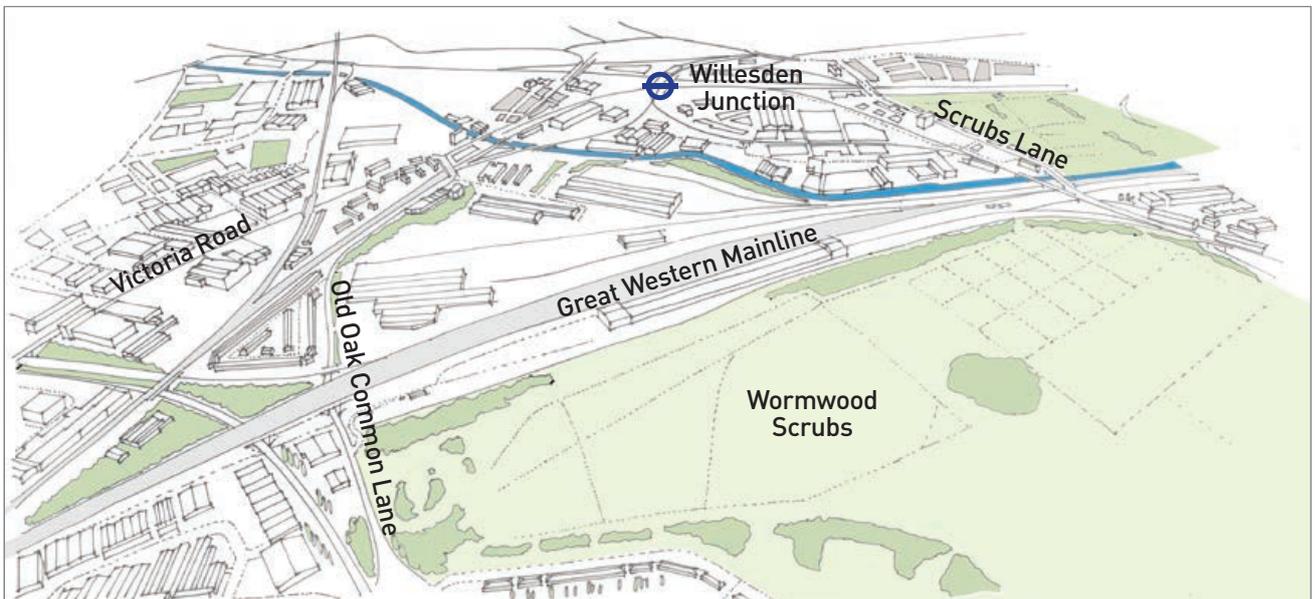


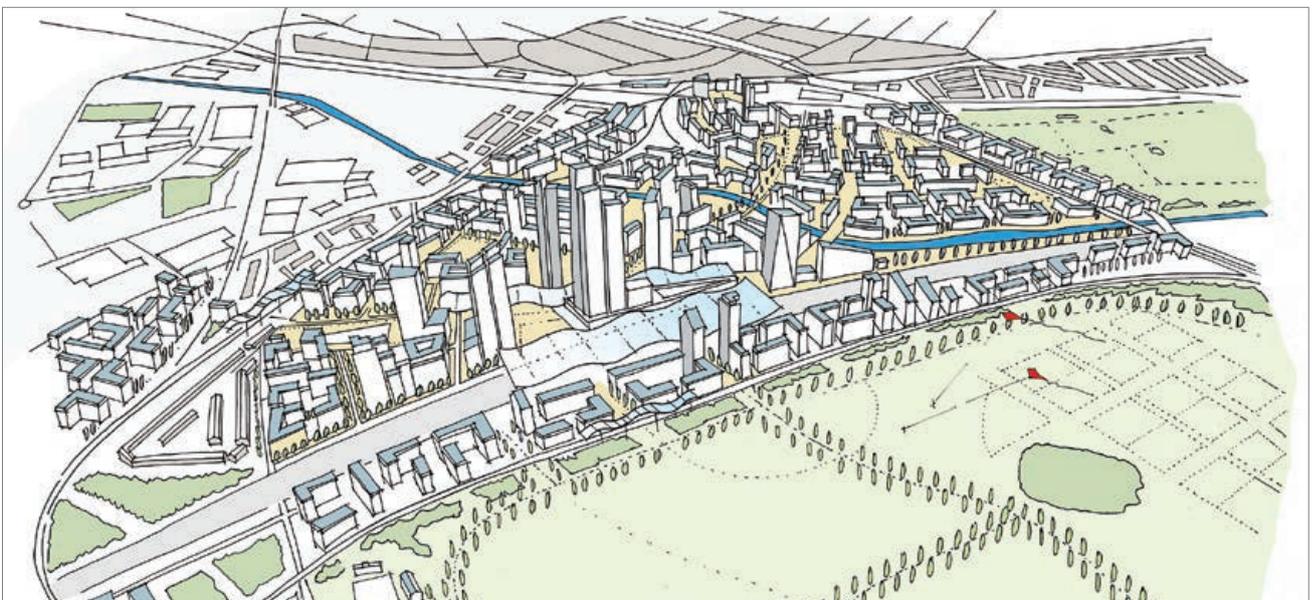
Old Oak – A Vision for the future

Your area is changing



Old Oak – 2013

The Government has announced proposals for a new High Speed 2 (HS2) and Crossrail station at Old Oak by 2026, potentially making it one of the best connected railway stations in the UK. This could give rise to significant potential for economic development, jobs growth and new homes. The Mayor of London also sees this as an opportunity to regenerate the wider area.



Old Oak as it could be – 2043

Based around the new HS2 and Crossrail station at Old Oak, the Mayor, Transport for London (TfL), plus the London Boroughs of Hammersmith & Fulham, Brent and Ealing, have been considering the potential for regenerating the area and are seeking views on a 30-year Vision for Old Oak. This could transform the area with up to 90,000 jobs and up to 19,000 new homes, schools, open spaces, shops and leisure facilities.

Visit www.london.gov.uk/oldoak to view the Vision in more detail.

A Vision for Old Oak

What's the Vision?

Old Oak is the area of industrial and railway land between Old Oak Common Lane, Wormwood Scrubs, Scrubs Lane and Willesden Junction. The site includes large areas of railway land with train depots, two waste recycling facilities, the Car Giant dealership and other light industrial uses. It is isolated with few road and pedestrian links, limited bus routes and no rail services.

The proposed HS2 and Crossrail station would be an international station with direct access to Europe via HS1 (Eurostar). It could be the best connected station in the UK with links to:

- Central London and Heathrow (approx 10 mins)
- Canary Wharf (approx 20 mins)
- Birmingham (approx 40 mins)
- Paris (approx 2¼ hours)

If the Government decides to move Heathrow to a new hub to the east of London, there will be a direct connection from Old Oak Common via the HS1 link in less than 30 minutes.

Development of the land surrounding the proposed station could transform an area previously isolated from the rest of London by railway cuttings and viaducts. This could be a catalyst for wider regeneration, bringing economic benefits to local centres in Harlesden, Acton and Ealing, as well as supporting connections to the White City, Earl's Court, Wembley, Brent Cross and Kensal Canalside Opportunity Areas.

