilties through capital endowments at planning approval stage and ring-fencing income from ground rents.

And finally, let us not give in to collective amnesia. We have spent the last 30 years trying to understand and correct the mistakes of post-war development. Let's use this knowledge and not repeat the same mistakes.

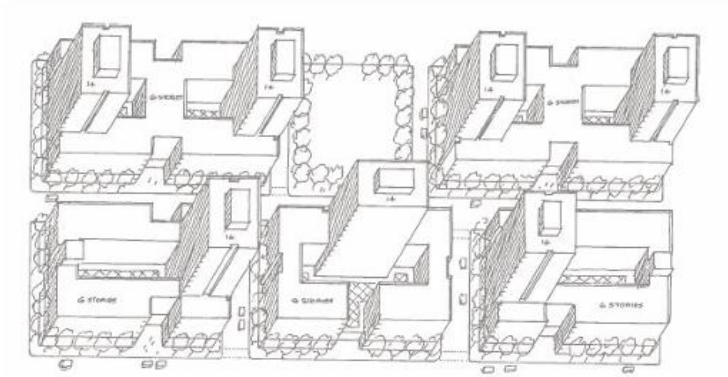
Studies of land use and built form



The work of Lionel March and Leslie Martin at Cambridge in late 1960s/early 1970s



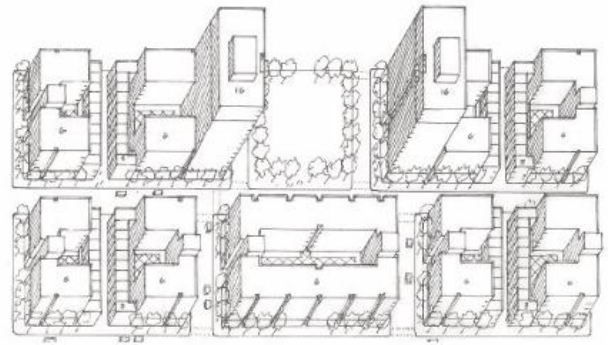
REDUCING DENSITY BY INCREASING HUMAN SCALE BUILDINGS
AND INCREASIG OPEN SPACE



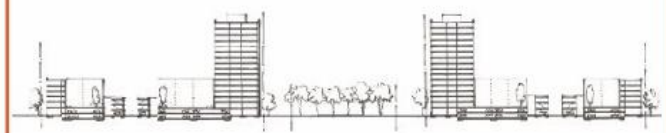
240 DU/AC NET (550 DU/HA)



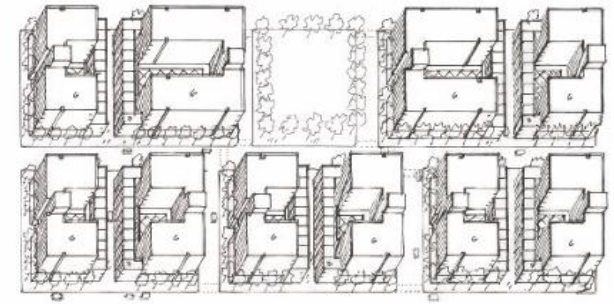
Section



180 DU/AC NET (450 DU/HA)



Section



140 DU/AC NET (350 DU/HA)



Section

SOURCE:
UC BERKELEY + CAMBRIDGE
Workshop, 2017

Using ‘gross’ rather than ‘net’ densities

Is this ‘**understating of development intensity**’ the result of intentional ambiguity by OPDC? Or ignorance by officers of the difference between gross and net density (unlikely)?

For a tall tower on tight site the difference in built form is not great.

But for most sites, the land used for internal roads, open space between buildings, non-residential uses should be deducted to give a ‘net residential density’.

So for a typical Opportunity Area high density scheme, the ‘net developable area’ might be 60-75% of the gross site area.

A gross density range of 300-600 dph could result in net densities of 450-900 dph (double the Matrix figures for ‘central’ sites at top PTAL).

Evidence yet to be explained by OPDC

The '**LPA response**' to our draft NP says *The plan does not explain how its net residential density limits relate to the Local Plan density range, which was prepared on a gross density basis*.

The origins of the 300-600 dph density range go back to section 2 of the OPDC 2016 **Development Capacity** study. Although this refers to the London Plan Matrix and GLA draft housing SPG 2015 (both of which use **net** density) an OPDC calculation on accommodating 25,000 homes on 57 ha comes up with a figure of 447dph as being a minimum average requirement to achieve this target. No mention of this being a **gross density** figure.

Precedent schemes listed in this and the subsequent 2021 DCS document use **net** not gross figures. Yet are relied on in justifying the 300-600 dph range as being appropriate.

Committee reports on Oaklands Rise and Scrubs Lane schemes give density figures (undefined) and then comment on these in relation to London Plan Matrix (**net**) levels.

Such reports respond to **objections from e.g. OONF, StQW, Hammersmith Society and LB Brent,** on excessive density with no comment that objectors are mistaken in assuming net rather than gross figures.

Local Plan **examination submissions and the Inspector' final report** do not clarify that OPDC and stakeholders were using different definitions. **We have yet to find any explicit references in OPDC documents to use of gross densities, prior to 2026.**

Questions for OPDC

Analysis of OPDC Development Capacity Studies and Local Plan documents shows continuous ambiguity on whether OPDC's density range of 300-600 dph is expressed in gross or net terms.

