



Sadiq Khan (Mayor of London)  
New London Plan  
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By email: LondonPlan@london.gov.uk

Dear Mayor

### **New Draft London Plan**

We write to comment on paragraph 2.1.55 to 2.1.59 of the draft London Plan, which refer to a West London Orbital proposal. Also relevant are figures 2.8 and 2.10 which highlight the potential role of Old Oak as a transport hub for west London, providing connectivity between radial and orbital railways.

GSK have for many years been lobbying for better north-south rail transport in West London. We were strong supporters of the 2008 West London Orbital proposal by West London Business (WLB) for a new tunnelled metro linking together all the existing radial railways in west London. Because each new metro station would be built immediately next to an existing surface rail station a high degree of connectivity would have been possible, and the network as a whole would have been greatly strengthened.

Given the advent of HS2 and the proposed Old Oak station, the principle of a north-south rail connection via Old Oak and the concept shown diagrammatically at figures 2.8 and 2.10 of the draft Plan (and also at figure 30 in the March 2018 Mayor's Transport Strategy) make excellent sense. Our concern is that now this concept has started to be examined at a detailed level, a far lower standard of connectivity is being envisaged than would have been provided by WLB's proposal.

The Old Oak "interchange" appears to be evolving as a series of separate stations some distance from each other, rather than as a single Clapham Junction-style hub. This will be relatively unimportant for occupiers of the Old Oak development, but crucially important for businesses in the rest of west London whose workforces could benefit greatly from a really good interchange.

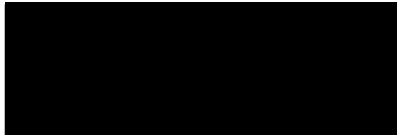
We therefore ask that specific reference be made at paragraph 2.1.55 to the potential importance of Old Oak as a transport hub for existing businesses in west London, rather than just as something that "could unlock significant new growth in the area". We suggest the addition of a final sentence at the end of 2.1.55:

*"Provided a sufficiently high standard of interchange between the various lines can be achieved, the new Old Oak station could assist in a significant mode shift away from car commuting in west London."*

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GSK were pleased to note that in the revised draft Mayor's Transport Strategy published this week, it is now proposed to commence feasibility work on this version of a West London Orbital much sooner than programmed in the previous draft MTS. Inclusion of a sentence along the lines suggested will formally highlight the importance of achieving better interchange than appears currently to be under consideration. As a minimum, the sort of proposal set out in the attached letter 14 April 2016 will need investigating; but it will also be sensible to look at more fundamental options before the design of the new Old Oak station is too far advanced.

Yours faithfully



Catherine Warwick-Wilson

UK Transport Development Manager, on behalf of GSK



Local Plan consultation  
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14 April 2016

Dear Sir/Madam

### **OPDC Local Plan consultation**

By way of background, GSK is the largest UK based pharmaceutical company, and is one of the largest such companies in the world. Our headquarters is at GSK House in Brentford, where we employ c4500 people with plans for future growth.

In common with other businesses in west London, and along the Brentford "Golden Mile" in particular, we suffer from a lack of north-south rail connections. The Mayor's West London Sub-Regional Transport Strategy published at the end of 2010 included a possible new Overground service from Brentford to Old Oak which would greatly improve the situation. This appears as a core proposal called "the Golden Link" in LB Hounslow's Great West Corridor Plan, published in December 2015.

The feasibility study for the Golden Link undertaken in 2014 by WSP for LB Hounslow was based on the assumption that the service would terminate at Old Oak, not Willesden Junction, as this would avoid the capacity constraint at Willesden Junction High Level. For the service to operate effectively it would be extremely desirable for the new service to terminate in the new HS2/Crossrail station rather than a 10 to 15 minutes walk away. This would require a new spur off the North London Line, as shown diagrammatically in the plan below.

We ask that provision be made in the OPDC Local Plan to allow the inclusion of such a spur into the new HS2/Crossrail station. Such a link was included in several of the layout options investigated by TfL two years ago but rejected as too expensive. However we understand that it was not the cost of this particular element of the rejected options that was unaffordable.

