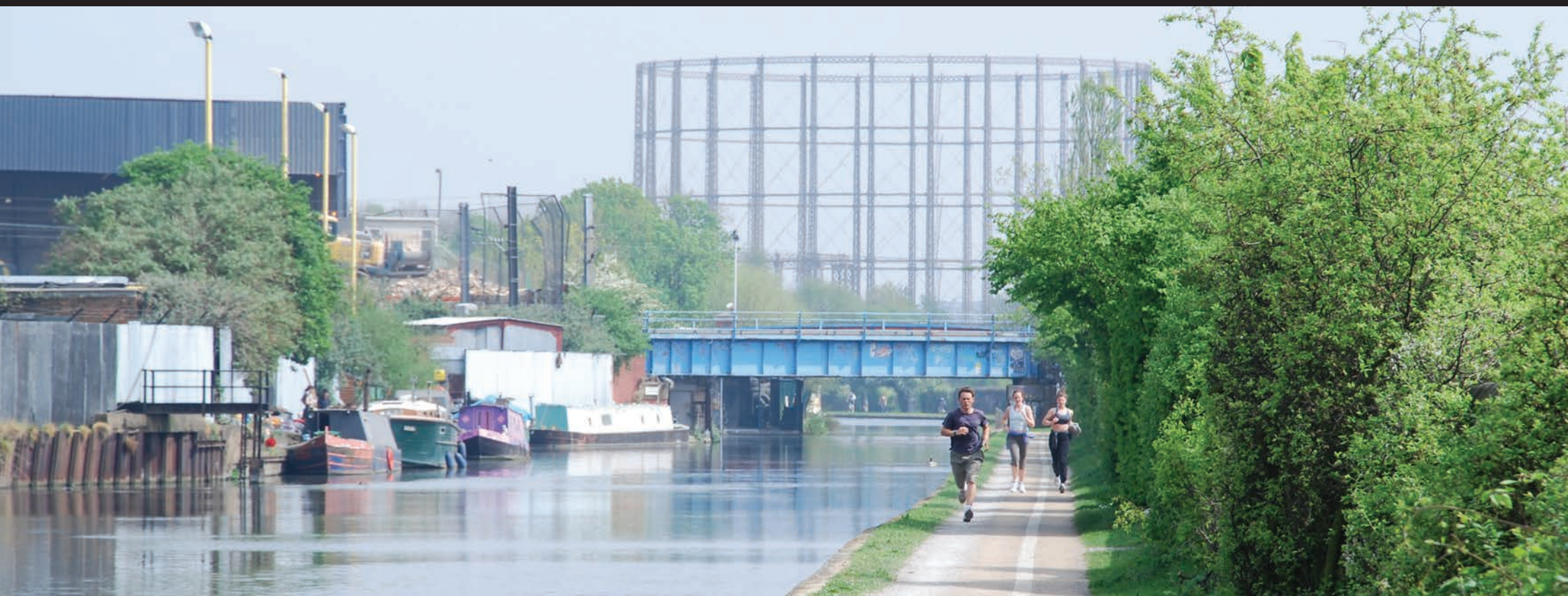


Old Oak

A Vision for the Future

June 2013



London Borough of Brent
London Borough of Ealing
London Borough of Hammersmith and Fulham
Mayor of London
Transport for London

Published by

Greater London Authority
City Hall
The Queens Walk
More London
London SE1 2AA

Contact

Enquiries: 020 7983 4100
Website: www.london.gov.uk/oldoak

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Acknowledgements

GLA

Colin Wilson
Martin Scholar
Jasper den Boeft
Yatwan Hui
Gemma Kendall

LBH&F

Farrah Rossi
Paidamoyo Hlambelo
Thomas Cardis
Lars Christian

LB Brent

Ken Hullock

LB Ealing

Samuel Cuthbert

TFL

Peter Wright
Amanda Pownall
Gareth Sumner
Michael Colella
Peter Moth

Old Oak

A vision for the future

Consultation June 2013

Please email your comments to:

oldoak@london.gov.uk

Or by post to:

**Mayor of London
Old Oak Vision consultation
Greater London Authority
City Hall
The Queens Walk
More London
London SE1 2AA**



MAYOR OF LONDON

Mayor's foreword



The GLA, TfL and the London Boroughs of Hammersmith & Fulham, Ealing and Brent have produced a vision for the Old Oak area, which investigates the potential for regeneration and growth in the area around the proposed Old Oak Common High Speed 2 station.

Old Oak is within the Park Royal Opportunity Area. Park Royal is already one of London's economic powerhouses, the home to the headquarters of Diageo, one of the UK's leading multinationals, and numerous manufacturing businesses making everything from digestive biscuits to luxury cars, employing over 40,000 people. London is about far more than the City and Canary Wharf. The makers march on.

With Crossrail and HS2 due to arrive in 2026 it will become the home of a new interchange station the size of Waterloo, handling 250,000 passengers a day and linking the two largest infrastructure projects in the UK. It will form a super hub between London and the rest of the UK, Europe and the world.

This document sets out a vision of how this opportunity could be used to deliver 19,000 new homes and 90,000 new jobs over an area of 10 square kilometres, thereby securing substantial benefits not only for local people, but for Londoners generally.

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a long horizontal flourish extending to the right.

Mayor of London

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Executive Summary

This vision document has been prepared as a precursor to a proposed Opportunity Area Planning Framework (OAPF) for Old Oak. It has been prepared by the Greater London Authority with the involvement of the London Boroughs of Hammersmith and Fulham, Ealing and Brent and TfL. It sets out a vision for the Old Oak Area and suggests land use, delivery and urban design principles that could help to achieve this vision. At this stage, this document is provided simply to promote discussion and does not in any way have the status of planning policy or guidance.

Old Oak Common has been identified as a station on the proposed HS2 network linking London to Birmingham and in the second phase, other Northern cities. At Old Oak Common, a station and 'super-hub' would be built with an interchange to the Great West Main Line and Crossrail. With an integrated package of transport investment, the Old Oak area would have the capacity to deliver up to a potential 19,000 new homes and 90,000 jobs. This document strongly supports the inclusion of connections to the London Overground network and a Crossrail spur to the West Coast Main Line. These are not currently included in HS2 Ltd's proposals.

A high level assessment of the capacity, phased over a 30 year period has shown that this level of development could release substantial

economic value, generating a gross value added of approximately £50 billion, of which there would be a gross value added to the London economy of £5.6 billion, gross value added to the UK economy of £4.3 billion, treasury tax take of £1.6 billion and council tax take of £16m per annum.

The land use section of the vision identifies two possible principal components. Firstly the core area around the station interchange: North Acton and Willesden Junction (Old Oak North) could be largely residential with a commercial hub around the HS2 station; and secondly, the wider Park Royal industrial area could have its existing industrial focus enhanced. It is envisaged that industrial, waste or commercial uses displaced from the core sites could potentially be relocated to the main industrial area.

Delivery is predicated on delivering the land use vision by working as much as possible with existing land owners to minimize compulsory purchase requirements and create deliverable development plots.

The earliest sites proposed for development could be those north of the Canal and North Acton, as they already have road access. Further improvements to access into and out of the sites could be achieved with less significant spending on bridge and road building. It is assumed that sites south of the Canal around the HS2 station (Old Oak South) would not

become available until at least the 2030s, after the potential relocation of the Crossrail and Intercity Express Programme (IEP) depot sites.

Initial development could be around the fringes of the main station site to bring forward high value/ high quality development that would in turn raise the value and viability of development in the core station sites.

The document's urban design vision sets out three principles – Old Oak as a new metropolitan destination connected to existing public transport hubs and development opportunities and exploiting the assets of the Grand Union Canal and Wormwood Scrubs; overcoming severance and creating a coherent and legible street network; and optimising development, which may include some tall buildings, around the transport hubs. These three principles create a 'green cross' for regeneration.

A number of north-south and east-west links would be needed to ensure the potential of the area is realised – these could include those to North Acton; a footbridge to Willesden Junction station; a new tow path along the north bank of the Canal; and three Canal crossings (2 vehicular and 1 pedestrian). These would link Scrubs Lane to Old Oak Lane as well as facilitate north-south movement between Old Oak Common; Wormwood Scrubs and Willesden Junction. New roads could run east-west from Kensal to Old Oak Common and potentially North Acton. Other

improvements could include widening of the existing tunnelled entrance into the site on Hythe Road from Scrubs Lane to allow for pedestrian access; a new access into the site off Scrubs Lane to the north-east of the site; and creation of an alternative waste access for Powerday and western access to the north of the site from Old Oak Common Lane.

The transport section sets out the benefits of wider rail connectivity which include relieving pressure at Euston; reducing end to end journey times for HS2 users; generating substantial wider economic benefits for London and the UK through agglomeration and generating efficiencies which would allow HS2 designs to better meet the impacts of increased demand with consequential savings in terms of lower capital costs. The authorities would encourage the connection of the London Overground into the interchange. The transport vision also sets out that significant improvements would be needed to the surrounding road network to overcome the barriers to movement across the area for all modes of transport. The capacity of Old Oak Common Lane could be improved, deepening the space under the Great Western Main Line to allow for double decker buses. It is also likely that links between the A40 and the interchange may also need major enhancement.

The station design section suggests seven principles that ought to ensure that the potential of the HS2 station is unlocked:

- support the creation of a new destination of exceptional quality;
- be of an exemplary architectural quality;
- locating station access that facilitates regeneration;
- build in the potential for over station development ;
- link to the Strategic Road Network;
- provide a state of the art intermodal interchange; and
- provide additional rail connectivity.

This section and others in the document include images of how the proposed High Speed 2 station might look. It should be noted that these images have been produced by the authorities and do not reflect the proposed High Speed 2 scheme.

The authorities would encourage the HS2 promoters to consider providing accesses to the station from north, south, east and west. To the west, provision could be made for a major civic square which could act as the ‘front door’ to the station and could form an integral part of the north-south network of green and civic spaces.

To the north, subject to the Crossrail depot and stabling sites being released, there could for example be opportunities here for the provision of an open space fronting onto the station which could form an element in the network of east-west spaces. To the south, access could be provided at ground level

to Wormwood Scrubs. This link has the potential to complete the network of north-south green infrastructure, creating a public space fronting onto Wormwood Scrubs. To the east, an entrance could form a more legible link to the station for pedestrians coming from the north of the Grand Union Canal.