Can OPDC provide a clear explanation on the following questions:

1. When did this density range in the DCS and Local Plan first came to be understood across OPDC staff, Planning Committee and Board members as being expressed as gross densities rather than net?
2. Who authorised or approved the use of gross figures, unusual at the time given London Plan Policy 3.4 and Density Matrix?
3. In which document, committee report, evidence-base document or Examination submission was the use of gross rather than net densities first expressly stated?
4. What have prospective master developer partners been told?

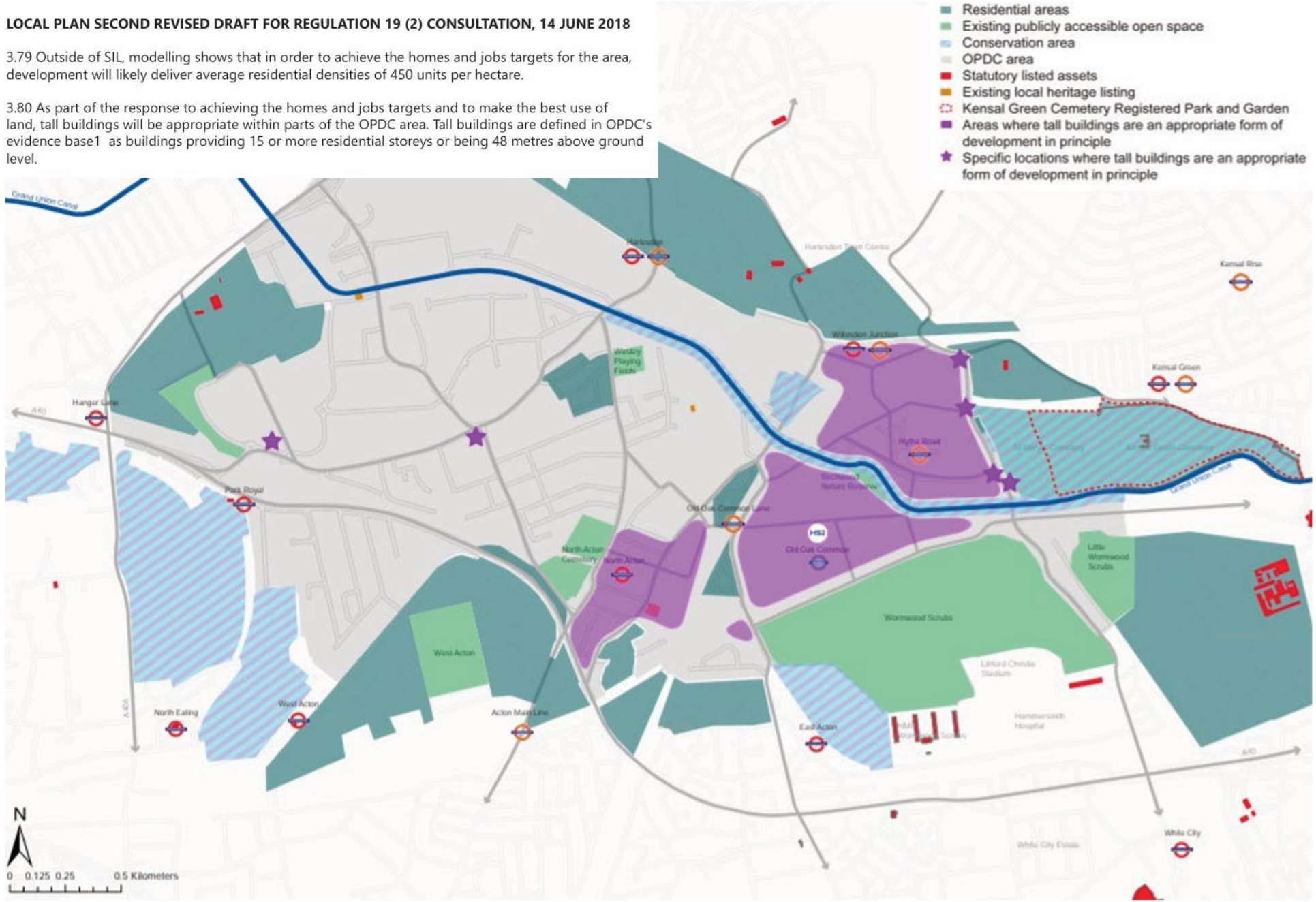
Letter to the Planning Inspector 2019

'If it proves to be the case that the OPDC Addendum has consistently exaggerated the densities in the seven 'precedents' included in the publication, in an effort to persuade the public that average densities of 600 u/ha and above are now an accepted norm in London, this will be an important finding to emerge from the EIP hearings.

If the OPDC prove able to provide evidence that validates the density figures given, and demonstrates that these precedent studies provide genuine comparisons for future building typologies at Old Oak North, this will improve current low levels of public trust and confidence in the content of the OPDC Local Plan. Local people may still be unhappy that a repeat of Vauxhall/Nine Elms/Battersea will become the fate of this part of London, but at least we will know where we stand'.

3.79 Outside of SIL, modelling shows that in order to achieve the homes and jobs targets for the area, development will likely deliver average residential densities of 450 units per hectare.

3.80 As part of the response to achieving the homes and jobs targets and to make the best use of land, tall buildings will be appropriate within parts of the OPDC area. Tall buildings are defined in OPDC's evidence base1 as buildings providing 15 or more residential storeys or being 48 metres above ground level.



