

From trains to cranes

HS2 and the West London development boom

March 2025

HS2



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Foreword



For centuries, transport infrastructure has been a vital driver of economic growth. From the Golden Gate Bridge to the Suez Canal, the M1 to the Channel Tunnel, where connections are created, trade, jobs and prosperity have followed.

As CEO of Crossrail, I saw up close the transformative power of new transport infrastructure. Just three years on from its opening, the Elizabeth line has left its mark on London, with new neighbourhoods, homes and offices surrounding its stations.

Although this pattern of investment, regeneration and growth continues to repeat itself, it's a message that often gets muted during the delivery of projects. It's these results however, the new jobs created, neighbourhoods reinvigorated and developments built, that leave the biggest legacy.

Construction of HS2 is well underway, and we continue to make progress out on site. At Old Oak Common we've excavated the huge underground station box and begun work on its platforms. Along the route, work has begun on two thirds of HS2's viaducts and bridges and more than 70% of tunnelling is already complete.

None of this deflects from the fact that in recent years, HS2 has faced serious challenges over its costs and schedule. I am leading a major project reset to meet these challenges head on. We are working with Government to comprehensively review our cost and schedule and recalibrating our relationship with our suppliers to control costs and ensure effective delivery.

This work is vital to ensure we realise the huge opportunities that the promise of HS2 creates. This includes the economic growth it is already driving, the investment it is attracting and the potential it has to spearhead further regeneration. Analysing and outlining these benefits now allows us to mobilise partners, work with the market and maximise its impact.

Much of the commentary surrounding HS2's presence in the capital focuses on Euston and it's fantastic that Government has committed to extending the high-speed line into central London.

However, our impact in west London must not be overlooked – at Old Oak Common we're building the best connected new station ever constructed in this country. A superhub set to be directly linked to over 100 locations in the UK. It deserves our attention.

More than that, as this report outlines, it's an area with unparalleled development potential. This locality once dominated by retail, wholesale and logistics is being transformed into a centre for high-tech jobs, innovation and the creative industries. The availability of land for development, supported by the work of the Old Oak and Park Royal Development Corporation is attracting global investors, which in turn is filling the planning pipeline with ambitious, community-led regeneration schemes, thousands of new homes, public spaces and offices.

This report shifts the conversation, from journey times to people's lives. Years before the first trains leave HS2's platforms, it highlights the unparalleled impact this transformative infrastructure investment is having on the UK economy, bringing with it growth, prosperity and renewal.

Mark Wild
CEO of HS2 Ltd

Executive summary

In 2017, the UK's new high-speed railway between Birmingham and London was given the green light by Parliament. This landmark decision is already driving huge economic growth, years before the first trains leave HS2's platforms.

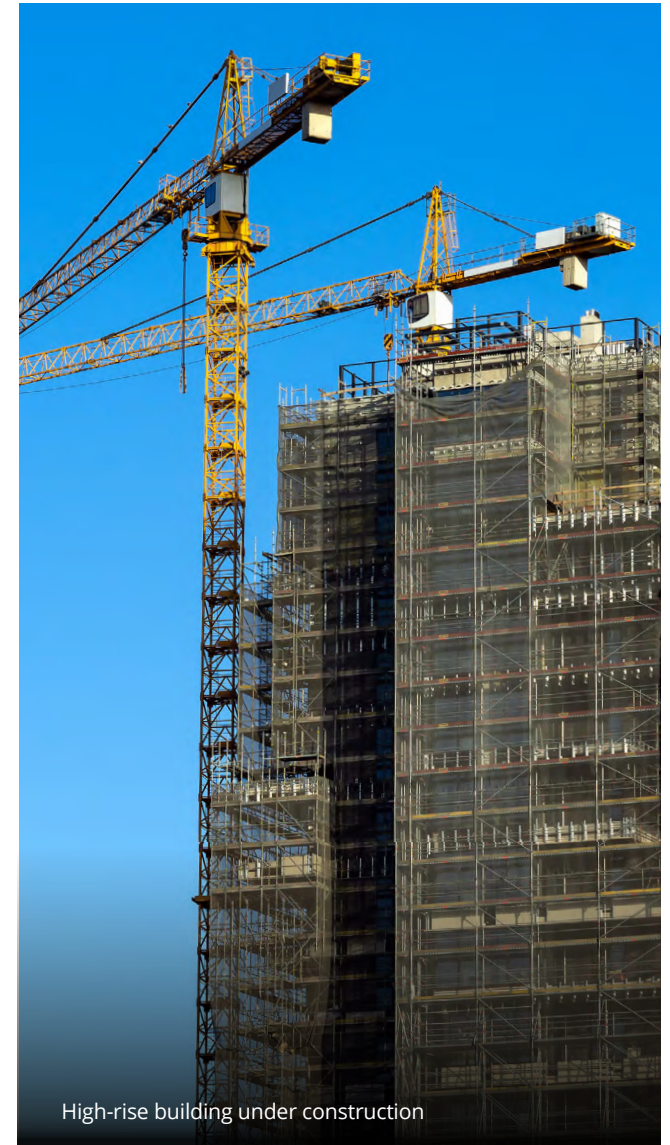
The promise of a new super-connected station at Old Oak Common in west London has galvanised investors, boosting confidence in the positive legacy high speed rail will create locally.