Yours faithfully

Catherine Warwick-Wilson  
UK Transport Development Manager, Sodexo on behalf of GSK

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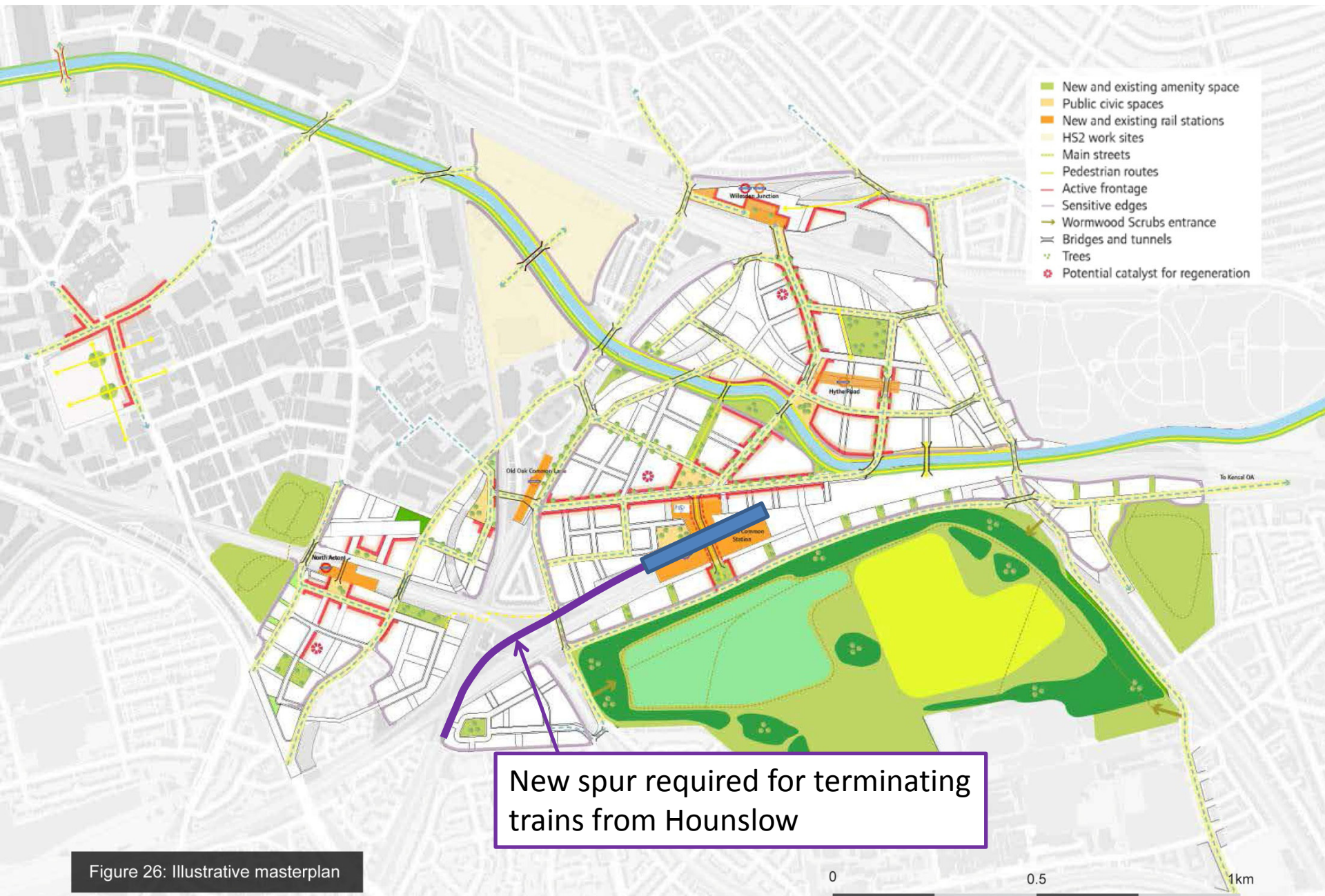


Figure 26: Illustrative masterplan