The next OPDC Local Plan

This will be amongst the first in London to be prepared under the new national framework (LB Brent already underway).

A presentation on the process and timeline will be given to OPDC Planning Committee on Thursday November 5th.

The timeline starts with Notice of Intention to be published Jan 25th,

OPDC's new website will explain the process and the initial consultation exercise. Brent did theirs last September, seeking views on:

- what issues the Local Plan should address
- what the Local Plan should contain
- how you would like to be involved in the plan-making process
- your ideas for the future development of Brent

Francis Taylor Building



THE NEW STYLE OF DEVELOPMENT PLANS – NO MORE DPDs

Development Plan must have:

- Spatial Development Strategy – Strategic Planning Authority
- Local Plan – LPA
- Minerals and Waste Plan – MWPA
- Policies Map

May have:

- Supplementary Plans
- Neighbourhood Plans



At least four months before Gateway 1

Issue notice of intention to commence local plan preparation and timetable to do that

Undertake a scoping consultation with all relevant stakeholders on what the plan should contain and what matters they are seeking input on

The guidance suggests that should be gathering baseline and environmental information and commence Environmental Report

Governance resource management and risk management

Once completed these tasks they can self certify that ready to start and pass through gate 1.

Draft London Plan responses

Following discussion at our October Zoom session a joint response from OONF and the StQW Forum was submitted.

A copy is on the OONF website in the latest ‘posts’.

OPDC’s response is on their Planning Cttee agenda. Asks for the status of the OA to go back to ‘underway’ rather than ‘mature’.

Our response suggests a rethink of plans for both the OPDC Opportunity Area and that at Kensal Canalside.

In the form of a combined new masterplan for mid-rise housing delivered by the Mayor/GLA using Modern Modular Construction and including southern part of Cargiant land.

Extracts from OPDC response to London Plan

OPDC also notes that 19,900 jobs indicative capacity is lower than the 2021 London Plan's capacity of 65,000. The 2021 capacity of 65,000 was assessed through OPDC's 2022 Local Plan which identified a lower capacity of 56,250. Subsequently in summer 2025, a lower capacity of 44,000 was presented to OPDC Board reflecting the Old Oak Masterplan Framework proposals.

The further lower 19,900 capacity is due to:

- *the capacity being based on net jobs whereas previous figure was based on gross jobs*
- *different timeframes being utilised and future development sites phasing being beyond the London Plan period.*
- *changes in projected employment floorspace and, therefore, job delivery as noted in OPDC's Economic Vision*

GLA Transport Committee response to Draft London Plan

- *"TfL should establish a clear programme of works with indicative costs for the key transport infrastructure projects identified in the draft London Plan as necessary to deliver new homes, and should set out options for funding the works. Significant density assumptions should not be justified solely on the basis of future transport schemes where committed funding, delivery mechanisms and implementation timetables are absent, and the impact of new demand on existing services, including crowding, must be considered."*

West London Orbital – consultation response

The Budget announcements on devolving funding sources to Mayors (slice of income tax) improves prospects for the WLO.

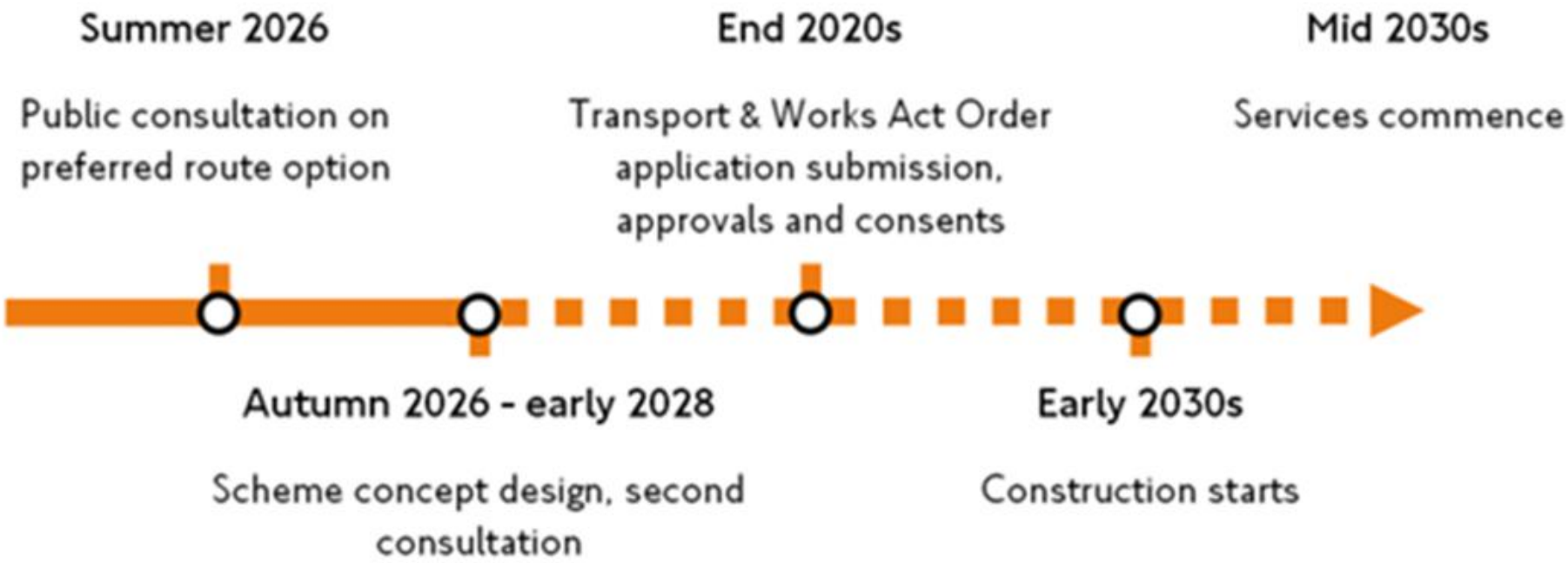
OPDC say they are not responding *('TfL know our views').*

We discussed last time the TfL consultation. Mixed views.