The new station could provide for uncharged access in order that people can move seamlessly through the station and across the area.

The new station will create one of the most accessible locations in the country and therefore could look to incorporate over station development where viable. This may include the land between the HS2 platforms and the Crossrail/Great West Main Line platforms. There may also be opportunities for over station development on the eastern side of the HS2 station box.

The phasing section sets out how and when development might come forward.

The vision document finishes with a series of next steps which includes the potential of a Mayoral Development Corporation to enable delivery.



Chapter 1

The purpose of the document

Purpose of this document

1.1 Old Oak is an area of industrial and railway land in between Old Oak Common Lane, Wormwood Scrubs, Scrubs Lane and Willesden Junction. The area sits within the Park Royal Opportunity Area, which is identified in the London Plan. Opportunity Areas are areas of London that have been identified as having the potential for major growth.

High Speed 2 Proposals

1.2 A Parliamentary Bill is being drafted to enable a new station to be built at Old Oak by 2026. If successful, a completely new station will be built at the heart of Old Oak. As Figure 1.1 indicates, Old Oak Common will provide an interchange between HS2 and Crossrail services, as well as Heathrow Express and other Great Western Main Line (GWML) services. The Old Oak Common station would also be connected to High Speed 1 via a spur through Central London, allowing people to travel directly from Old Oak Common to the rest of Europe.

1.3 HS2 Ltd is planning to submit a hybrid bill in late 2013. The designs for the bill are expected to include the following at Old Oak Common:

- A new eight-platform station on the GWML
- A new six-platform HS2 station, in a cut and cover box
- Facilities for trains from HS1 to terminate at Old Oak Common, including customs / UK border agency

- A large station over-bridge concourse, linking HS2 to GWML/Crossrail services
- Bus, taxi, cycle and car drop off facilities
- Highway improvements to Old Oak Common Lane and Victoria Road
- Works to allow double decker buses to pass under the GWML on Old Oak Common Lane

1.4 HS2 Ltd's plans require the relocation of the existing Heathrow Express and First Great Western depots, as they currently occupy the site of the proposed Old Oak Common station.

The Opportunity for Change

1.5 This new station would form the interchange between the two largest infrastructure projects currently underway or planned in the UK. Positioned mid way between Heathrow and the centre of London, HS2 and High Speed 1 will provide unparalleled connections to Europe and the UK, being just ten minutes from Heathrow and Central London, under 40 minutes from Birmingham and 2 ¼ hours from Paris, with connections to the rest of Europe.

1.6 In recognition of the improved transport accessibility that the HS2 proposals could bring to Old Oak, the Mayor of London, along with the London Boroughs of Hammersmith and Fulham, Ealing and Brent and Transport for London has prepared this Vision, suggesting ideas for how this whole area could

be regenerated over the next 20-30 years to take advantage of the benefits that this new station would bring.

1.7 Of all the sites along the proposed HS2 and Crossrail lines, Old Oak provides the largest, relatively unencumbered, developable area as shown in Figure 1.2. Larger than Canary Wharf or the Olympic Park, the core area comprises 155 hectares of land whilst the wider Park Royal opportunity area comprises 868 hectares, almost 9 square kilometres, at the heart of one of the world's great cities.

1.8 At the centre of this development opportunity the new Station will handle an estimated 250,000 passengers a day, equivalent to London's Waterloo Station before Eurostar services moved to St Pancras. Given its scale the new station building has the potential to become a destination in itself with exemplary 21st century architectural design to match the ambition of its Victorian forebears. It could potentially be the focus of a new high-quality area with all the amenities to support a sustainable community. The aim should be to integrate this community with existing neighbouring to enable them to share in the benefits arising from investment in HS2 and Crossrail.

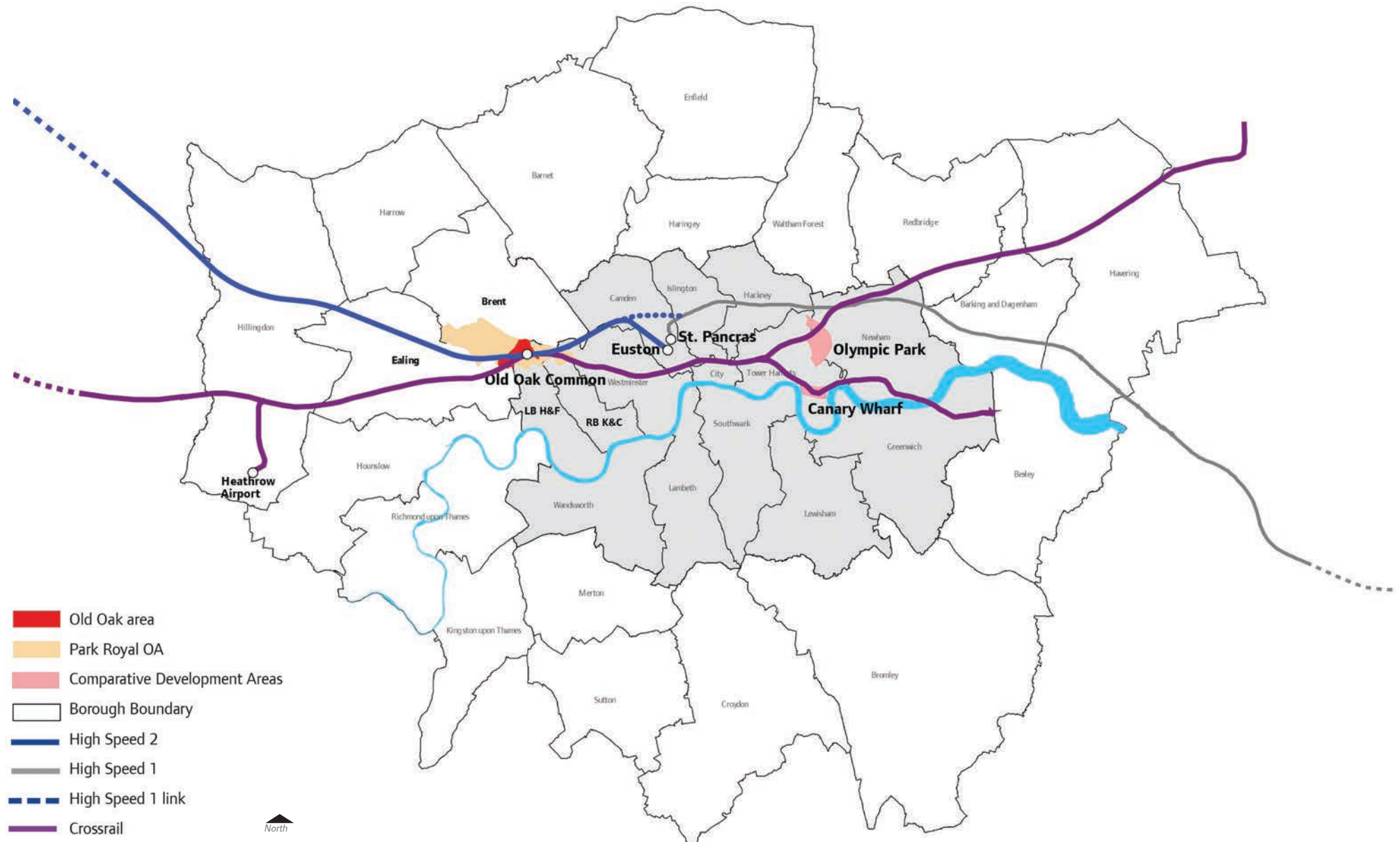


Figure 1.1: Old Oak Common in London

1.9 This document suggests how Old Oak Common could evolve and change over the next 30 years to create a new sustainable and successful part of London. The vision looks at ways to maximise the considerable investment, sustainable infrastructure and economic opportunities presented by the delivery of HS2/Crossrail, and explores how the Old Oak Common High Speed 2 station could be properly integrated with surrounding neighbourhoods, communities and town centres.

1.10 This document is a vision for the area, showing one way in which the area could be developed. It should not be construed as providing guidance for development coming forward within the area and does not have any material weight for the determination of planning applications for the area that it covers.

1.11 We are inviting you to comment on this Vision. Your responses will be used to help generate options as part of the local authorities' Local Plan reviews and as part of the Mayor's London Plan review. The authorities will also use your comments to help shape a new Opportunity Area Planning Framework for the area, which will be an important material consideration in respect of assessing planning applications that come forward for development in Old Oak.

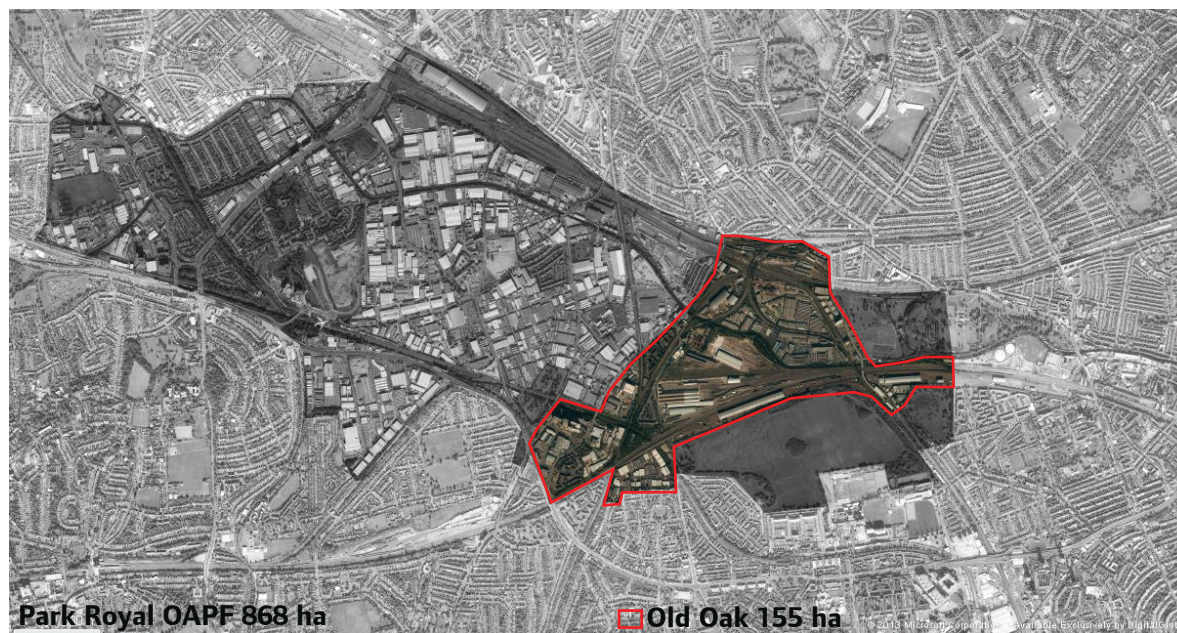


Figure 1.2: Old Oak compared to Canary Wharf and the Olympic Park Regeneration Areas