This illustrative masterplan looks at one way of creating a new, well-designed destination. This is the Mayor's and boroughs' Vision for the area. There is continuing dialogue between the boroughs, HS2 Ltd and Network Rail on how the area can best be regenerated and the ways in which the HS2 station could contribute to this regeneration.

North Acton (2015 onwards)

Development within this sub-area has potential to provide:

- Up to 5,000 homes and up to 2,000 new jobs
- Improvements to North Acton station
- New pedestrian links to the proposed HS2 and Crossrail station

The sites to the north of the Central line cutting are not expected to come forward until 2030

Old Oak North (2015-2026)

Development within this sub-area has potential to provide:

- Up to 7,000 homes and up to 5,000 new jobs
- The relocation of waste sites
- New, improved connections to Willesden Junction station and Harlesden town centre



Key

Existing London Underground station	
Existing London Overground station	
New London Overground station	
New HS2 station	
New Crossrail station	
New Great Western Mainline station	
New link over canal	
New north-south link	
Waste recycling plants	A B
Crossrail depot	C
Intercity Express Programme depot	D
Kensal Canalside Opportunity Area	E

Old Oak South (2026 onwards)

Development within this sub-area has potential to provide:

- Up to 7,000 homes and up to 83,000 new jobs
- A new regional transport superhub
- Improved access to Wormwood Scrubs and the Grand Union Canal

Kensal Canalside Opportunity Area

In June 2012 the Royal Borough of Kensington and Chelsea (RBKC) consulted on an Issues and Options paper for Kensal Gasworks. This paper outlines three scenarios for the potential redevelopment of the site. For more information on RBKC's ambitions to regenerate Kensal, please visit www.rbkc.gov.uk

Planning for the future

The Vision document is intended to inform reviews of local authorities' plans and the Mayor's London Plan.