Mayors statement on the Budget *"By giving London the ability to keep more of the money we raise, we can invest billions of pounds more in our future, helping to finally unlock transformational infrastructure projects such as the West London Orbital, the Bakerloo Line Extension and the Euston knowledge quarter project, supporting tens of thousands of new homes, jobs and economic growth"*.

West London Orbital – GLA/TfL consultation

Consultation deadline is November 18th



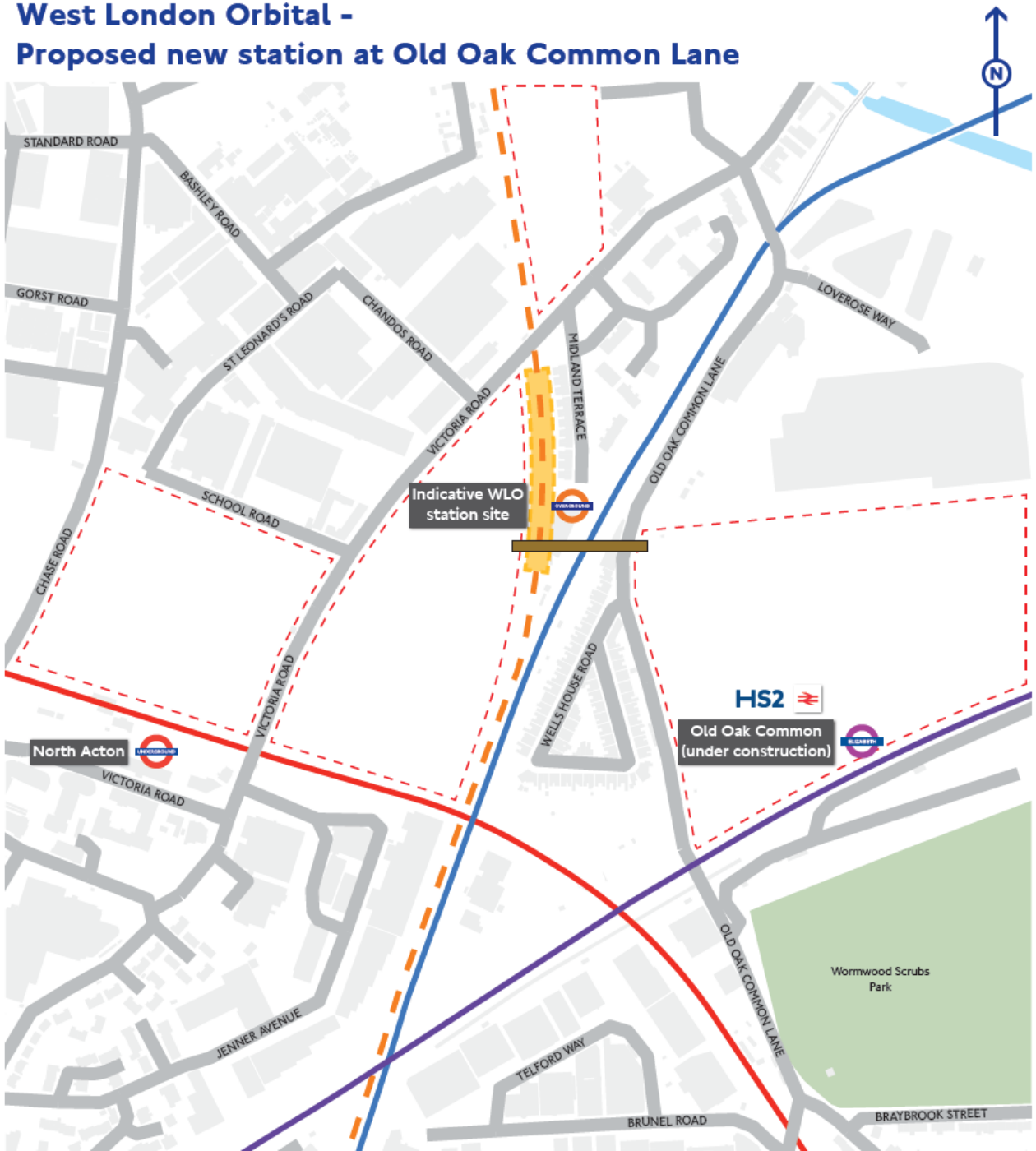
Estimated capital cost £810-920m at 2026 prices.



Source: Volterra, Borough Benefits Report – WLO (2024)

This map of ‘Borough Benefits’ (dating from 2024) makes no mention of Old Oak Major Town Centre or the proposed ‘Canalside Neighbourhood’ as new destinations in West London

West London Orbital - Proposed new station at Old Oak Common Lane



A new station would be built between Victoria Road and Old Oak Common Lane. The station would be accessed from a new east-west pedestrian bridge being planned by the Old Oak and Park Royal Development Corporation.