Old Oak Common Station

Passenger/day: 250,000 (estimate)

No. of Platforms: 6 high speed + 8 conventional



Waterloo Station

Passenger/day: 267,186 (2010-11)

No. of Platforms: 5 High Speed (de-commisioned), 19 conventional

Figure 1.3: Comparative train stations



Chapter 2

Proposed Vision for Old Oak

Proposed Vision for Old Oak

2.1 Old Oak could make a major contribution to London's position as a world business centre. Focussed around a world class sustainable transport 'super-hub', it could have unprecedented links to Europe, central London and the rest of the UK and by virtue of its proximity to Heathrow, the rest of the world. This could be one of the country's largest railway interchanges. It could also provide vastly improved connections to local communities in the surrounding boroughs of Brent, Ealing, Hammersmith and Fulham and Kensington and Chelsea.

2.2 Delivering the 30 year vision for Old Oak could capitalise on links to the Grand Union Canal and Wormwood Scrubs and use high quality design to try to create a vibrant place where businesses want to locate, and an attractive neighbourhood where people would be proud to live. With a heart of commercial activity it could potentially provide up to 90,000 jobs and up to 19,000 new homes, making it potentially the largest contributor of any of London's Opportunity Areas towards employment provision and the third largest contributor of any Opportunity Area towards London's homes target.

2.3 Development of the land surrounding the interchange hub could transform an area previously cut off from the rest of London by railways and viaducts and could be the catalyst for the regeneration of the wider area bringing economic

benefits to local centres in Harlesden, Acton, Ealing and Kensal, as well as potentially supporting connections to the White City, Earls Court, Wembley and Brent Cross Opportunity Areas.

Vision Objectives

- Maximise on the opportunity presented by the creation of a strategic transport interchange to regenerate 155 ha of derelict and under used land and contribute significantly to the growth and economic development of London by potentially delivering up to 19,000 homes and 90,000 jobs and a variety of supporting uses.
- Investigate the potential for a network of new open spaces and green links creating a 'green cross' connecting Old Oak Common station to North Acton, Willesden Junction, Wormwood Scrubs and the Grand Union Canal.
- Support the major redevelopment of the area surrounding the proposed interchange, by designing the proposed HS2 station to maximise local and regional accessibility and connectivity.
- Develop the Strategic Industrial Land offer at Park Royal and investigate the potential to relocate businesses from Old Oak to free up land adjacent to the international train station.

Development could:

- be phased over 30 years
- cover 155 hectares of land
- provide 19,000 homes
- provide 90,000 jobs



Figure 2.1: Aspirational image of Old Oak in 2043



Chapter 3

Old Oak strategic context

London Context

3.1 Old Oak is located at the meeting point of two major strategic growth corridors: the London - Luton - Bedford growth corridor and the Western Wedge. The former comprises the major growth points located along the A1, M1 from London to Bedford and to Luton Airport including Wembley, Brent Cross/Cricklewood and Colindale/Burnt Oak. The latter comprises the Thames Valley to the west of London, centred in the Heathrow Opportunity Area and stretching out to Slough and the M4.

3.2 Old Oak sits within an arc of west London Opportunity Areas that include Vauxhall Nine Elms, Earls Court and White City, which together have the capacity to provide up to 50,000 homes and 150,000 jobs.

3.3 The area's wider context points to the true potential of the area positioned half way between Heathrow and Central London. Located at the meeting point of two major growth corridors the area boasts the largest remaining development opportunities within 2km (1.5 miles) of London's Central Activities Zone. The area provides valuable development capacity to accommodate London's rapidly expanding population and to develop a range of uses, including the higher education sector, creative industries, entertainment and retail, which **could** help London maintain its world city status.

3.4 An Opportunity Area Planning Framework was published for Park Royal in 2011, but predated the commitment to bring forward the High Speed Rail project (HS2). That framework was largely predicated on maintaining Park Royal's position as London's largest industrial estate and largest industrial employer (with an estimated 40,000 people working within the estate).

3.5 The delivery of a HS2/Crossrail interchange at Old Oak Common will fundamentally change the development potential of the area and the role it plays in its wider London context. The new interchange could become a destination in itself and the heart of a new piece of city that could benefit from a canal side setting and proximity to one of the largest park spaces in London at Wormwood Scrubs. This could in turn benefit the core of the industrial estate which could be retained and developed to build on its role as London's premier industrial location.

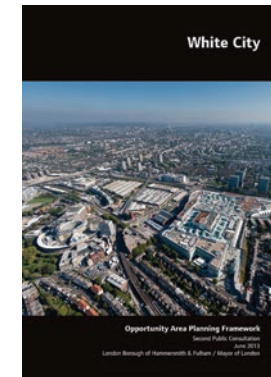


Figure 3.1: White City Consultation June 2013

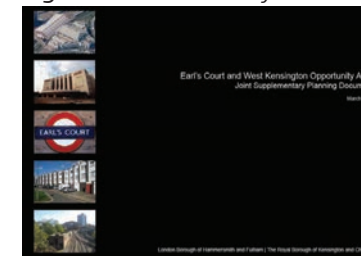


Figure 3.2: Earls Court Consultation Draft 2012



Figure 3.3: Vauxhall Nine Elms Published 2012



Figure 3.4: Park Royal Published 2011

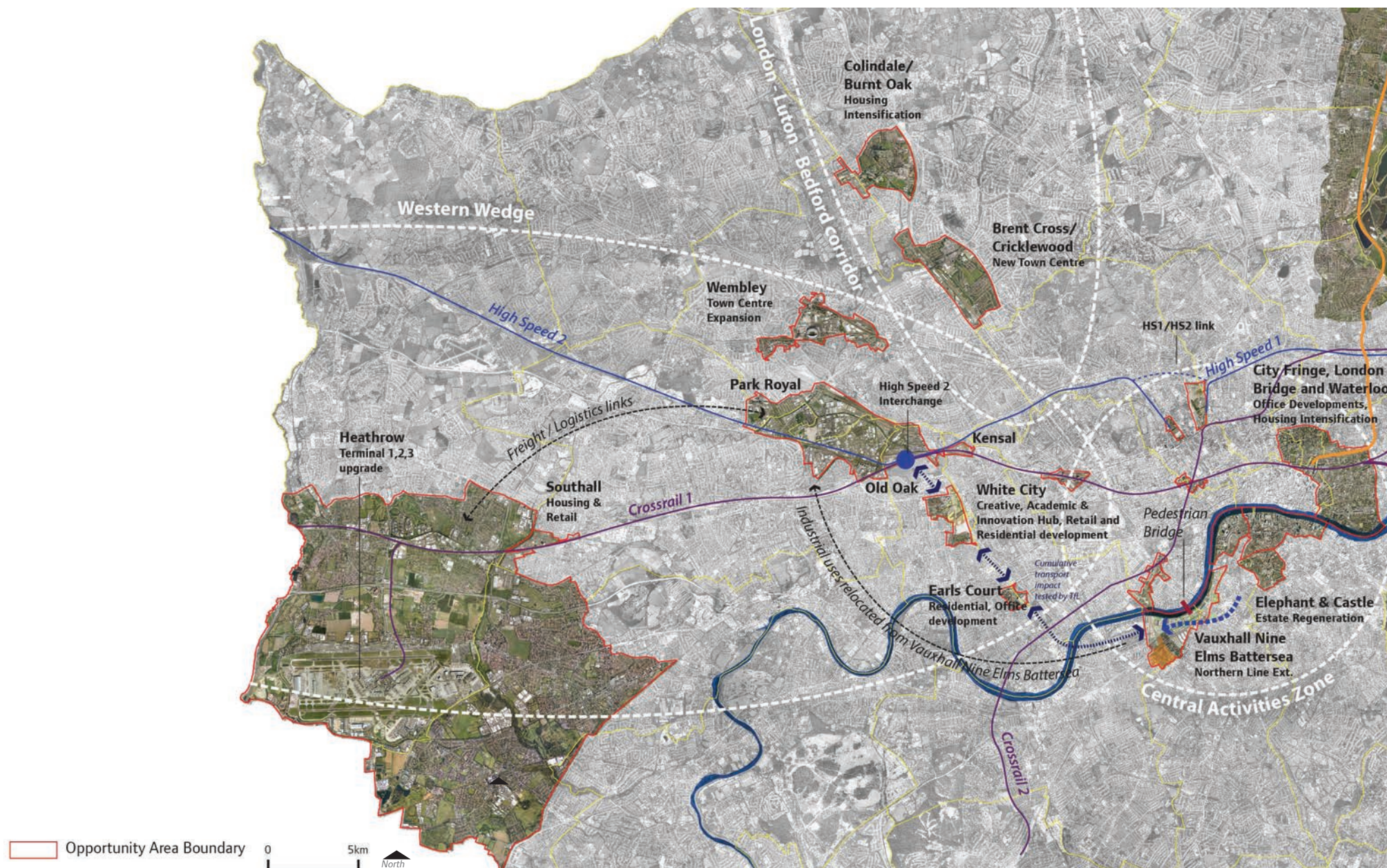


Figure 3.5: London Context

Local Context

The Planning Policy Context for the Old Oak area.