Since HS2 gained Royal Assent, the area surrounding Old Oak Common station has experienced a major uplift in the number and size of regeneration projects submitted into the planning system. The number of planned residential units, the volume of planned floorspace and the average size of projects have all hugely increased.

These upward trends far outstrip the rises in activity seen in similar local neighbourhoods, and what's more, these projects have been brought forward despite the economic turbulence caused by geopolitical shocks and COVID-19.

Since 2017, in the 1.5-mile 'influence zone' surrounding Old Oak Common station, there has been a 22% increase in the number of planning applications submitted, a 98% increase in planned floorspace and a 290% increase in the number of new homes in the planning pipeline. The average construction value of projects has risen by 202%.

Economic analysis suggests that the development brought forward due to the arrival of HS2 in west London could deliver an economic uplift of £10 billion over the next ten years. This HS2-related development will deliver over 22,000 new homes, including 7,774 affordable homes, 693,000 square metres of new floorspace, and over 18,000 jobs.



High-rise building under construction


HS2's impact in west London

Projected economic impact

£10bn


added to the west London economy over the next ten years

Within Old Oak Common impact zone:




22,211

additional homes (including an estimated 7,774 affordable homes)




693,000

square metres of new floorspace



18,782

new jobs




£1,653

per year estimated average wage increase for local workers


Regeneration and investment activity

Since Royal Assent was granted in 2017:




290%

increase in the planned number of new homes




202%

increase in the average construction value of new schemes




98%

uplift in planned floorspace



22%

increase in planning applications submitted



From trains to cranes HS2 and the West London development boom 04

“
West London is
the capital’s new
development hotspot.”

Gary Sacks
CEO of City & Docklands

Old Oak Common

Introduction

Eight years ago, Parliament signalled the go ahead of the most significant Government investment in our railway network in over a century. Designed to build a corridor of opportunity between London and the West Midlands, HS2 will revolutionise travel between our two biggest cities for generations to come. The new railway forms a vital part of the Government's growth agenda.

In London, a great deal of attention has been drawn to the future of Euston station, and changes to the timing, design and construction of HS2's central London terminus. This focus is understandable, but equally important is the transformational impact of HS2's west London station at Old Oak Common.

HS2's west London home is an area undergoing a remarkable evolution. Old Oak Common has traditionally been a centre for transport and logistics, while nearby, Park Royal is London's largest industrial estate, housing the factory and production facilities of big brands such as Charlie Bingham and McVitie's, as well as major clothing retailers. Regeneration efforts now focus on creating additional, highly-skilled jobs in innovation-led sectors such as information

technology and data, higher education and research, combined with an emphasis on placemaking to create new neighbourhoods, community spaces and homes for local people.

Work is underway to ensure this renaissance strengthens the area's burgeoning creative community. The Acton and Park Royal Creative Enterprise Zone has been established to provide funding to arts and training initiatives, while the Park Royal Design District works to expand and showcase the wealth of work created locally.

Although there are compelling stories of expansion, investment and development close to Old Oak Common station, these accounts are anecdotal, and do not provide a robust evidence base for the wider economic uplift HS2 is bringing to the area. This report provides a true account of the changes west London has experienced since HS2's arrival in the area was confirmed, analysing planning data to track new developments in the pipeline, the nature of investment and the impact this activity will have on the local economy in years to come.



