

Hounslow Local Plan 2020-2041

Statement of Common Ground

between

London Borough of Hounslow

and

Network Rail

and

**Transport for
London**

And

**West London
Alliance**

January 2026

V1

1. Introduction

- 1.1. This Statement of Common Ground has been prepared between the London Borough of Hounslow (LBH) and Network Rail, Transport for London (TfL) and the West London Alliance which consists of the London Boroughs of Barnet, Brent, Ealing, Hillingdon, Hounslow, Hammersmith and Fulham and Harrow. This Statement seeks to inform the independent examination of the Hounslow Local Plan 2020-2041, and will be submitted to the Planning Inspectors ahead of the hearings.
- 1.2. It sets out the parties' agreed positions in relation to the Matter: Transport, Communications and Connectivity, Question 2 of the Inspectors' Matters, Issues and Questions (MIQs), which can be found from the following link: [IN03 – Inspectors' Matters, Issues and Questions for Stage 1 Hearings \(21 November 2025\)](#). Specifically, it sets out the parties' agreed positions in relation to West London Orbital (WLO) including Lionel Road Station. It is considered that LBH, Network Rail, TfL and the WLA are important stakeholders in the delivery of the schemes.
- 1.3. Before the previous Local Plan was withdrawn, a Statement of Common Ground between TfL, Network Rail and LBH was signed and submitted to the Inspectors at the time of the previous Local Plan examination hearings in November 2021. This 2025 Statement expands upon previous cooperative working in so far as illustrating the ongoing collaboration between TfL, Network Rail and LBH in strengthening the evidence base that justifies and informs the relevant transport infrastructure projects.

2. Background

- 2.1. The Hounslow Local Plan states that LBH will work with partners to secure investments to existing and future strategic transport connections, including to London Underground, rail, London Overground, bus, walking and cycling and highway services. These enhancements are a key component of the Transport and Connectivity policies in the Local Plan 2020-2041.
- 2.2. The projects where TfL, Network Rail, the WLA and LBH will need to work together are:
 - West London Orbital (including Lionel Road Station) - A new service linking Hounslow to north-west London with new Station at Lionel Road
- 2.3. Both Network Rail and TfL have been consulted at numerous stages of the Plan making process. In October 2024 both were consulted as part of the Regulation 19 consultation. Network Rail stated their explicit support for numerous policies in the Plan, including the Spatial Strategy, P1, P1(a), P1(c) EC1 and EC2, whilst TfL also welcomed numerous elements, including giving *"broad support for public transport and active travel improvements"*
- 2.4. The West London Orbital (WLO) is a proposed 11 mile long new service on TfL's London Overground rail network intended to link Hendon in north-west London with Hounslow in south-west London. It would bring back into passenger use the Dudding Hill Line between Brent Cross and Old Oak Common; trains would then use the North London Overground line, the Kew Branch including a new station at Lionel Road, and the South Western Hounslow Loop between Old Kew Junction and Hounslow and serve intermediate stations at Brentford, Syon Lane and Isleworth. It is supported by Proposal 88 in the Mayor's Transport Strategy (MTS): *"The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross"*. The project is supported by policies T1 and T3 in the London Plan, and in its

indicative table of transport schemes (Table 10.1), with cost indicated as medium and timescale of delivery until 2030.

- 2.5. Since publication of the MTS, West London planning authorities (including Hounslow) have been working together with TfL to develop the business case for the WLO. The Strategic Outline Business Case (SOBC) was originally published in 2019 and concluded that there was a strong case for the scheme.
- 2.6. The feasibility design stage of the scheme was completed in September 2025. The current phase of work, (Network Rail's Project Acceleration in a Constrained Environment (PACE) Event Stage 3 (ES3), includes a detailed assessment of the impacts West London Orbital would have in delivering growth across west London, and will confirm the single option for each element of the infrastructure including the new station at Lionel Road.
- 2.7. Subject to continued availability of the necessary funding, the anticipated next steps and current programme are single option selection (2026-27), Transport and Works Act Order (TWAO) application preparation and submission (2028-2029), determination of the TWAO by the Secretary of State for Transport and detailed design (2029-31) before construction is scheduled to begin in 2031 with commencement of services in 2035, all of which is within the Hounslow Local Plan period.
- 2.8. West London Boroughs have been closely involved in development of the case for the project and options for its funding and financing and will continue to be closely involved going forward.
- 2.9. The Hounslow Local Plan, particularly through policies P1, P1 (b), P1 (c) and EC1, supports the delivery of the West London Orbital along with a new station at Lionel Road, with P1 (c) stating that the proposals should plan positively by: *"Supporting and facilitating the delivery of a new West London Orbital rail link and working positively and proactively with stakeholders to deliver a new station at Lionel Road;"* Meanwhile Site 28 – 27 Great West Road states that the *"Development must facilitate the delivery of the Lionel Road Station."*

