

The Old Oak Masterplan Framework – why OONF has questions

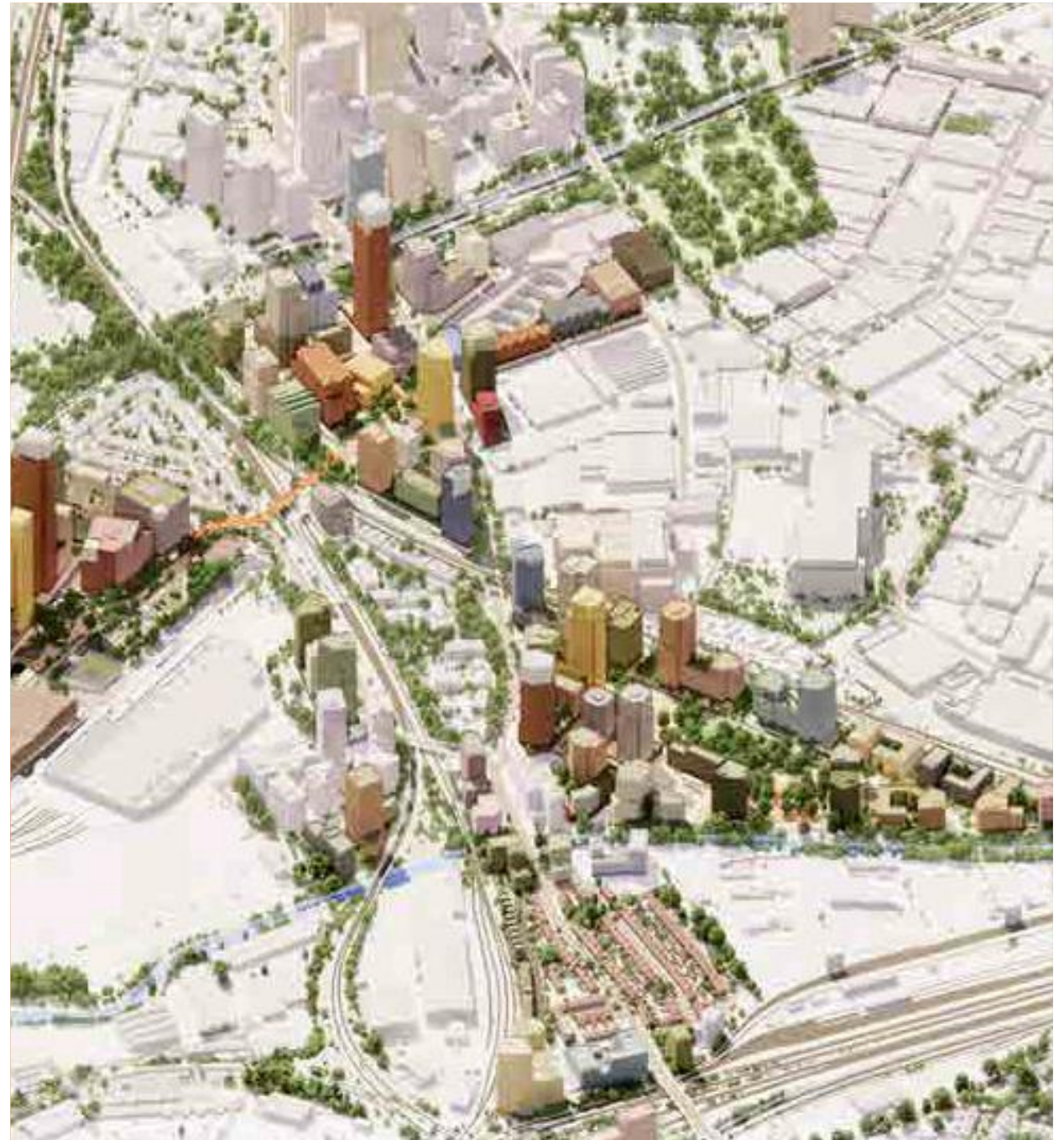


Old Oak Neighbourhood Forum
February 2026

Background

These slides explain why the Old Oak Neighbourhood Forum has been questioning the status of the OPDC Masterplan Framework.

We are trying to ensure that new developments in the Masterplan area are planned and built at net housing densities commensurate with the accessibility of each site to public transport – as of now rather than based on assumptions for 2040.