Aerial view of Old Oak Common station (under construction) and surrounding area

What is HS2?

HS2 is the UK's new high-speed railway. Its British-built bullet trains will provide zero-carbon journeys between the UK's two largest cities, Birmingham and London, on dedicated high-speed tracks, with services continuing on to Manchester, the North West and Scotland using the conventional railway network, cutting journey times.

Once operational, HS2 will provide faster, greener journeys, with more reliable services, while relieving pressure on the most congested southern end of the West Coast Main Line – creating more space for local and freight services.

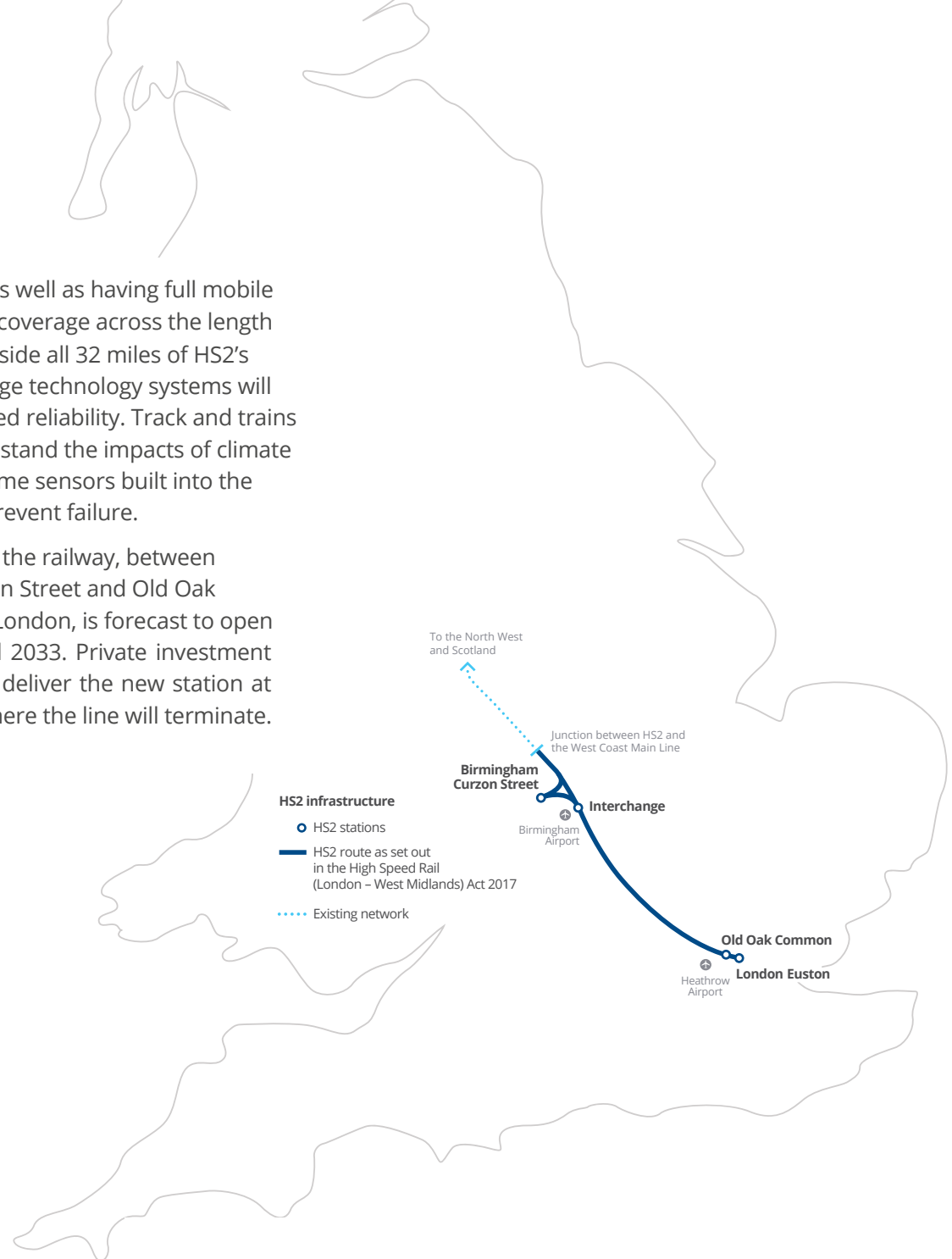
HS2 is the first new intercity railway to be built north of London in over a century. The project is Britain's biggest build, made up of 140 miles of track, four new, state-of-the-art stations, two depots, 32 miles of tunnel, and 179 bridges.

