We are pleased to welcome you to the first public exhibition of emerging proposals for the development of our Bollo Lane site.

This public exhibition is an opportunity to introduce:

• the TfL-owned Bollo Lane site
• our Development Team
• our Principles of Development
• the emerging proposals

Over the coming months, we will be running a range of engagement and consultation activities to hear the views of local residents, businesses and the wider community.

Have your say – don’t forget to use the feedback forms provided to tell us what you think.
The team

Transport for London

Transport for London is best known for keeping the capital’s trains and buses moving.
But TfL also owns significant amounts of land – particularly around bus and train stations and along railway lines – that can be used to deliver new homes that Ealing and wider London so desperately need. Working with residents and the local community, we want to deliver community spaces and wider public benefits as part of any proposals that we bring forward. Across our portfolio we are committed to delivering 50% affordable housing.

HOK Architects

HOK is a global design, architecture and engineering firm with 1,700 people collaborating across a network of 24 offices.
HOK designs buildings and spaces that respond to the needs of people and the environment. Their designers are rooted in technical excellence, driven by imagination and focused on a solitary goal: to deliver solutions that inspire clients and communities.
Over the past 30 years the London studio have worked on some of the most high profile projects in the Capital, such as the Natural History Museum Darwin Centre, the British Museum, BBC Broadcasting House and BBC Worldwide. As well as designing the feature tower as part of the Elephant Park masterplan in Southwark and Fitzrovia Apartments, Camden.
The site

Transport for London owns the long strip of land between the railway tracks and the west side of Bollo Lane.

The site stretches from Acton Town Station, along Bollo Lane and down to the railway crossing in the south.

The existing site hosts a range of uses, including:

- TfL car and lorry park
- Frank Pick House (London Underground escalator engineering)
- Train drivers accommodation
- Various other TfL operational buildings
- A Victorian Substation
- Car repairs and servicing garages
- A bathroom showroom

The site offers little in the way of wider community benefits, with the majority of the land bordering Bollo Lane currently inaccessible to members of the public.

The pedestrian experience is further restricted by the lack of pavement at several sections of the roadway along Bollo Lane.

As part of our plans, TfL is currently considering where we could relocate some of the site’s existing uses. We are currently looking at the adjacent TfL Acton Works site and other locations locally and across London which may give opportunities to intensify uses and activities.
The area around Bollo Lane has a rich and varied history.

Named after the Bollo Brook that followed the path of today’s Bollo Lane, the area has been home to various light industries over the past 150 years – from hand ironers, steam laundries and bayonet manufacturers, to pig farming and livestock traders.

The arrival of the District Railway in 1879 resulted in the area undergoing significant changes. We can still find reminders on today’s site of this transport transformation. The original Victorian substation is situated towards the northern end of the Bollo Lane site and the art deco architecture of many Underground stations designed by Charles Holden, including Acton Town.

Frank Pick House is a ‘locally listed’ building. However, we think the building is of its time and no longer makes a positive contribution to the area, particularly in terms of materials and efficiencies of the site.
In order to understand what the Bollo Lane site can deliver for Acton, it is important to understand some of its constraints and limitations.

**Shape**
The long, narrow shape of the Bollo Lane site will be a constraining factor for any future development. We will explore various design options to test how the site can be best developed to optimise delivery of much-needed housing, local economic benefits and open spaces.

**Neighbours**
Any development must be undertaken in a considerate and sensitive way, taking into account the residential and commercial neighbours who border the site.

**Existing uses**
Some of the buildings and workspaces on the Bollo Lane site will need to be reprovided as part of the development. This may also include retaining access routes to the railway at some locations along the site.

**Protecting Bollo Lane’s identity**
Some elements of the site are protected, meaning that development around these areas will need to be particularly sensitive. These include the Grade II Listed Acton Town Station next to the site and Tree Protection Orders within parts of the greenery along the site.

**Access**
Towards the southern end of the site there is limited pedestrian accessibility due to on-street parking and narrow pavements along Bollo Lane.
Our vision

Acton is a great place to set up home, raise a family or run a business. We are committed to delivering a development with real and lasting benefits for Acton. The site has good public transport links and local infrastructure, and is a great location for:

- C.800 new homes to rent and buy in Acton, helping to meet local need and demand with a mix of sizes and tenures
- High proportion of affordable homes to rent and buy on site
- New open spaces that will help to connect existing and emerging housing developments
- Improvement to Acton’s Green Corridor
- Improvements to the public realm along Bollo Lane, including new pavements and landscaping
- Sensitive and appropriate design that respects the site’s history and local context
- Space for new and established retailers and flexible work space
- Improve and relocate transport infrastructure for train crew
- New job opportunities for local workers
- Reduce congestion and improve local air quality
New homes for Ealing

At present, 55% of residents in Ealing are unlikely to be eligible for council allocated housing but would also be unable to afford private sale housing. These households typically include key frontline workers.

What does this mean for homes for rent and private sale in Ealing?

**Reduced affordability** – whilst supply has been increasing in Ealing, an ever growing demand has meant that rents and house prices have grown faster in Ealing than in England more widely.

We are committed to delivering c. 800 new homes for rent and sale in this key location, close to a number of major transport networks.

The proposals include a mix of tenures and sizes to help meet the growing local demand for new housing.

All new homes will be of a high quality and will be designed to be sensitive to the important heritage of the surrounding area.
Access to green space is an important part of Acton’s identity. The site benefits from being a short walk from both South Acton Park and Gunnersbury Park, as well having a number of trees already on site.

The site’s location provides the opportunity to create new public spaces and enhanced public realm along Bollo Lane.

As part of the proposals, we are committed to improving the already existent Green Corridor running along Bollo Lane and enhancing the pedestrian experience with new pavement, linking Chiswick Park in the south and Heathfield Gardens in the north.

New open public spaces will be connected by green walkways, enhancing the local biodiversity and encouraging wildlife back to Bollo Lane.
Next steps

Thank you for attending our public exhibition.

We are committed to working closely with local residents, businesses and the wider community.

Please take a moment to provide us with your feedback.

Projected Timeline
Now – First public exhibition
October 2019
Collate exhibition feedback
January 2020
Second public exhibition
Early 2020
Submit plans to Ealing Council

Get in touch
If you require any further information, or would like to speak to a member of the project team, please contact:
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