What this presentation covers

1. Current context for Old Oak in 2026
2. The basis on which OPDC are pursuing their current plans
3. Why these are not solid ground for moving forward
4. Transport connectivity and housing density at Old Oak
5. Status and material weight of the Masterplan Framework document

Current context for the OPDC

(this slide is intended for wider audiences following this Residents Panel meeting including the Boroughs, London Assembly Members, MPs and local people – as part of public consultation on a Draft Neighbourhood Plan)

The Mayoral Development Corporation OPDC had its 10th anniversary in April 2025. A move into 'delivery phase' has been promised ever since the OPDC Local Plan was adopted in 2022 (four years later than originally intended in 2015).

OPDC's Outline Business Case with Government Agreed in December 2023 and positions OPDC as lead delivery agency. Planned phasing of development since outdated by the June 2025 decisions on a HS2 'comprehensive reset'.

Regeneration Strategy and Masterplan Based on OPDC proceeding 'at pace' in procuring as master developer and forming a JV to deliver 8,000 homes within the newly defined Old Oak 'project area' in East Acton.

Land Assembly 90% of land required for the Masterplan now in OPDC control. Acquisitions funded mainly via loans from GLAP. CPO Order made September 2025 and with Sec of State for decision.

“When the facts change I change my mind. What do you do, sir?”

attributed to J M Keynes (probably wrongly) on how to respond to economic recession - but relevant to OPDC in today's London housing market and HS2 'reset'

Lyn Garner (former chief executive, London Legacy Development Corporation)

*Keep the vision at the centre of your mind **but really have the humility to change direction when things are not going as you would expect to achieve that vision.** These are huge projects. They are 20 to 30-year trajectories and things change, policies change, and things get in the way, viability exercises and so on.*

Response to a question at the London Assembly Planning and Regeneration Committee 23 November 2022 on what OPDC could learn from LLDC experience.

Basis for OPDC plans in 2026

Now in control of 90% of landholdings needed for development in the Old Oak 'project area'

An Outline Business Case agreed with DfT and MHCLG (2023)

An adopted Local Plan (June 2022)

CPO powers and a CPO Order lodged with the Sec of State

Market testing undertaken with potential development partners

A Masterplan Framework prepared with consultants Gort Scott

But 'the facts' have changed again

As they did in 2019 when the Planning Inspector rejected plans for Old Oak North (the Cargiant land)

And when the 2029 – 33 timeline for the HS2 project was abandoned last June

Residents see little sign of OPDC 'changing its mind' unless/until it is forced to do so.

What is missing from OPDC plans

A known outcome of the HS2 reset and a date for OOC station

A funded plan for Euston as a HS2 London terminus (and when?)

A (published) Strategic Transport Study more recent than 2015 with forecast passenger numbers arriving/departing at OOC station

Any development plan document that incorporates the Masterplan

Any solid evidence base of local support for the latest Masterplan

A certain path to repaying debt charges on GLAP loans

Since 2018 OPDC has increasingly ignored the basic spatial planning principle of a link between housing densities and levels of public transport access

This is contrary to London Plan Good Growth Policy GG2, GG3, the current NPPF and the new draft NPPF

Most of the Masterplan area is not a 'well connected place'. *Transit-oriented high density* development is no longer appropriate (this was the 2015 'vision' for Old Oak).

*You remember, Vauxhall Nine Elms Battersea, how long did they struggle getting that one away because no one could figure out how to pay for the Northern line extension? We do not have that problem. **We have plenty of transport infrastructure.** We just do not have the land and some of the earlier funding we need.*

David Lunts London Assembly Budget and Performance
Committee - Wednesday, 8 December 2021

As of now, where is this '*plenty of transport infrastructure*' for the next 15 year period?