There would be three platforms for WLO services, including one platform to allow trains to turn back from the north.

It would provide easy on-street interchange with: HS2, Elizabeth line and Great Western main line services at the new Old Oak Common multi-modal interchange hub station being provided by HS2 (approximately 400 metres, which is about a five to ten minute walk), and Central line services at North Acton (approximately 500 metres, which is about a five to ten minute walk)

Platforms on the Mildmay line could be built in the future at Old Oak Common Lane station, but this is not currently part of the WLO project and would need to be delivered separately.

Location of east-west bridge



Suggested OONF response

Support for the WLO project in general terms

Essential that access/egress from the Old Oak Common Lane station is via the proposed ‘east west bridge’ and not from Midland Terrace.

More work needed to examine the realism of OPDC and London Plan ambitions for a Major Metropolitan Centre at Acton Wells/North Acton.

What will be the attractions and ‘destinations’ this centre will offer?

OPDC forecast job numbers have dropped from 60,000 to 19,900. Does this affect the business case for a new station on the WLO?

Redrafting the Old Oak Neighbourhood Plan

Detailed work is being done on site capacities and layouts and heights for the five development sites.

These stay within the density limits already proposed.

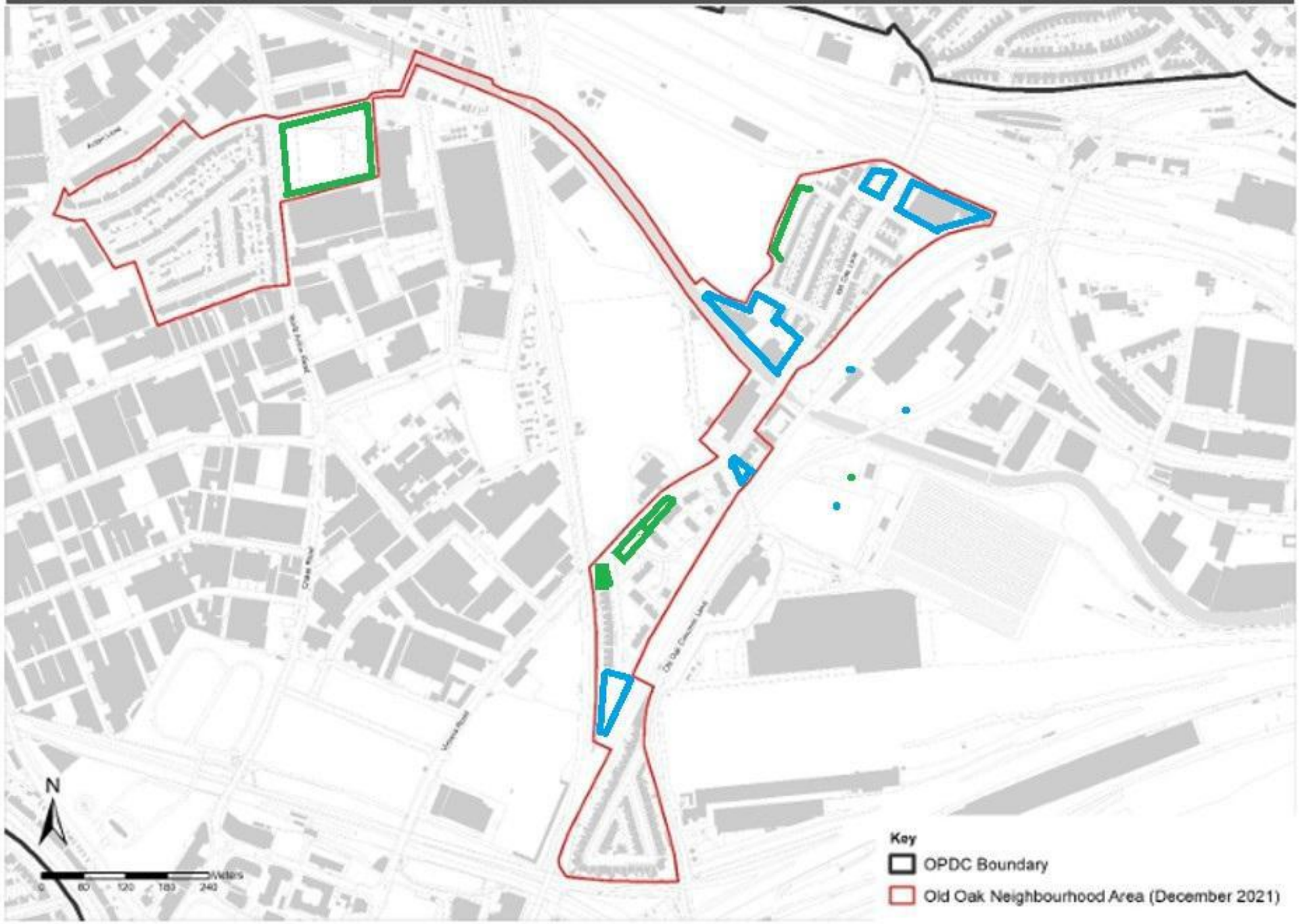
Total housing number comes out at around 400 new homes.