3. Statement

- 3.1. It is noted that the Inspector requires reassurances on the likelihood of delivery of the two projects within the plan period and their likely sources of funding and timescales.
- 3.2. All parties agree that WLO is an important piece of infrastructure, which is reiterated by its inclusion in 2018 Mayor's Transport Strategy, London Plan 2021, Hounslow Transport Strategy 2025 as well as the Hounslow Local Plan 2020-2041 and other local plans along the route.
- 3.3. Through the Hounslow Local Plan, particularly Chapter 10 Enhancing Connectivity, LBH support and promote the delivery of the projects outlined in Table 1 below and acknowledge the collaborate working needed for delivery. Policy EC1 of the Hounslow Local Plan states that *"We will work with partners to secure investments to existing and future strategic transport connections, including to London Underground, rail, London Overground, bus, pedestrian and cycle and highway services. These enhancements will maximise the borough's regeneration potential and support growth whilst also helping achieve our environmental objectives including tackling climate change and air quality as well as improving public health in our communities."*


- 3.4. All parties agree that delivering a station at Lionel Road is an important part of the project and that designs developed to date show that this can be accommodated on the land available.
- 3.5. WLA, Network Rail and TfL recognise and support LBH in their aspirations to deliver the WLO with a new station at Lionel Road, and in ensuring the potential of the project as an important part of the Great West Corridor regeneration is realised.
- 3.6. All parties agree that the aspirational delivery timescale for commencement of services on the WLO is 2035 which is within the plan period, subject to confirmation of funding for further scheme development and delivery.
- 3.7. All parties agree to collaborate and work together where necessary to promote the projects listed in Table 1 and encourage their delivery.
- 3.8. All parties agree that the potential funding contributors are Transport for London and the Greater London Authority, national government, London Borough of Hounslow (including S106 and CIL developer contributions and other sources), and other WLA partner boroughs and local planning authorities. Detailed work to identify further potential funding sources and the practical steps required to secure them is underway. The funding could also come from any specific government or London-wide funding programmes such as the Housing Infrastructure Fund or any new funding source that emerges.



Table 1.



Planned Transport Project	Funding Source	Timetable
WLO including Lionel Road Station.	<p>TfL, national Government, LBH Capital funding, WLA Partner Boroughs, Developer Contributions</p> <p>As part of PACE ES3 each borough has had to identify CIL funding that will be drawn in 26/27. Hounslow have identified and put forward over £700,000 in CIL funding for the project.</p>	As outlined above with services commencing by 2035



4. Signed confirmation

- 4.1. The contents of this Statement of Common Ground are agreed for the purposes of the examination of the Hounslow Local Plan 2020-2041.

Signed on behalf of LB Hounslow		
Name and position	Signature	Date
Vincent Lacovara, Director of Planning and Buildings		27 January 2026

Signed on behalf of Transport for London		
Name and position	Signature	Date
Josephine Vos Manager, London Plan & Planning Obligations team, City Planning Email: 		14 January 26

Signed on behalf of Network Rail		
Name and position	Signature	Date
Amy Farmer, Senior Sponsor Network Rail Anglia Route Email: 		26/01/2026

Signed on behalf of West London Alliance		
Name and position	Signature	Date
Majeed Neki, Assistant Director, Economy Email: 		26 January 26