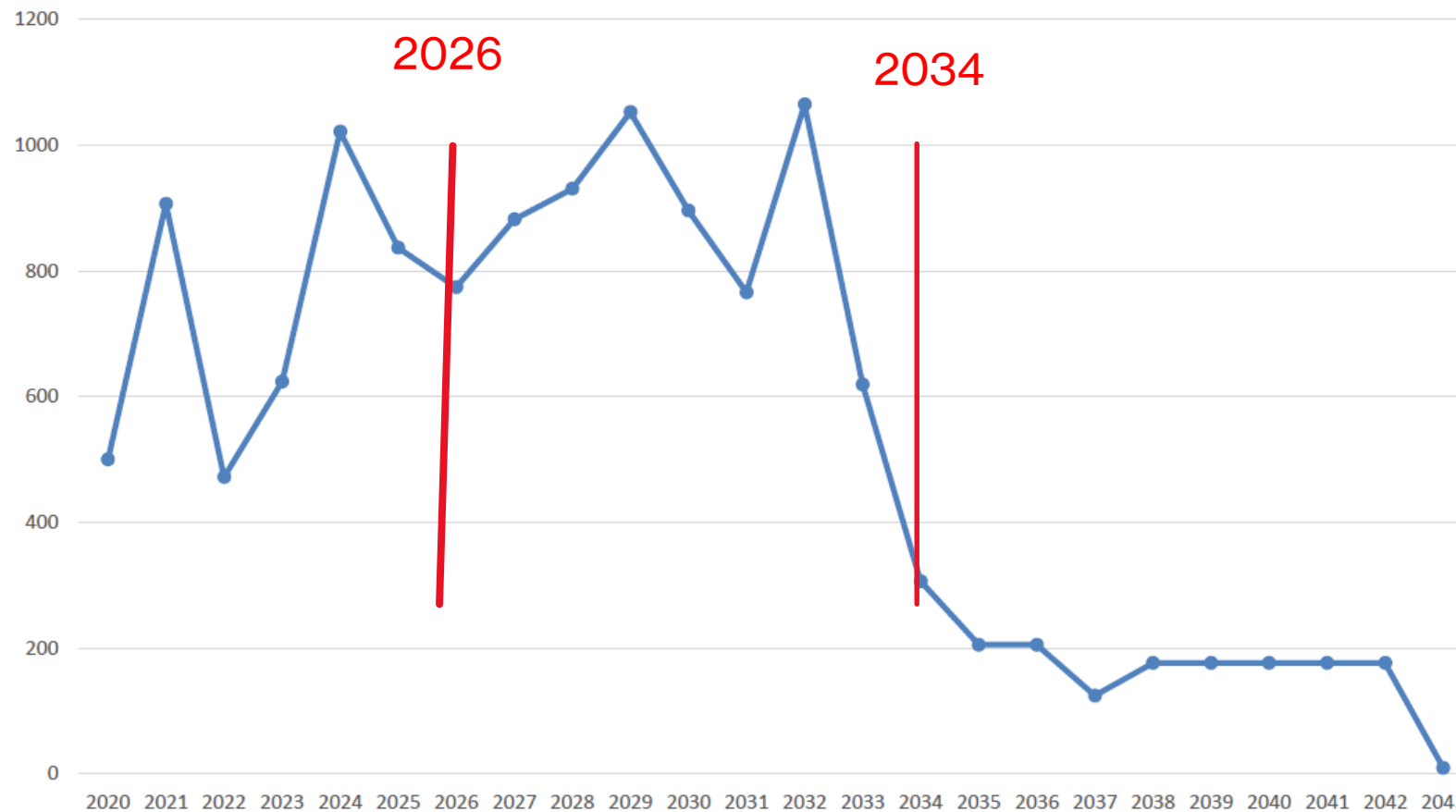
The Mayor said on January 28th 2026 *The good thing is that actually that site is quite well served with public transport as it is, in terms of the Jubilee Line, Elizabeth Line and so forth.*

What evidence for this comment?

Draft Housing starts

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Housing delivery rates



**OPDC
PRESENTATION
SEPTEMBER
2018**

**SAME MONTH
AS OPDC
BOARD AGREES
TO SUBMIT
DRAFT LOCAL
PLAN**

Old Oak is currently fragmented and disjointed, lacking connected centres for living, working, leisure and amenity. The Framework will create One place, two neighbourhoods through:

Page 97 of Masterplan Framework and the first sentence is true.

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.