‘Housing mix’ based on Local Plan Policy of 1, 2 and 3 bed units.

- providing 3 or more bedrooms within 25% of all new homes;
- optimising the proportion of family housing beyond 25% where this is feasible and appropriate;
- all self-contained housing will be required to meet 2026 Draft London Plan and national housing space standards;

Will this give sufficient family sized homes?

Map of the designated Old Oak Neighbourhood Area





PTAL level 3 mainly 3 and part 4 fronting onto Old Oak lane



Non-residential floorspace at ground level suitable for a cultural use? Museum of rail workers and building of the 'railway cottages'?

Site name and size (gross)	**Ursula Lapp Estate** **1.1ha (figure provided by OPDC)**
Net developable area (%)	70% of gross area allowing for open space provision and internal roads
Site constraints	Railway lines on northern and eastern boundary. South boundary abuts Old Oak Conservation Area, as does the western boundary with Old Oak Lane inbetween.
Preferred urban form	Perimeter and courtyard blocks
Indicative net density based on above constraints	The Old Oak NP considers 360 dph as an acceptable net density, given the PTAL rating and proximity to Old Oak CA with its low rise and well preserved terraced workmens housing.
Expected building height parameter	5-6 storeys with a single taller building in the eastern corner of the site between railway lines. (This is not a site identified a suitable for tall buildings in the 2022 OPDC Local Plan)
Resultant development capacity	Around 230 housing units plus E1 and social/community floorspace at ground floor level on the Old Oak Lane frontage and frontages of courtyard areas.



PTAL level 2-4 on Old Oak lane

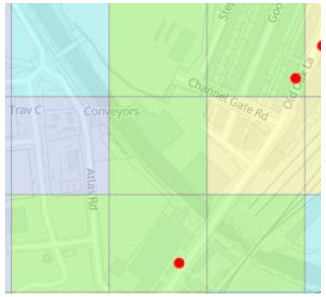


Current use is as a small business centre with a motor vehicle garage/workshop. Non-residential floorspace at ground level suitable for small workshops/studios.

Site name and size (gross)	**Goodhall Street** **0.2ha (figure provided by OPDC)**
Net developable area (%)	75% allowing for internal road/courtyard area and strip of landscaped open space fronting onto Old Oak Lane.
Site constraints	Grand Union Canal acts as a barrier to connectivity unless bridged to remainder of Atlas Road/Channel Gate triangle. Site forms part of Local Plan site allocation 26 Channel Gate. The site is not designated for Tall Buildings.
Preferred urban form	Two parallel north south terraced blocks with a courtyard inbetween and a strip of landscaped open space on the Old Oak Lane frontage.
Indicative net density based on above constraints	The Old Oak NP considers 300 dph as an acceptable net density, given the PTAL rating and proximity to Old Oak CA with its low rise and well preserved terraced workmens housing.
Expected building height parameter	5-6 storeys (This is not a site identified a suitable for tall buildings in the 2022 OPDC Local Plan)
Resultant development capacity	Around 30 housing units plus E1 floorspace at ground floor level at the western terraced block, suitable for small workshops and creative industries.



PTAL 2-4

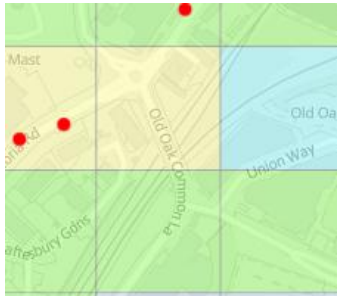


Of the 5 sites in the neighbourhood area, this one offers the greatest potential for a successful new mixed use development which contributes to OPDC's proposed 'Canalside Quarter'.

Site name and size (gross)	**Lords site** **0.9ha (figure provided by OPDC)**
Net developable area (%)	65% allowing for 25% open space including an 8m wide canalside walk and 10% use of gross site area floorspace at ground floor where fronting onto Old Oak Lane/Goodhall Street for non-residential use.
Site constraints	Grand Union Canal acts as a barrier to connectivity unless bridged to remainder of Atlas Road/Channel Gate triangle. Site forms part of Local Plan site allocation 26 Channel Gate. The site is not designated for Tall Buildings.
Preferred urban form	 Combination of perimeter and courtyard blocks with layout layout broadly similar to 2022 scheme from developers Gempoint (see diagram).
Indicative net density based on above constraints	The Old Oak NP considers 250 dph as an acceptable net density, given the low PTAL rating of parts of the site and the need to protect views of the canal from the surrounding area.
Expected building height parameter	5-6 storeys (This is not a site identified a suitable for tall buildings in the 2022 OPDC Local Plan)
Resultant development capacity	Around 100 housing units plus E1 floorspace at ground floor on frontages to Goodhall Street and Old Oak Lane suitable for retail and community/social use including NHS hub/GP surgery, opticians



PTAL 2-4

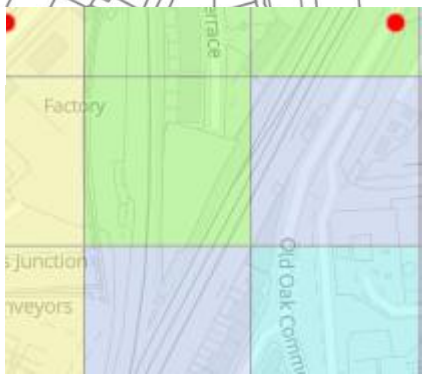


A scheme was prepared for this site and reached the stage of assessment by the OPDC Community Review Group but was not progressed to application stage.