Construction of HS2 is well underway, with activity ongoing across 350 active sites between London and the West Midlands. Work has begun on two thirds of HS2's viaducts and over half of its bridges, with more than 70% of tunnelling complete. Over 31,000 people are currently working on HS2, and more than 3,300 UK businesses are helping to build it.

This new railway will deliver more track, more trains and faster journeys. It will transform the experience of rail travel for passengers, providing more comfortable and reliable journeys fit for the 21st

century traveller. As well as having full mobile network and Wi-Fi coverage across the length of the route and inside all 32 miles of HS2's tunnels, cutting-edge technology systems will provide unparalleled reliability. Track and trains will be built to withstand the impacts of climate change with real-time sensors built into the infrastructure to prevent failure.

The first section of the railway, between Birmingham Curzon Street and Old Oak Common, in west London, is forecast to open between 2029 and 2033. Private investment is being sought to deliver the new station at London Euston, where the line will terminate.



A sleek, white and blue high-speed train (HS2) is shown in motion on a track, angled towards the right. The train has a very aerodynamic, bullet-like nose. The background is a clear sky with a hint of sunset or sunrise. Overlaid on the left side of the image is a large, semi-transparent blue circle with several concentric white circles inside it. The text "HS2 is the UK's new high-speed railway" is written in white, bold, sans-serif font within the blue circle.

**HS2 is the UK's new
high-speed railway**

An architectural rendering of the interior of Old Oak Common railway station. The image shows a large, modern, multi-level concourse with a high, arched, ribbed ceiling and large glass windows. People are depicted walking on the platforms and sitting at tables in the foreground. A large, dark, circular graphic overlay is positioned in the upper right corner, containing white text. The overall atmosphere is bright and spacious.

This superhub at Old Oak Common will be the largest and best connected new railway station ever built in the UK

Old Oak Common station

This superhub at Old Oak Common will be the largest and best connected new railway station ever built in the UK. Currently under construction, it will boast 14 platforms, transporting passengers via High Speed Two (HS2), the Elizabeth line, Heathrow Express and Great Western Railway services.

Over 100 destinations are set to be directly linked to Old Oak Common, from central London stations such as Paddington, Liverpool Street and Canary Wharf, to major UK cities including Birmingham, Manchester, Cardiff, Oxford and Bristol.

The station has been designed to maximise natural light and provide natural ventilation, which along with occupancy and daylight sensors, will reduce energy consumption. It was recently awarded an 'outstanding' BRE AAM rating, putting it in the top 1% most eco-friendly buildings in the UK.

Designed to welcome up to 250,000 passengers every day, a dedicated bus and taxi facility, drop off and pick up points and pedestrian and cycle links will ensure ease of access to the station.




Outside, new public parkland will be created with pocket gardens, trees and shrubs, and a new wetland area. This parkland will be a place for people to relax as well as a venue for community events and pop-up markets.