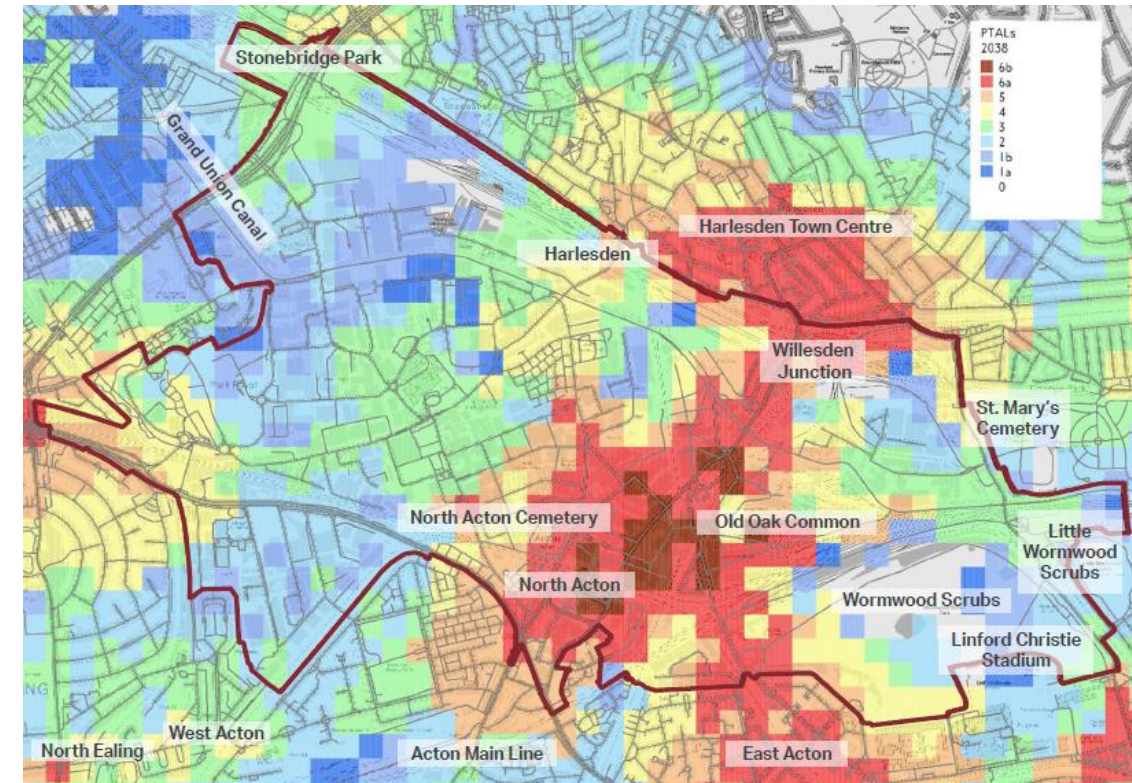
All stations are within comfortable walking distance, offering convenient links to Central London and strengthening development potential. Proximity to rail corridors will, however, require consideration of noise and vibration in future development.

Page 45 of Masterplan Framework and fiction.

One of several edits needed that OONF has flagged up (Dec 1st) as necessary for the 'final version' with no response as yet.