Site name and size (gross)	**Victoria Terrace (corner site on Old Oak Common Lane)** **0.035a (figure provided by OPDC)**
Net developable area (%)	80% allowing for the fact that the rear of the site cannot be built on.
Site constraints	Railway line at the rear of the site. Site forms part of Local Plan site allocation 26 Channel Gate. The site is not designated for Tall Buildings in the 2022 Local Plan.
Preferred urban form	 A single point block with open space at the rear of the building, with a recessed ground floor (E1 use) allowing for a widened pavement (see earlier scheme on left)
Indicative net density based on above constraints	The Old Oak NP considers 350 dph as an acceptable net density, given the potential for a taller mid-rise building on the site.
Expected building height parameter	8-10 storeys (while not designated for a tall building in the 2022 OPDC Local Plan, this is a site at the Atlas roundabout/junction where the Collective building is already in place across Old Oak Lane.
Resultant development capacity	11 housing units above E1 floorspace at ground floor on frontage to Old Oak Common Lane suitable for commercial/retail use. Could include a higher level of 3 and 4 room flats than the standard 2022 Local Plan housing mix.



PTAL 1a – 3



The site's connectivity is planned expected to improve greatly, as and when OOC station, an 'east west bridge' and a potential WLO Overground station come into operation in 10-15 years time.

Site name and size (gross)	**Midland Gate** **0.24 ha (figure provided by OPDC)**
Net developable area (%)	75% allowing for railway lines on the two longer sides of a triangular site.
Site constraints	Railway lines and single point of entry for vehicles and pedestrians off Midlalnd Terrace. The site is not allocated nor designated for Tall Buildings in the 2022 Local Plan. Formerly used for vehicle parking and questionable whether it is Previously Developed Land.
Preferred urban form	Single aspect perimeter terraced housing facing onto an internal open space and rear of buildings protected from noise from rail lines.
Indicative net density based on above constraints	The Old Oak NP considers 250 dph as an acceptable net density, given the site constraints above, and the low PTAL level for the next 10-15 years. Site may be best suited for 10-15 year Modern Modular Construction
Expected building height parameter	6-8 storeys
Resultant development capacity	40 units with scope for a larger proportion of 3 and 4 room homes as compared with the standard 2022 Local Plan OPDC housing mix.