Hammersmith and Fulham

- Core Strategy adopted October 2011
- Development Management Local Plan (adoption due July 2013)
- No Site Allocations DPD
- CIL Scheduled for consultation summer 2013 (adoption due winter 2013/2014)

3.6 Hammersmith and Fulham's Core Strategy recognises Park Royal as a regeneration area with a long-term vision to transform it with substantial mixed-use development, made possible principally by the projected HS2 rail line and Crossrail. It recognises the potential for 1,600 homes and 5,000 jobs and supporting facilities in a high quality environment focused on the Grand Union Canal.

3.7 The Council promotes Old Oak Common Sidings and the former North Pole Eurostar Depot as a major rail interchange between the proposed High Speed 2 line, Crossrail, The Great Western Line and the West and North London lines.

3.8 Whilst the Old Oak Common Sidings are currently safeguarded for Crossrail and designated as a Strategic Industrial Location (SIL), in the longer term, the Council promotes the sites use for mixed use development.

Brent

- Core Strategy adopted July 2010
- Site Allocations DPD adopted July 2011
- CIL Schedule EIP in September 2012, due for adoption in Jan 2013

3.9 Brent's Core Strategy recognises the need for regeneration in Park Royal to provide new business opportunities and jobs and Policy 12 states that the Council will work with the GLA and neighbouring Boroughs to secure the 'opportunity area' objectives for Park Royal. This includes the redevelopment of 50 hectares of land for employment uses and the creation of 4,400 new jobs between 2007 and 2017, significant public transport improvements in relation to First Central and improvements to orbital public transport links to Wembley

Ealing

- Core Strategy adopted April 2012
- Development Sites DPD: EIP early 2013, adoption expected July 2013
- CIL: Draft Charging Schedule due for consultation in April 2013, due for adoption early 2014.

3.10 Ealing Council's Core Strategy seeks to promote business and industry in the Park Royal area.

3.11 Policy 3.3 seeks to retain business and industry throughout Park Royal, promote Park Royal as a centre for green industry, to improve cycle access, promote the use of the Grand Union Canal for freight transport and promote a Green Enterprise District.

3.12 Policy 3.4, The Southern Gateway of Park Royal seeks to improve routes to and from North Acton station and the Strategic Industrial Location. It recognises the potential for 2,000 office jobs and 1,500 residential units in the area. in a mixed commercial and leisure development.

3.13 Ealing Development Sites DPD (O1S1) allocates the Southern Gateway for mixed-use development including residential and employment with ancillary retail and community uses, and provision of new public spaces including North Acton Station Square.



Chapter 4

Development Vision

Existing Situation

4.1 Figure 4.1 shows the existing vehicular and pedestrian infrastructure, recently completed developments and development proposals with planning permission in the Old Oak area.

4.2 East-west connectivity is currently very poor. Between the A40 in the south and Harlesden in the north, Victoria Road forms the only vehicular connection from North Acton to the Old Oak Common High Speed 2 station site. Likewise, from Kensal, connections to the west are limited, with the only vehicular links via either Barlby Road and Du Cane Road to the south or Harrow Road and Tubbs Road, a mainly residential street, to the north. Within the land to the north of the Grand Union Canal, connections are also poor. There are no east-west vehicular links. There are pedestrian connections, but these are poorly overlooked, creating the perception of being at risk from crime. East-west pedestrian connections are reasonable. The Grand Union Canal towpath provides connections through the middle of the site, whilst to the south, pedestrians are able to move across Little Wormwood Scrubs and Wormwood Scrubs. However, to the west of Wormwood Scrubs, pedestrians would have a long and convoluted journey to get to North Acton Central Line station.

4.3 North-south connectivity is also in need of improvement. All existing north-south roads in the area suffer from heavy congestion. There are no north-south pedestrian connections through the whole site other than those along the heavily congested road network.

4.4 Recent developments in the area have been relatively limited. Development has been concentrated around North Acton station which has recently seen the completion of a residential and student housing scheme, providing a series of buildings ranging from 10-14 storeys.

4.5 Nash House on Old Oak Lane has recently received permission for redevelopment to provide student housing. Construction has not yet started.

1. Waste Recycling Scheme
2. Nash House student accommodation
Planning permission granted (2013)
3. NEC Site (student accommodation)
Planning application
4. Valerie Georgio
Planning application for 300 residential units
5. Fairview Homes
Planning permission for 90 residential units
6. University of the Arts student accommodation
Completed September 2013
7. Perfume factory
Pre-application for residential/mixed use units (2011)
8. Kensal Gasworks
Issues and Options Planning Brief issued in June 2012.
Adoption of the full Planning Brief due 2013-2014

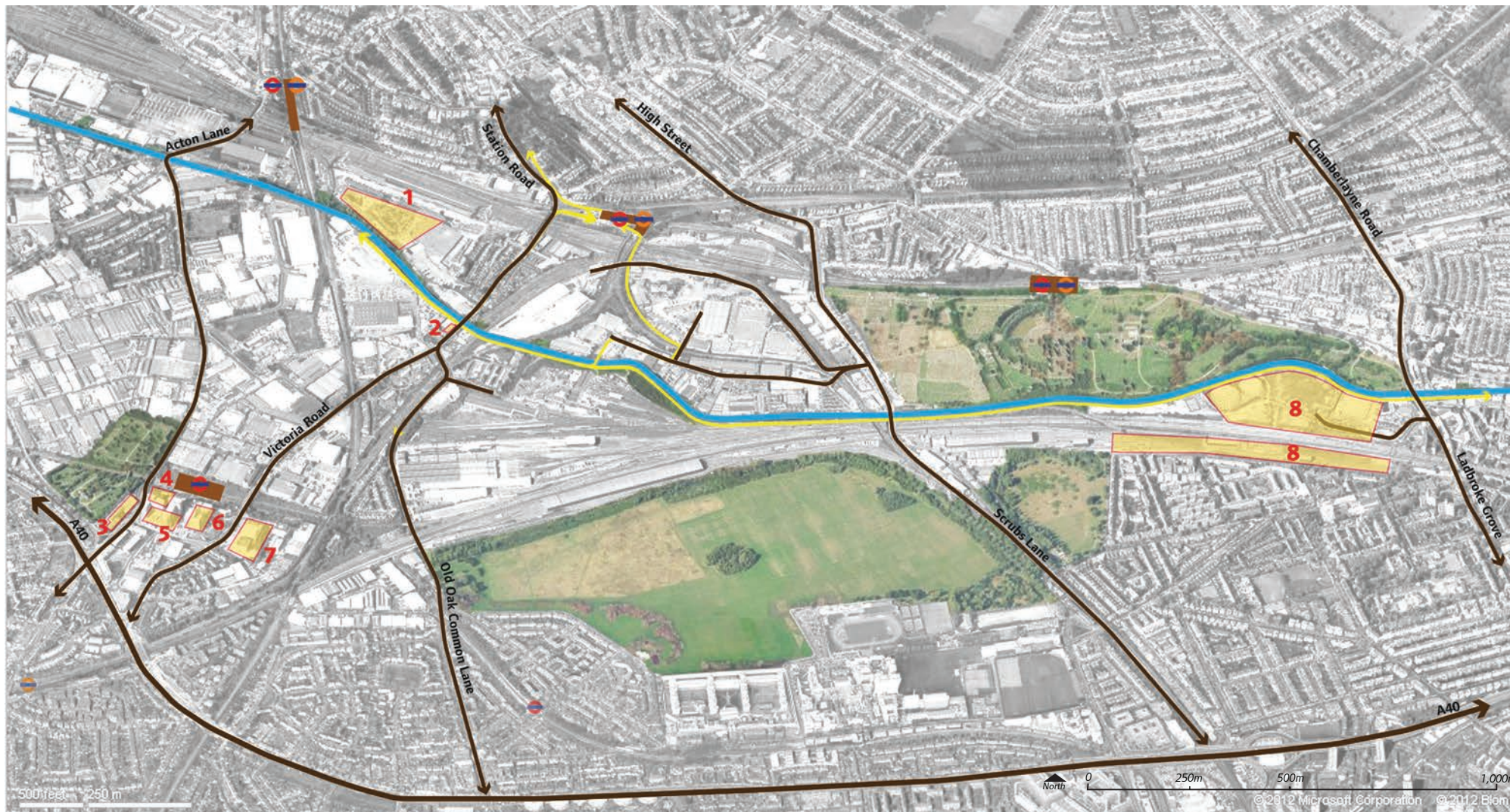


Figure 4.1: Existing infrastructure, completed and proposed developments

Land Use

4.6 Land use comprises two possible principal components:

- the core area around the station interchange, North Acton and Willesden Junction which could be largely residential with a commercial hub around the HS2 station,
- the wider Park Royal industrial area to the west which could have its existing industrial focus enhanced.

New Housing, commercial, educational and sports uses

4.7 The aim should be to ensure that development utilises the enhanced connectivity of the site and its locational advantages in relation to central London, Heathrow and Birmingham. Development in the immediate vicinity of the station could be commercial to capitalise on this accessibility.

4.8 There might be predominantly residential development around the hub, to create a new London quarter that utilises the existing assets of Wormwood Scrubs and the Grand Union Canal.

4.9 Imperial College and University College London are both looking to expand. Redevelopment around the station offers opportunities for these institutions to expand and develop their research, innovation and teaching functions. The site could also potentially accommodate a sports stadium that could contribute to the delivery of improved links to

Willesden Junction Station.

Complementing and developing the industrial offer

4.10 The land to the west of the area could be developed to complement the industrial offer and strengthen the position of London's largest industrial estate. Industrial uses that are displaced from the core sites could be relocated in the main industrial area.

Waste Uses

4.11 There are a number of sites within the area making a significant contribution to recycling and waste management in London and are identified in planning and waste policy documents. Waste sites within the core development area could be relocated to other suitable West London sites.

Supporting Retail

4.12 There are established town centres in close proximity to the core site: Harlesden, Shepherd's Bush, Ealing and further east Portobello. White City offers Metropolitan shopping with good public transport links to this part of the area. Significant investment has been made by Westfield with 150,000 sqm of retail already built and planning permission for an additional 60,000 sqm space. Ealing town centre has also benefitted from recent investment on key sites around the Crossrail/ Underground station. Harlesden fulfils the needs

of nearby residents. To the east, Portobello Road fulfils local needs and is also an international tourist destination.