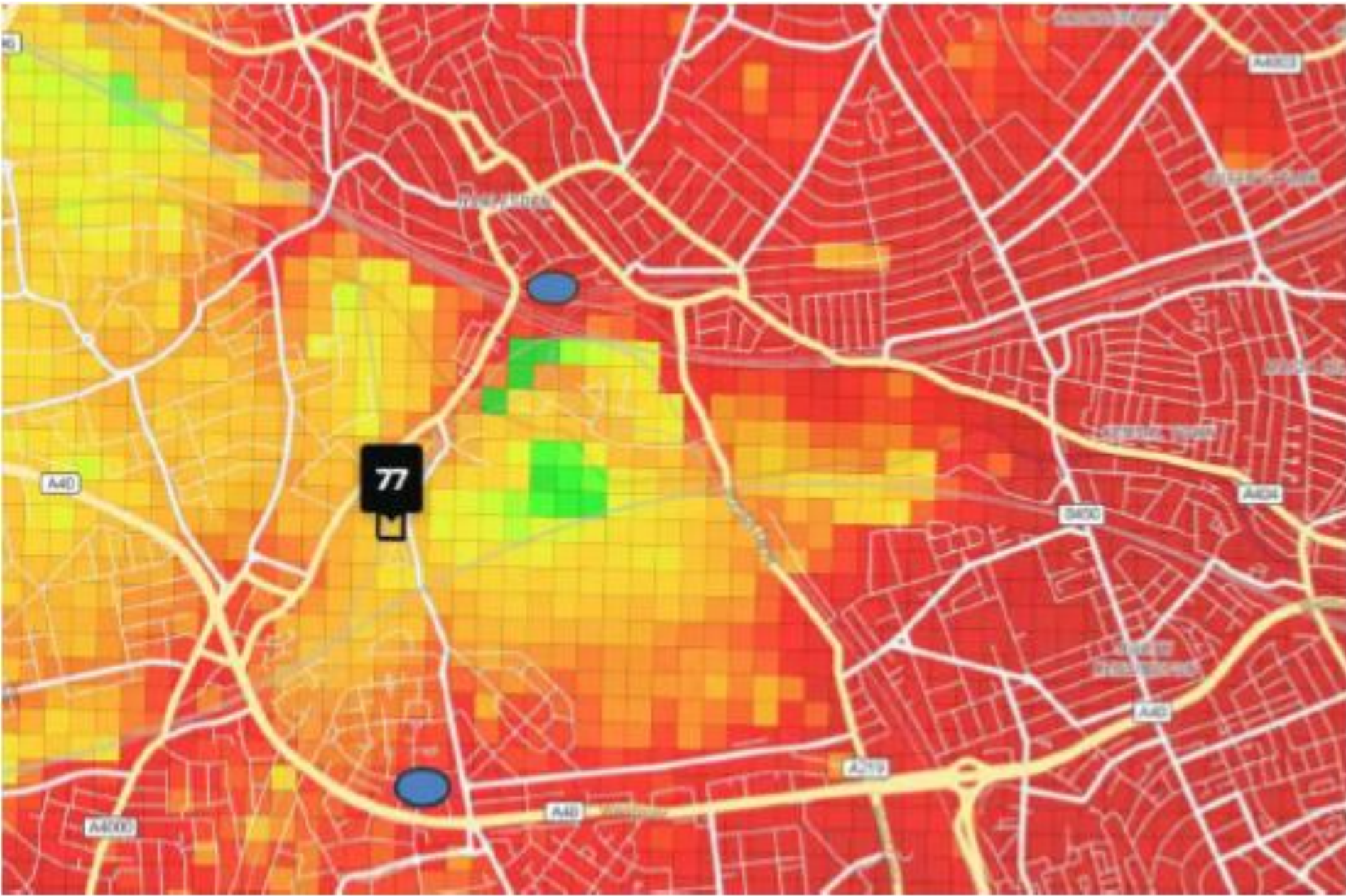


PTAL diagram below (undated) used in GLA 2025 pen portrait of the Old Oak and Park Royal OA – misleading until as late as time as 2040.



Source: Transport For London

Current Feb 2026 PTAL levels for the area between Willesden Junction and North Acton station



Map from new DfT Connectivity Tool (features in new NPPF).

This measures how every location in England and Wales is connected to everyday services by walking, driving, cycling, and public transport services

The new Draft NPPF H04: Land for large scale residential and mixed-use development

These locations should:

Be capable of being supported by the necessary infrastructure and facilities **at appropriate points in the development's delivery** (including complying with relevant aspects of policies TR1 and TR3, and taking advantage of **any opportunities presented by existing or planned infrastructure investment**);

Density in the Regulation 18 Plan

PREFERRED POLICY OPTION

a) OPDC will support proposals that deliver predominantly:

- i. the highest density development around Old Oak Common Station;
- ii. high density development around other rail stations and at key destinations responding to the surrounding context;
- iii. medium densities at residential-led areas; and
- iv. lower densities at sensitive edges.

b) OPDC will support proposals that focus taller buildings at stations, key destinations and where they contribute to placemaking.