HS2 Construction update 1 to 31 October 2026

Old Oak Common and North Acton – Community Construction Update Map

Works are subject to change based on the current programme

1MC04-SCJ-SE-PLN-SS03-000006_C16

Network Rail

Balfour Beatty VINCI SYSTRA

SKANSKA COSTAIN STRABAG Working in partnership with HS2

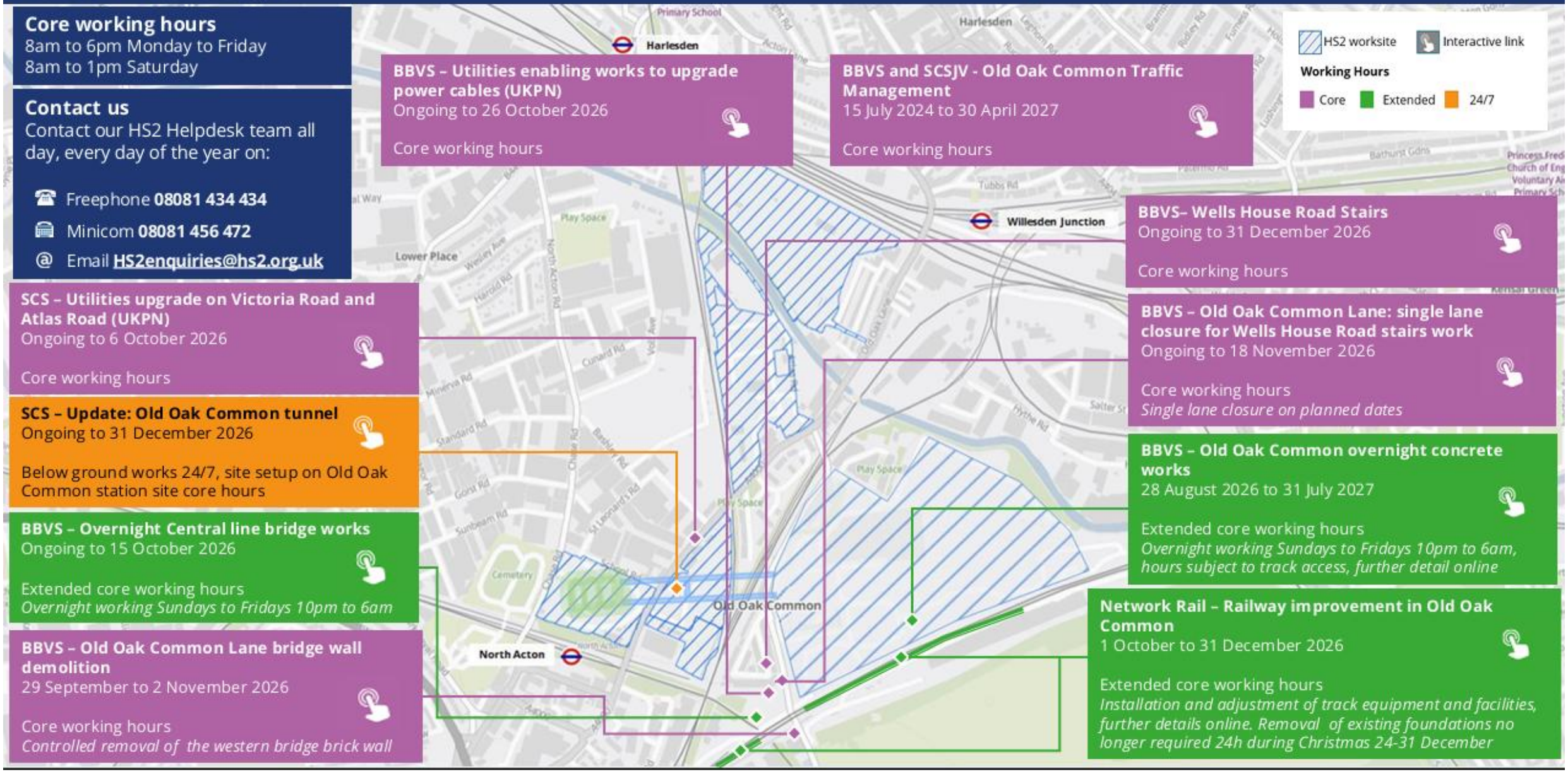
Core working hours

8am to 6pm Monday to Friday
8am to 1pm Saturday

Contact us

Contact our HS2 Helpdesk team all day, every day of the year on:

- Freephone **08081 434 434**
- Minicom **08081 456 472**
- Email **HS2enquiries@hs2.org.uk**



BBVS – Utilities enabling works to upgrade power cables (UKPN)

Ongoing to 26 October 2026

Core working hours

BBVS and SCSJV - Old Oak Common Traffic Management

15 July 2024 to 30 April 2027

Core working hours

BBVS– Wells House Road Stairs

Ongoing to 31 December 2026

Core working hours

SCS – Utilities upgrade on Victoria Road and Atlas Road (UKPN)

Ongoing to 6 October 2026

Core working hours

BBVS – Old Oak Common Lane: single lane closure for Wells House Road stairs work

Ongoing to 18 November 2026

Core working hours
Single lane closure on planned dates

SCS – Update: Old Oak Common tunnel

Ongoing to 31 December 2026

Below ground works 24/7, site setup on Old Oak Common station site core hours

BBVS – Old Oak Common overnight concrete works

28 August 2026 to 31 July 2027

Extended core working hours
Overnight working Sundays to Fridays 10pm to 6am, hours subject to track access, further detail online

BBVS – Overnight Central line bridge works

Ongoing to 15 October 2026

Extended core working hours
Overnight working Sundays to Fridays 10pm to 6am

Network Rail – Railway improvement in Old Oak Common

1 October to 31 December 2026

Extended core working hours
Installation and adjustment of track equipment and facilities, further details online. Removal of existing foundations no longer required 24h during Christmas 24-31 December

BBVS – Old Oak Common Lane bridge wall demolition

29 September to 2 November 2026

Core working hours
Controlled removal of the western bridge brick wall

Developments in the pipeline

The pace has slowed significantly across London.

OPDC Planning Committee has cancelled 5 meetings in 2026 and has not decided an application since February.

The ASDA scheme and/or the S73 at One Portal Way may be on the December agenda.

On 2 Scrubs Lane the appeal from Jeeran is due to be heard at a planning inquiry in March.

StQW NF and Harlesden NF are applying for ‘Rule 6 status’ in order to take part. CONGA and the Light Factory may do the same.

News from HS2

Chaos at recent HS2 community meeting on Wells House Road

40 local residents unable to join the session. HS2 claimed ‘security reasons’ for not letting them into the venue.

HS2 promised they will review their arrangements and that this will not happen again.

No sign of a 6 monthly report to Parliament on HS2 progress

Significant brochure published on ‘Euston Opportunity’.

Widely endorsed, compared with OPDC Masterplan Framework.

Euston Opportunity brochure – published October 2016

Developed in partnership with

Euston Housing Delivery Group

Ministry of Housing, Communities & Local Government

Department for Transport

IN PARTNERSHIP WITH MAYOR OF LONDON

Camden

Together, we establish the pathway for Euston's future.

Proposals include a 'Locally Led Development Corporation' with Camden preparing a strategic masterplan for 6,000 new homes.

Date of next meeting?

Second Big X and North Acton Gyratory drop-in engagement event is taking place this **Saturday, 7 November, from 10:30am to 1:30pm** at:

Woodward Community Hub

1 Victoria Road

W3 6FA

Thursday 3rd December for next OONF and GUA Zoom session?

Follow up actions

(This extra slide was added after the Zoom session on November 3rd as a reminder of agreed actions)

Response to WLO consultation – JC to provide notes on rail issues. HP/AM to liaise on first draft of response for circulation in advance of 18 Nov deadline. HP to ask OPDC why not responding?

HP to follow up with OPDC on misleading slide on SAM scores as presented to Sept 10th OPDC Planning Committee.

Further work to be done on site capacities and proposed densities for the 5 development sites in the Draft NP.

Any other business

Contact details for OONF

www.oldoakneighbourhoodforum.org

www.facebook.com/OldOakNeighbourhood

email address for the forum is oonforum@gmail.com

Grand Union Alliance email address: grandunionalliance@gmail.com