4.13 With such retail provision nearby, a new local centre could be provided within and around the Old Oak Common High Speed 2 station to support the identified retail needs of the area and to provide facilities for the new residential and worker populations and those interchanging at the station. There could also be the potential for small neighbourhood shopping parades as part of development proposals in North Acton and north of the canal in Old Oak.

Social infrastructure

4.14 Development at Old Oak has the potential to generate a resident population of 40,000 people. Schools, health centres, and other community and sports facilities would be required to support the needs of the growing community. Opportunities ought to be explored to co-locate facilities and make use of existing assets in the area, such as Wormwood Scrubs, which can provide outdoor sports pitches.

- Enhanced industrial area
- Commercial, educational, entertainment, community, leisure
- Possible location for sports stadium
- Metropolitan retail centre
- Housing
- Opportunity area

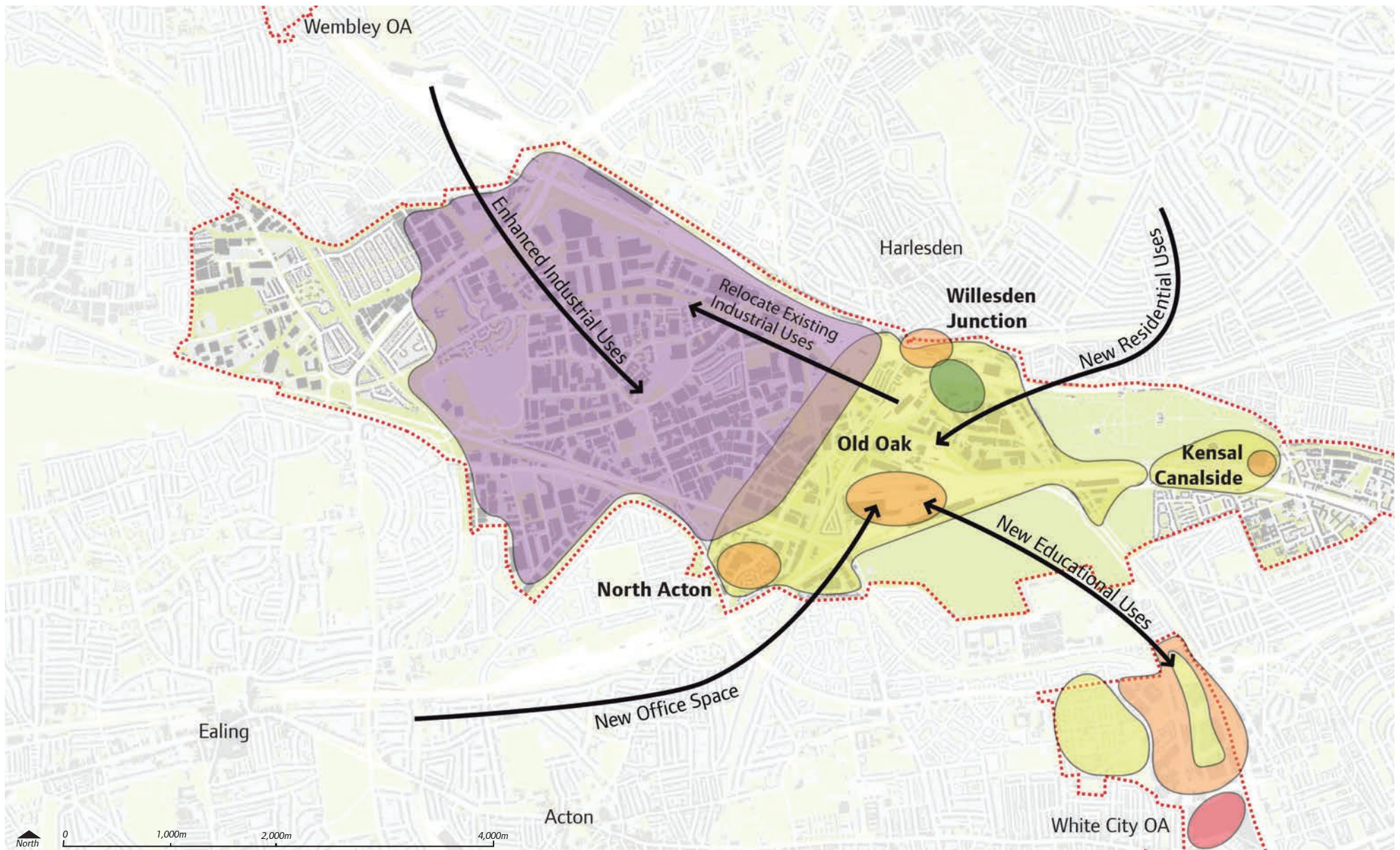


Figure 4.2 - Old Oak land use vision

Delivery

4.15 The vision could be delivered by working as much as possible with existing land owners to minimise compulsory purchase requirements and create deliverable development plots. A substantial amount of land in Old Oak is in public ownership, which ought to facilitate delivery.

4.16 The authorities recognise that developers expect to make a reasonable return from development. However developers would need to do so within the planning parameters established by the London Plan and the boroughs' Core Strategies. This would include making appropriate contributions to the delivery of supporting infrastructure

4.17 The earliest sites that could be developed are those at North Acton, and those to the north of the Grand Union Canal, as these already have road access and Further improvements to the access into and out of the sites could be achieved with less significant spending on bridge and road buildings.

4.18 Development of these sites would help set the tone for the wider area through the delivery of a high density urban quarter, based around a transport infrastructure and delivering economic growth to support London.

The area to the north of the Grand Union Canal could be particularly important for kick starting the regeneration of the wider area. In this location, it may be possible for a major educational, health, leisure, entertainment or sports provider to help to

act as a catalyst for the regeneration of the area, by frontloading the provision of infrastructure and giving the area an identity. Figure 4.3 illustrates how a sports stadium could fit in this location.

4.19 It is assumed that sites south of the canal around the HS2 and Crossrail interchange would not become available until after 2026. The authorities suggest that initial development could come forward around the fringes of the main station site, thereby enabling high value/high quality development to come forward that could in turn raise the value and

viability of development in the core station sites.

4.20 The final phase of development could occur on the relocation of the depot sites when the area would have been firmly established as one of West London's major housing and commercial development sites.



Figure 4.3: Option for locating a sports stadium

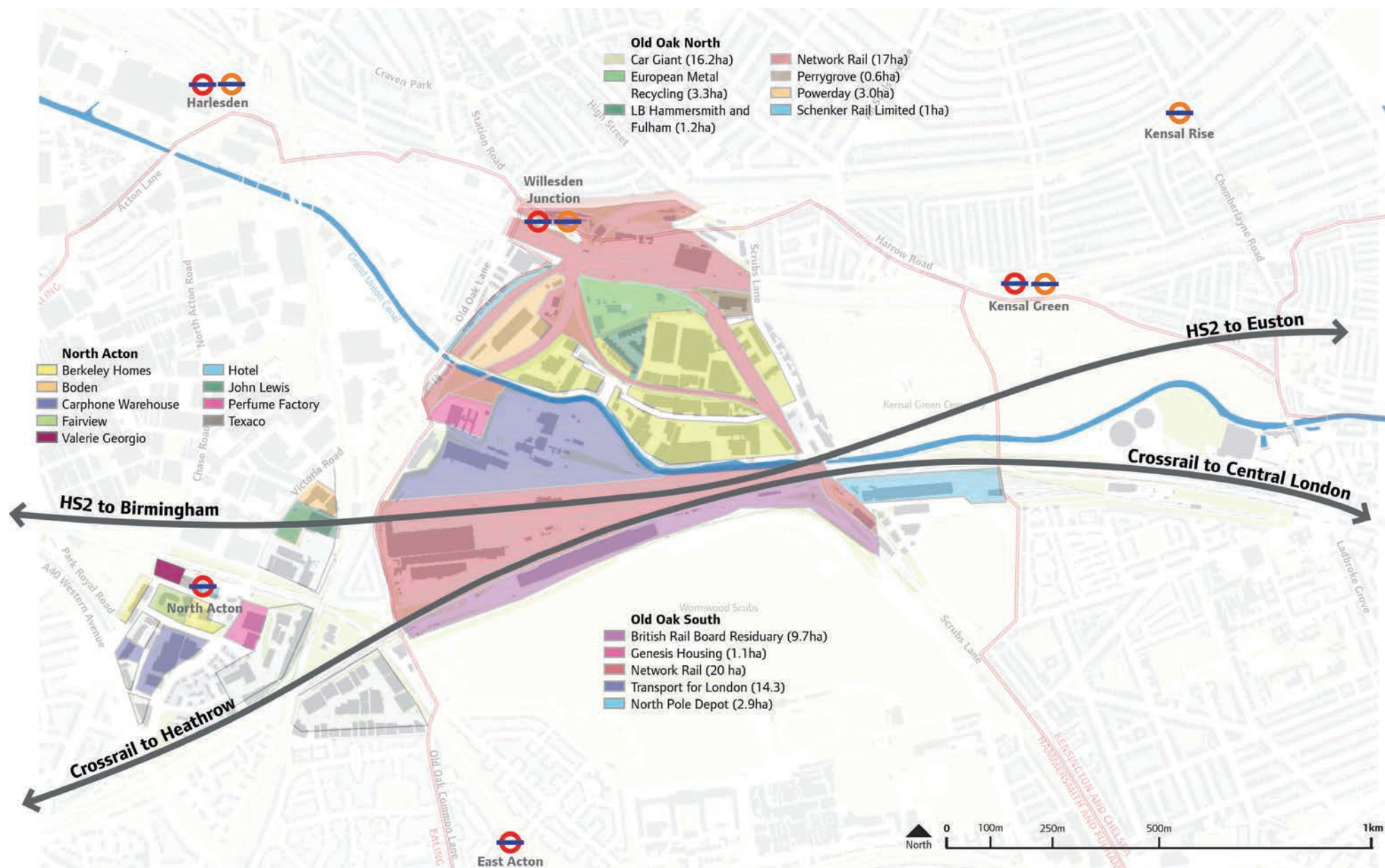


Figure 4.4: Old Oak Major Landowners

Urban Design

4.21 The vision for Urban Design is predicated on three possible key principles:

- The Old Oak Common High Speed 2 station as a new metropolitan destination connected to existing public transport hubs and development opportunities exploiting the assets of the Grand Union Canal and Wormwood Scrubs;
- Overcoming severance and creating a coherent and legible street network; and
- Optimising development, particularly around the transport hubs at Old Oak Common, North Acton, and Willesden Junction.