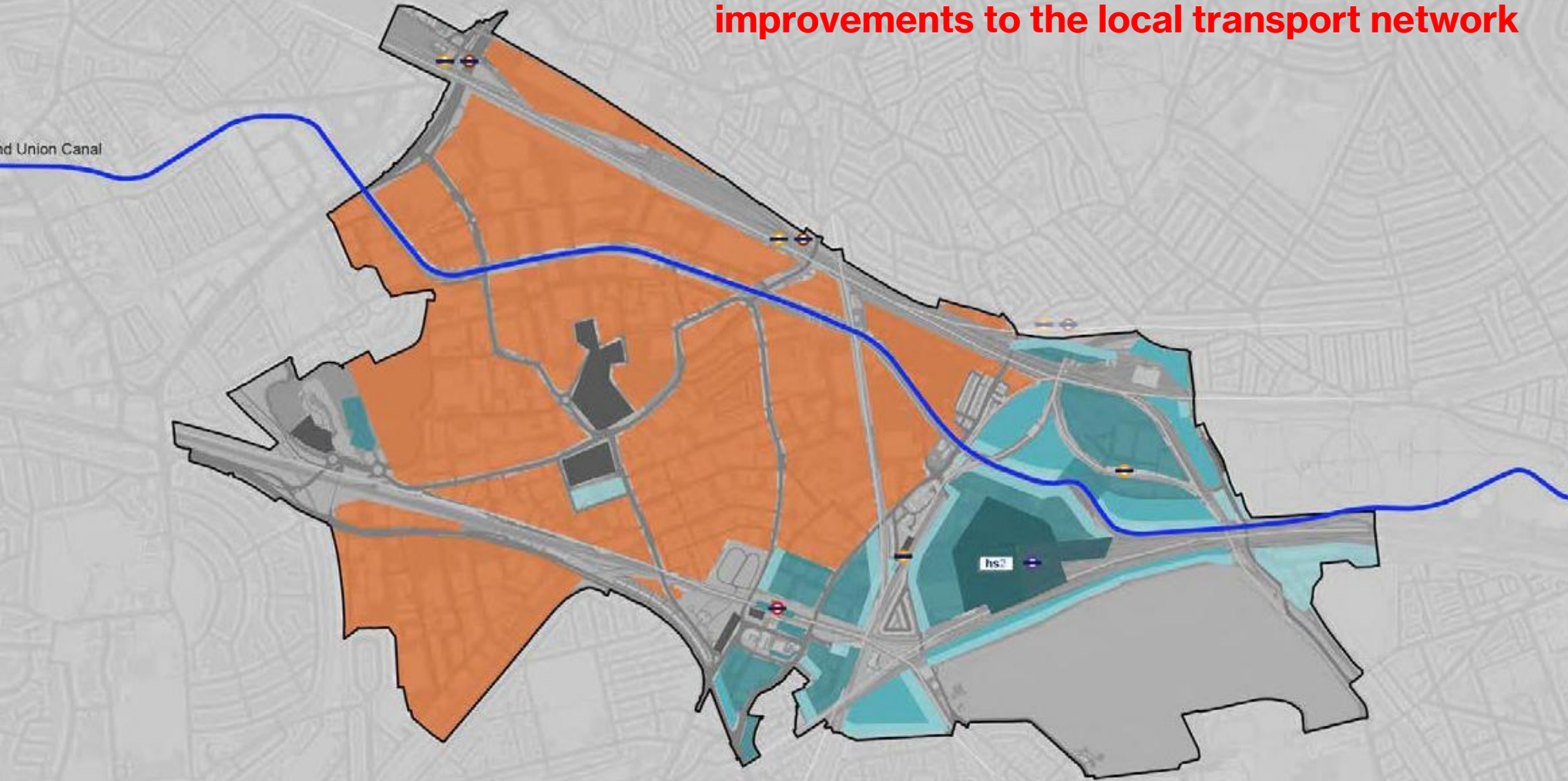
- **Highest** - Old Oak Common Station and surrounds: in the region of 600 units per hectare;
- **High** - Stations and key destinations: in the region of 550 units per hectare;
- **Medium** - Residential led areas: in the region of 405 units per hectare; and
- **Lower** - Sensitive edges: in the region of 300 units per hectare.

These proposed densities moved the goalposts in terms of London Plan definitions of 'high' and 'low' density

A slide from a presentation a decade ago to local residents who had joined OONF and the Grand Union Alliance.

Residents have long memories

Why OONF and GUA members feel strongly that OPDC has revised its views on appropriate densities **with no justification in terms of improvements to the local transport network**



2018 Draft Local Plan map showing proposed densities.

High density around OOC station and Medium at Acton Wells and North Acton.

Lower densities (light blue) at 'sensitive edges'

Will applications from the Old Oak JV meet new NPPF requirements on density/transport?

As yet there are no certainties on *appropriate points in the development's delivery*. 2040 is now too far away to be an '*opportunity*'. Unless and until a WLO station is funded how will OPDC justify development of very high density housing as shown in the Masterplan?



On a walkabout of North Acton (top of image) in the early days of the OPDC, the Development Corporation's then chief executive (Victoria Hills) admitted to us that this cluster of towers did not match OPDC hopes of 'a new part of London'.

The image on this slide is from the 2025 OPDC Masterplan Framework.

Will OOC station as a 'catalyst' ever support this level of development activity?

No one can predict the impact, given the new timeline of late 2030s/early 2040s (and growth around all other Elizabeth Line stations in the meantime).

When the facts change.....