It sets out a number of key themes and proposals that the HS2 promoters might wish to take into account when submitting plans for the new station.

The aim is to facilitate discussion about how best to:

- Open up regeneration opportunities
- Develop new housing and business opportunities
- Bring the area together, creating a stronger, more vibrant community

TfL will need to assess whether any proposal can in due course, be supported by the rail, road and bus network.

What are the challenges?

The site is large and currently has a wide range of uses, for instance railway depots and small business units. To make a significant change and deliver major regeneration benefits, any proposals should consider:

- Allowing the waste recycling sites **A** and **B** to be relocated within the wider Park Royal industrial area, enhancing jobs and business opportunities and allowing new development to take place and improve the area for residents
- Relocating the Crossrail **C** and Intercity Express Programme (IEP) **D** depots as they are being built in the centre of the site and would act as barriers to its full development
- Investigating the impact of any proposed development and the infrastructure that could be provided, such as improvements to the road network, new schools, community facilities, health centres and many other facilities

How would the Old Oak Vision affect me?

Better connected

With a new HS2 and Crossrail station the number of people travelling to, from and through the area is set to increase significantly. To help improve how people access the Old Oak area, this Vision suggests that those promoting HS2 might wish to consider the following when planning the new station:

- **Additional rail connections.** HS2 Ltd's current plans do not include a new Overground station at Old Oak to connect to the local network. TfL and Network Rail are lobbying Government for this and are considering two possible locations. The station would help relieve traffic congestion and significantly improve connectivity to employment and leisure opportunities. They are also lobbying Government to extend the Crossrail network from Old Oak Common towards Wembley and beyond, which would increase access to destinations across London, as well as open up the development potential of land next to the HS2 station
- **Improved east-west links.** Three links spanning the Grand Union Canal could be built to improve east-west access through the area. TfL is also exploring the potential of new public transport links from the HS2 and Crossrail stations and the sub-areas to Kensal Canalside
- **Improved north-south links.** The Mayor and boroughs are lobbying for a new, ground level pedestrian link through the HS2 and Crossrail stations that could connect Willesden Junction to Wormwood Scrubs and onwards to East Acton Central Line station
- **Improved local roads and bus connections.** There is potential to improve the local road network by providing bus and cycle lanes, linking existing and new stations to the wider area. Local connections could also be improved with new bus services and an interchange at the proposed HS2 and Crossrail station
- **Walking and cycling.** New, safer and more attractive walking and cycling routes could be created across the site, making it easier to travel to new attractions and destinations

Place making

Any new proposals for development would need to plan for and consider the following:

- **Existing homes.** Any new development should be planned carefully to respect existing homes and provide new amenities for existing residents
- **New homes.** Up to 19,000 high-quality new homes, including affordable housing, could be built to help tackle London's housing need
- **New jobs.** There is potential to support up to 90,000 jobs around the new station with quick access to Heathrow and central London. A new Overground station and improved bus connections would make many of these jobs accessible to local people
- **Wormwood Scrubs and other green spaces.** The recommendation would be to work with local people to investigate the possibility of enhancing existing spaces such as Wormwood Scrubs. The unique character of the spaces would be retained, particularly for wildlife and recreational use, and new high quality green spaces would be created for the benefit of existing and future residents
- **Grand Union Canal.** This is a great asset to the area. By improving access and encouraging people to make better use of it, the canal could become a more vibrant and safer place for everyone to enjoy
- **New shops, leisure, sports and cultural facilities.** As part of the development, there could be new shops and recreational facilities providing a range of improved services for local people. Better sports and cultural facilities could act as an early catalyst for regeneration
- **Education and health.** Development of the scale proposed in the Vision would require new schools and health facilities to be built

Turn over and tell us what you think





MAYOR OF LONDON