4.22 These three key principles have the potential to create a “green cross” combining the four boroughs’ aspirations for regeneration with the HS2 project and integrating the Old Oak Common High Speed 2 station with its wider London context.

1. The Old Oak Common High Speed 2 station as a new metropolitan destination connected to existing public transport hubs and development opportunities exploiting the assets of the Grand Union Canal and Wormwood Scrubs

4.23 The Old Oak Common High Speed 2 station would provide the area with a step change in accessibility and could become a destination in its own right as the focus for commercial, retail and community activities at the heart of the area. To

fully exploit the opportunities that this provides, the authorities would encourage developers to consider creating strong connections to existing and proposed public transport hubs in the vicinity – namely North Acton Central Line station and Willesden Junction Bakerloo Line and Overground station. Neither the Central Line nor the Bakerloo Line would be connected directly to the Old Oak Common High Speed 2 station; however, if an inviting pedestrian environment were to be created linking these stations to the Old Oak Common High Speed 2 station, it may encourage passengers to walk between stations, which could help to add vibrancy along these links, which could in turn have benefits for commercial uses looking to establish in the area. Providing safe and direct pedestrian links would be encouraged in order to deliver the early phases of development which are reliant on improving connections to existing transport provision. Wormwood Scrubs is a major metropolitan open space and could play a role similar to that of the Olympic Park in enabling and supporting the wider regeneration of the area. Improved public access to the Scrubs through the station is therefore important in achieving this.

4.24 The Grand Union Canal runs through the centre of the area. Development alongside the Canal could take advantage of its attractive waterside setting and help to further increase its accessibility and opportunities for leisure and recreation. By

providing natural surveillance and possible new connections including a potential new tow path to the north bank, the Canal could help to unlock increased land values and kick start regeneration of the wider area. The Canal already provides a popular east-west route for pedestrians and cyclists. However the Canal acts as a barrier to north-south movement and opportunities could therefore be exploited to improve connectivity across the canal by providing new vehicular and pedestrian bridge links. Wormwood Scrubs is a huge asset to local people and wildlife, providing natural habitats, informal recreation and formal playing fields for local schools and community groups. With the introduction of the station, intensification of uses and increases in numbers of people, there is potential to use Wormwood Scrubs in new ways while safeguarding current uses. Consideration of the future of Wormwood Scrubs would require a parallel focus on how its current value can be safeguarded and how best it can relate to the new station.

4.25 Connecting the existing public transport nodes, development opportunities, the Grand Union Canal and Wormwood Scrubs to the Old Oak Common High Speed 2 station would create a ‘green cross’ of networked pedestrian friendly green spaces, focussed on the Old Oak Common High Speed 2 station. The station itself could be designed so that it forms the hub of this network of spaces.

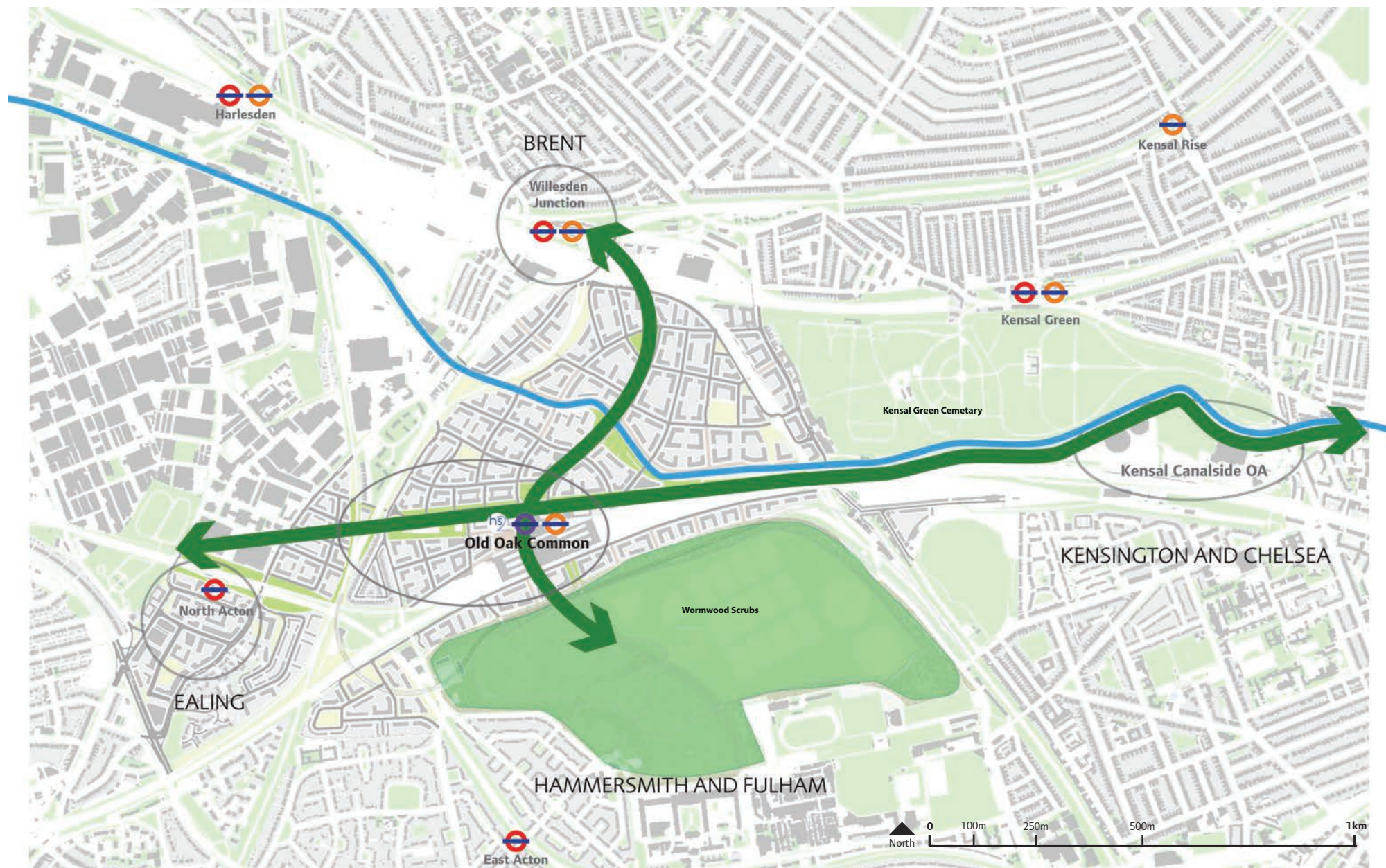
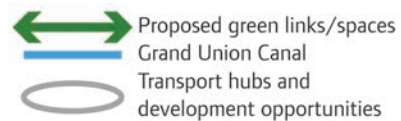


Figure 4.5: Urban design principle 1 - Old Oak Common Stations as a destination

Overcoming Severance

2. Overcoming severance and creating a coherent and legible street network

4.26 The area around the new Old Oak Common High Speed 2 station is isolated from its surrounding hinterland by rail infrastructure and large impermeable land holdings. The West London Line, North London Line, Great Western Main Line, West Coast Main Line and Dudding Hill Line all run through the site and would in future be joined by High Speed 2 and Crossrail. Development could overcome this severance by providing new bridge and tunnel links and where feasible, decking which would enable new development including the provision of open space and public realm. In order to facilitate development in advance of permanent solutions, opportunities for temporary solutions could be explored.

4.27 The possible bridge links shown in Fig 4.6 include three canal crossings (two vehicular and one pedestrian). These would link Scrubs Lane to Old Oak Lane as well as facilitate north-south movement between Old Oak Common, Wormwood Scrubs and Willesden Junction. An underpass of the Great Western mainline as part of the HS2/Crossrail station proposals could provide an at grade link to the Scrubs enabling access to this metropolitan open space.

4.28 At the north of the site a new pedestrian footbridge could connect to Willesden Junction enhancing access to Underground and Overground Services.

4.29 New roads could run east-west from Kensal Canalside OA to Old Oak Common and potentially to North Acton. These could link Old Oak Common to existing areas.

4.30 New development could remove the barriers currently created by the existing impermeable land holdings by providing a legible street network within development plots. Development could seek to improve connections to North Acton and Willesden Junction stations, RBKC, Wormwood Scrubs, Kensal Green Cemetery and the Grand Union Canal. Where appropriate, views could be terminated either by existing or new local landmarks which could include tall buildings. Visual links to the Old Oak Common High Speed 2 station would be particularly important and views through the site to the station could be maintained.

4.31 On the periphery of the core development area, development could make coherent links to the existing street network and replicate distinctive street alignments where feasible. Development could also

create a rational hierarchy of streets. This could seek to locate clusters of non residential uses on primary streets connecting to the core area with secondary and tertiary streets adopting a more residential character. These would discourage heavy vehicular flows, whilst providing connectivity, permeability and activity.





-  Proposed green links/spaces
-  New pedestrian bridge
-  Proposed roads
-  Existing roads



Figure 4.6: Urban design principle 2 - overcoming severance

Optimising Development

3. Optimising development, particularly around transport hubs at Old Oak Common, North Acton and Willesden Junction.

4.32 Old Oak is relatively unencumbered by existing context. There are residential premises between Victoria Road and Old Oak Common Lane, which any development proposals would need to respond to sensitively. The Grand Union Canal Conservation Area runs through the centre of the area. Views from the Canal may be particularly important and development could create an inviting composition of buildings both along the canals edge and from its longer views. To the east of the core development area are the Oxford Gardens and St. Quintin's, St Mary's and Kensal Green Cemetery Conservation Areas which could also be affected by development proposals.

4.33 At the Old Oak Common High Speed 2 station, there may be opportunities for tall buildings, recognising the improved transport accessibility that the station would provide as well as the ways in which tall buildings can act as landmarks and help to mark the location of Old Oak Common International

station. Any tall buildings in this location have the potential to create an inviting composition visible from both the Grand Union Canal in the north and Wormwood Scrubs in the south. Tall buildings may therefore need to be located and articulated to ensure that they make a positive contribution to the London skyline and could not have an unacceptably harmful impact on their surroundings including the neighbouring conservation areas. Any tall buildings would need to be read as separate elements within a cluster rather than as a singular mass.

4.34 The Park Royal Opportunity Area Planning Framework identifies North Acton as a location suitable for tall buildings with development taking place and planning permission granted for further buildings. The scale of the cluster of tall buildings at North Acton is likely to be secondary to that at Old Oak Common, given the latter's higher accessibility, but the principles of development in terms of their impact on the London skyline would be the same.

- High density development opportunities
- Medium density development opportunities



Figure 4.7: Urban design principle 3 - optimising development

Transport – Rail

High Speed Rail and Crossrail

4.35 The introduction of High Speed rail and Crossrail to Old Oak Common would dramatically change the accessibility of the area at a strategic level, making it one of the best connected places in the country in terms of international, national, inter-regional and regional rail links being 10 minutes from Heathrow and Central London, under 40 minutes from Birmingham and 2 ¼ hours from Paris, with the possibility to connect to other European destinations. Provision of new rail infrastructure would help overcome existing capacity constraints, reduce journey times and bring wider economic benefits to the local area, London and the UK, through agglomeration.

4.36 However, to maximise the economic and regeneration potential of Old Oak Common and London, the authorities would encourage the HS2 promoters to consider connecting the urban and suburban rail network to the site with an Overground Station and links to the West Coast Mainline (WCML). In addition to bringing direct economic benefits to Old Oak Common, a connection to the Overground could also bring indirect benefits to other accessible locations, such as nearby Opportunity Areas and

neighbouring boroughs.

Proposed connections: London Overground and a new Crossrail spur to the West Coast Main Line and new rapid transit links across the core area.

4.37 Access by public transport, particularly by rail, could be fundamental to the success of the area. To maximise the regeneration potential of Old Oak Common and London, the authorities would encourage connecting the site to the local and sub-regional rail network.

4.38 At the time of publication, HS2 Ltd has not proposed any connections to the London Overground network, nor the West Coast Main Line. In addition to bringing direct benefits to Old Oak Common, these additional connections could bring indirect benefits to other accessible locations, such as nearby Opportunity Areas and neighbouring boroughs throughout Inner and Outer West, North West and South West London.

4.39 There is an opportunity to maximise orbital accessibility at a local, sub-regional and London-wide level by integrating the London Overground network (West London Line and North London Line) as well as those Southern services which use the West London Line. Additionally, the authorities have identified an opportunity to provide a Crossrail spur to the West Coast Main Line (WCML). This would improve

connections to North West London and beyond, as well as helping to divert radial passenger demand from Euston to Crossrail.

4.40 An integrated station would not only provide an improved catchment area for employment, education and regeneration at Old Oak Common, but also spread the potential benefits of regeneration to the wider region. The incorporation of the local and sub-regional rail networks into the site represents an opportunity to create a strategic interchange to improve orbital connections. The principle of such facilities is set out in the Mayor's Transport Strategy.

4.41 Benefits of Overground and enhanced Crossrail connections could include:

Connectivity and capacity

- reducing end to end journey times for HS2 users by providing enhanced integration of HS2 with London's wider transport network linking to a wide variety of locations in London, including key centres such as Clapham Junction, Wembley and Croydon.
- improving the resilience of onward transport connections for HS2 users by providing robust alternatives to Crossrail and Underground services;

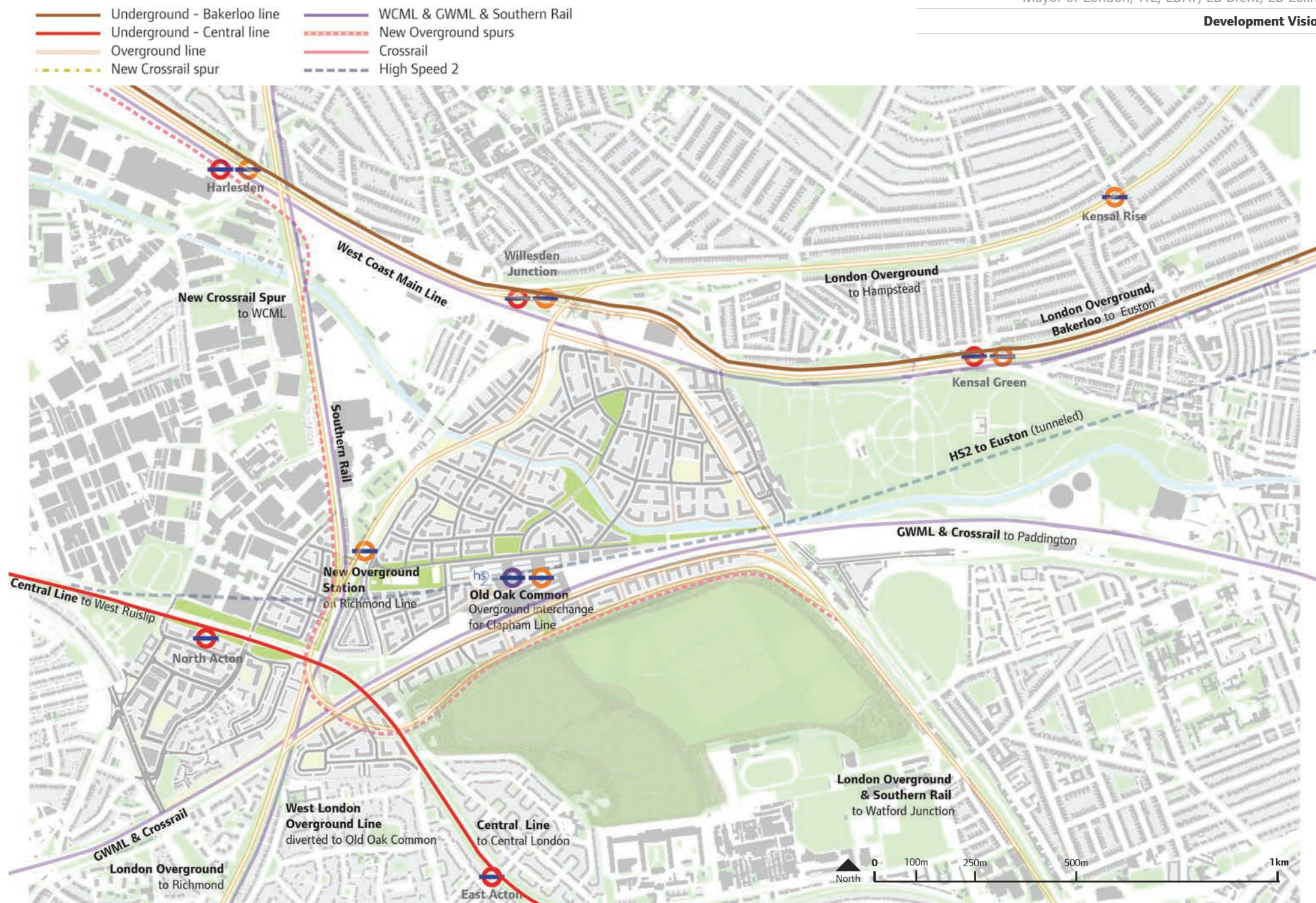


Figure 4.8: Current and potential new rail connections

- in turn, this would relieve pressure at Euston generated by HS2 (reducing demand by a further 10% compared to HS2 Ltd's base proposals) and reduce crowding on critical onward transport links from Euston, in particular the Victoria and Northern lines;
- this option presents a viable alternative to the now-defunct Airtrack proposal, by providing better connectivity between South West London and Heathrow via Old Oak Common,

Economic

- generating substantial wider economic benefits for London and the UK through agglomeration, facilitating a shift to more productive activities;
- generating efficiencies which would allow HS2 designs to better meet the impacts of increased demand with consequential savings in terms of lower capital costs and staffing requirements;
- improved land assembly and enhanced development capacity in the Old Oak area, and;

Social

- improved journey times into Central London via Old Oak Common for thousands of local people, many of whom live in some of London's most deprived communities.

Options for Overground connections

4.42 An option for Overground connections at Old Oak Common is set out in Figure 4.7. This would involve the construction of a new Overground station on the Richmond branch of the North London Line with West London Line trains interchanging to the west of Old Oak Common station. This could potentially make the removal of the existing West London Line railway line through the site north of the canal possible which could add considerably to its development potential. Alterations to the railway route, however, is subject to further analysis and would need to be acceptable to a wide range of stakeholders,

Further local rail enhancements

4.43 The area is also served by a number of National Rail and Underground stations including North Acton (Central line), Willesden Junction (Bakerloo Line and London Overground) and Harlesden (Bakerloo Line and London Overground). These stations would be attractive options to many living and working, principally, in the north, west and east of the area.

4.44 There may be scope to enhance the quality of stations, their access routes, interchanges, cycle parking and other facilities. Further analysis would need to be conducted in the forthcoming Transport Study.

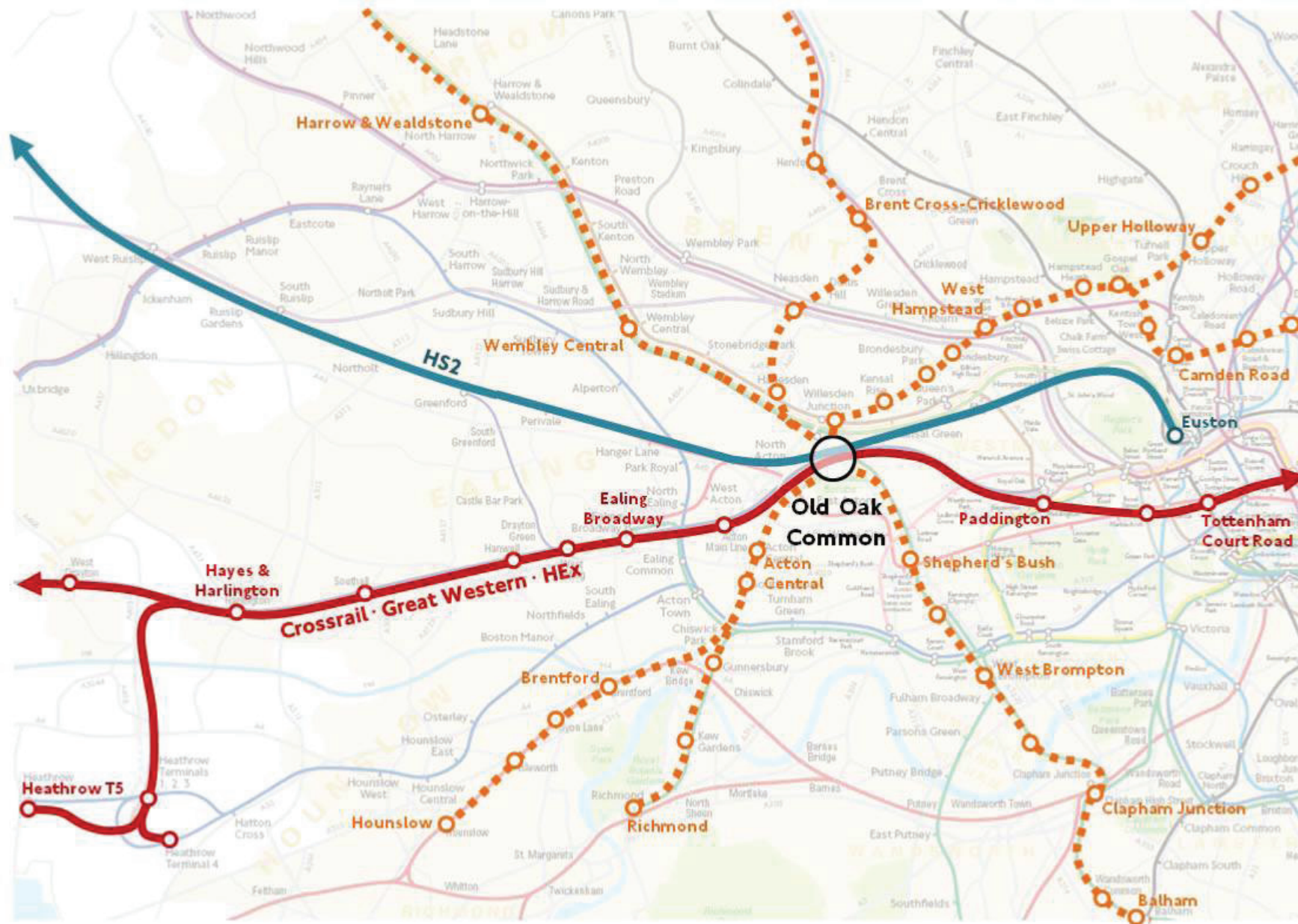


Figure 4.9: Potential West London overground connections

Transport – Road

Access by road – including bus, taxi, cycling and walking

4.45 Whilst improved access to the area by rail would be fundamental to the success of any development, significant improvements to the surrounding road network would also be necessary to overcome the current barriers to movement to, from and across the area. In addition to a lack of local roads and connections between areas, some existing roads are already at capacity in places and suffer from congestion, particularly when accessing the A40. Those accessing Old Oak by rail would be encouraged to use alternative modes such as buses, walking and cycling, avoiding the use of private cars as much as possible. Locations where improvements to the local road network may be required as a result of the development aspirations for the Old Oak area would be identified through the transport study, and a package of supporting interventions proposed.

4.46 HS2 Ltd currently estimates that approximately 20% of passengers (50,000) will enter or exit the station throughout the day. This figure does not account for any aspirations for the regeneration of the Old Oak area. With the levels of development this vision document identifies, the number of people accessing the station is likely to be considerably higher. Improving local bus connectivity would be crucial to unlocking the site's potential and

securing residential development on the north site parcels prior to the opening of Crossrail and HS2.

4.47 In addition to providing infrastructure at the new HS2 station to provide a multi-modal interchange for buses, taxis and bicycles, additional connections could be provided to allow through running of bus services and strategic cycle routes to the station and beyond. Direct connections may also be required for those walking between stations and the surrounding development, as well as onwards to green open spaces and the Grand Union Canal. This could be achieved by creating a simple, structured local network of streets.



4.48 The amount of parking provision across the Old Oak area may need to be kept to a minimum, perhaps limited to essential needs such as Blue Badge and car club spaces. Residents and employees would need to be catered for by comprehensive public transport, walking and cycling connections to and from the area. The exact car parking ratio would be determined through a Transport Study.

Transport Study

4.49 A Transport Study is now underway. Led by TfL, in collaboration with the local authorities and other key stakeholders. The Study will assess the level of development which can be supported by existing services and proposed infrastructure enhancements and establish whether further transport schemes are required to help the area reach its full potential.

4.50 TfL is currently undertaking modelling activity, and will be conducting analysis over the next few months. The results will be presented in a draft Transport Study in early 2014.

4.51 In addition, TfL will be working closely with RBKC and other local stakeholders to assess options to enhance accessibility to Kensal Opportunity Area.

-  Potential new bus routes
-  Rail, Bus, Taxi Interchange

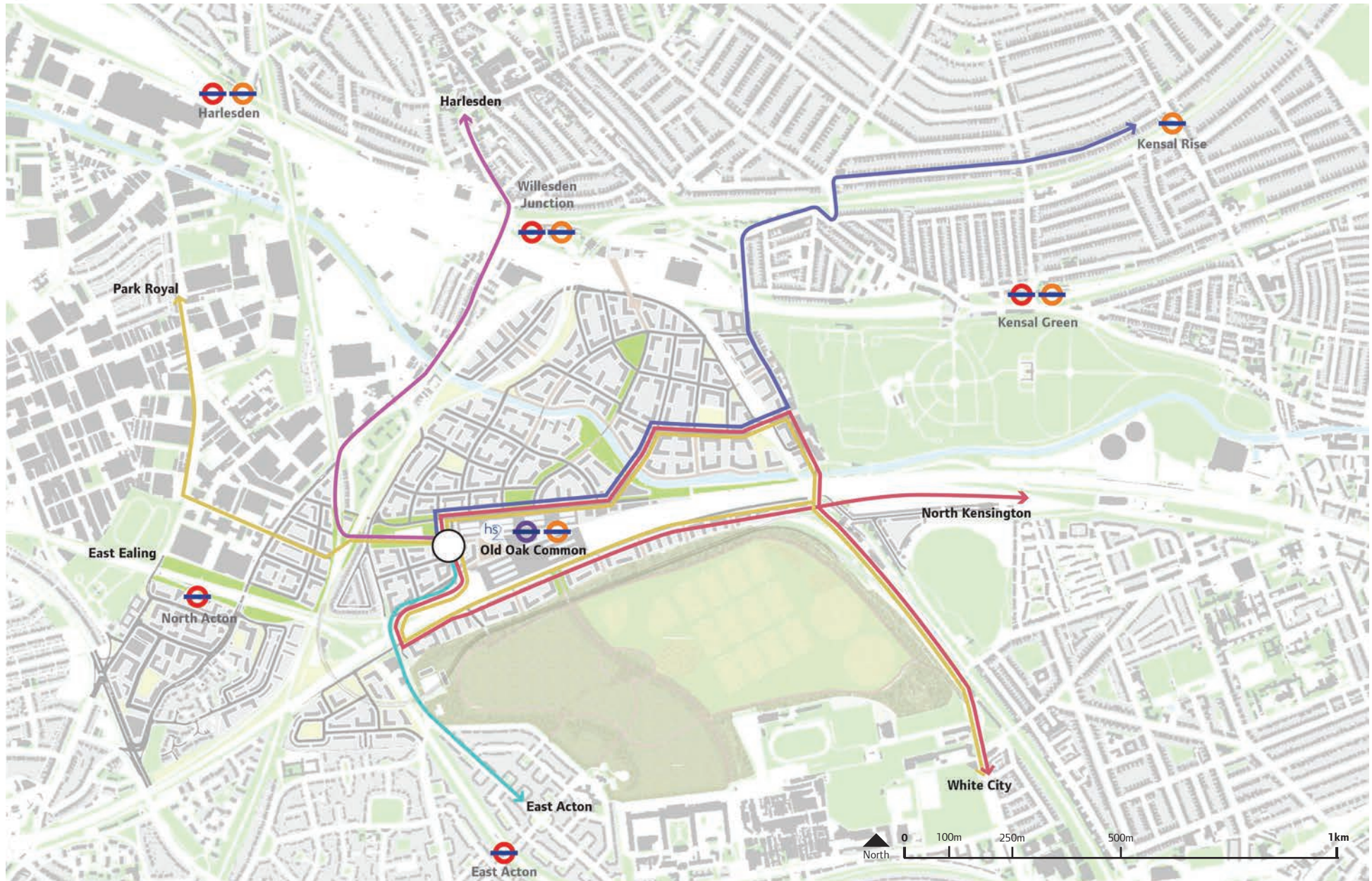


Figure 4.10: Potential new bus and road connections

Indicative Masterplan



Figure 4.11: Old Oak Indicative Masterplan

Image produced for this Vision document and
not representative of HS2 Ltd's design proposals

Indicative Massing



Figure 4.12: Old Oak indicative massing

Image produced for this Vision document and not representative of HS2 Ltd's design proposals.



King's Cross London St. Pancras International

Departure boards showing train schedules and destinations.

Platform	Destination	Train	Time
1	London	1234	10:15
2	London	1235	10:30
3	London	1236	10:45
4	London	1237	11:00
5	London	1238	11:15
6	London	1239	11:30
7	London	1240	11:45
8	London	1241	12:00
9	London	1242	12:15
10	London	1243	12:30
11	London	1244	12:45
12	London	1245	13:00
13	London	1246	13:15
14	London	1247	13:30
15	London	1248	13:45
16	London	1249	14:00
17	London	1250	14:15
18	London	1251	14:30
19	London	1252	14:45
20	London	1253	15:00

CURRENCY EXCHANGE

Information board showing directions and services.

- Underground
- Left luggage & storage
- Travel
- Shops
- First Class Lounge
- Restrooms & bar
- Assistance, Parking & Security