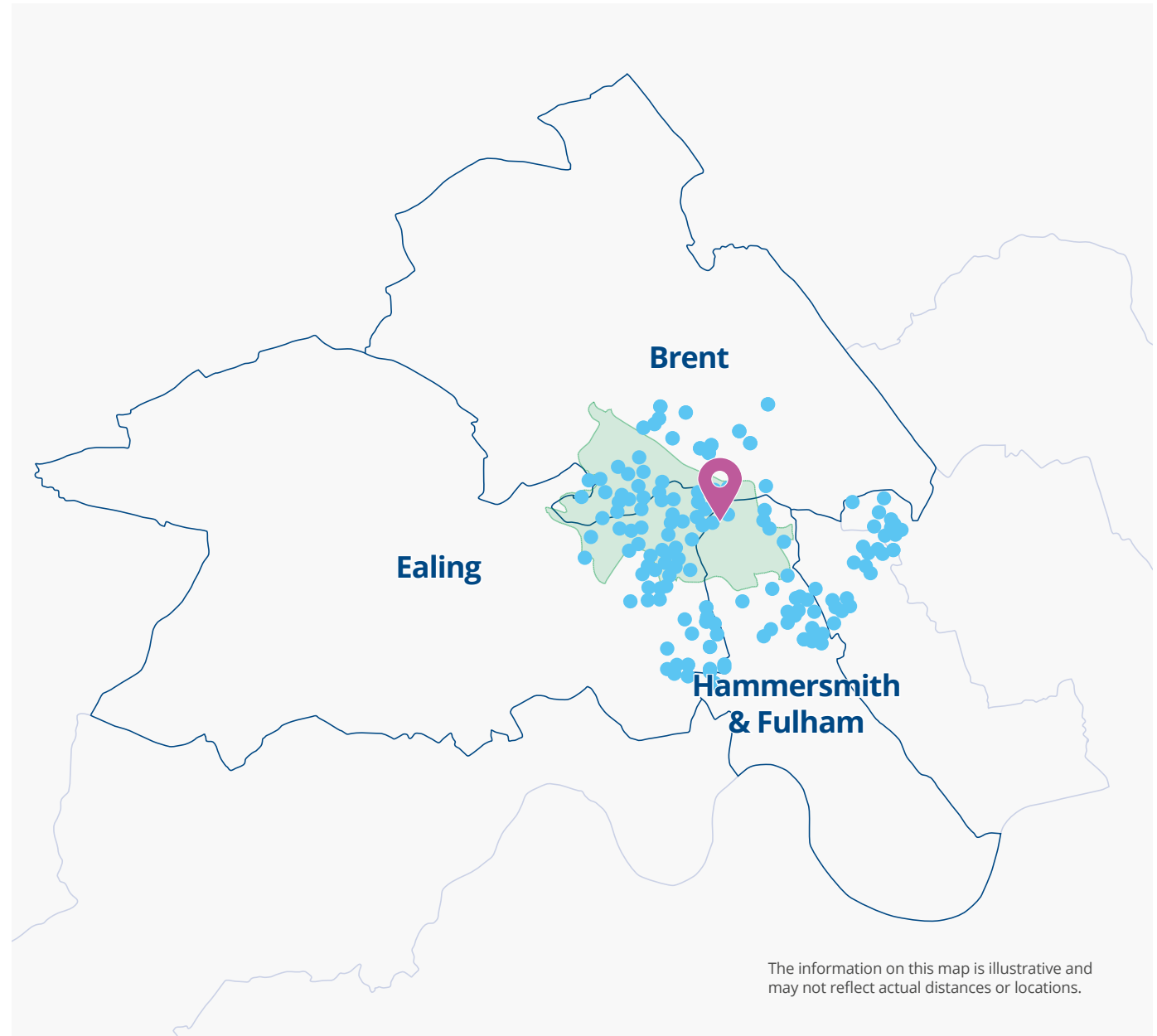
*Projected number of connections, exact links and service patterns to be confirmed.



HS2 in west London

The investment and regeneration activity HS2 is attracting to west London is concentrated around the location of the region's station at Old Oak Common. The station is located at the intersection of three London boroughs; Hammersmith and Fulham (in which it falls), Ealing and Brent.

-  Old Oak Common station
-  Old Oak and Park Royal Development Corporation Area
-  Projects in Old Oak Common influence zone





“

The planned regeneration enabled by this transport superhub encouraged us to invest here early.”

Alice Sewell

Investment Director, Imperial College London

Old Oak and Park Royal Development Corporation

Established by the Mayor of London in 2015, the Old Oak and Park Royal Development Corporation (OPDC) covers an area of 650 acres, spanning the boroughs of Hammersmith and Fulham, Ealing and Brent. OPDC works closely with local authorities to maximise the regeneration opportunities presented by ongoing infrastructure investment at Old Oak Common, creating a positive legacy for communities.

Its ambitious masterplan aims to transform disused and low density industrial land into vibrant mixed-use developments, creating thousands of new jobs, homes and community spaces.

Empowered with full local planning authority responsibilities, OPDC acts as a conduit between councils, developers and other stakeholders to bring forward projects that deliver social, environmental and economic benefits.

Focusing on sustainability, active travel and the attraction of world-leading businesses, OPDC has already worked to support the construction of thousands of new homes, brought forward plans to create a clean energy centre, and supported multinational firms such as Microsoft to build state-of-the-art facilities in the local area, supporting hundreds of high-skilled jobs.

N.B. The geographical area studied in this research covers an area that includes, but is not limited to, the OPDC boundary.



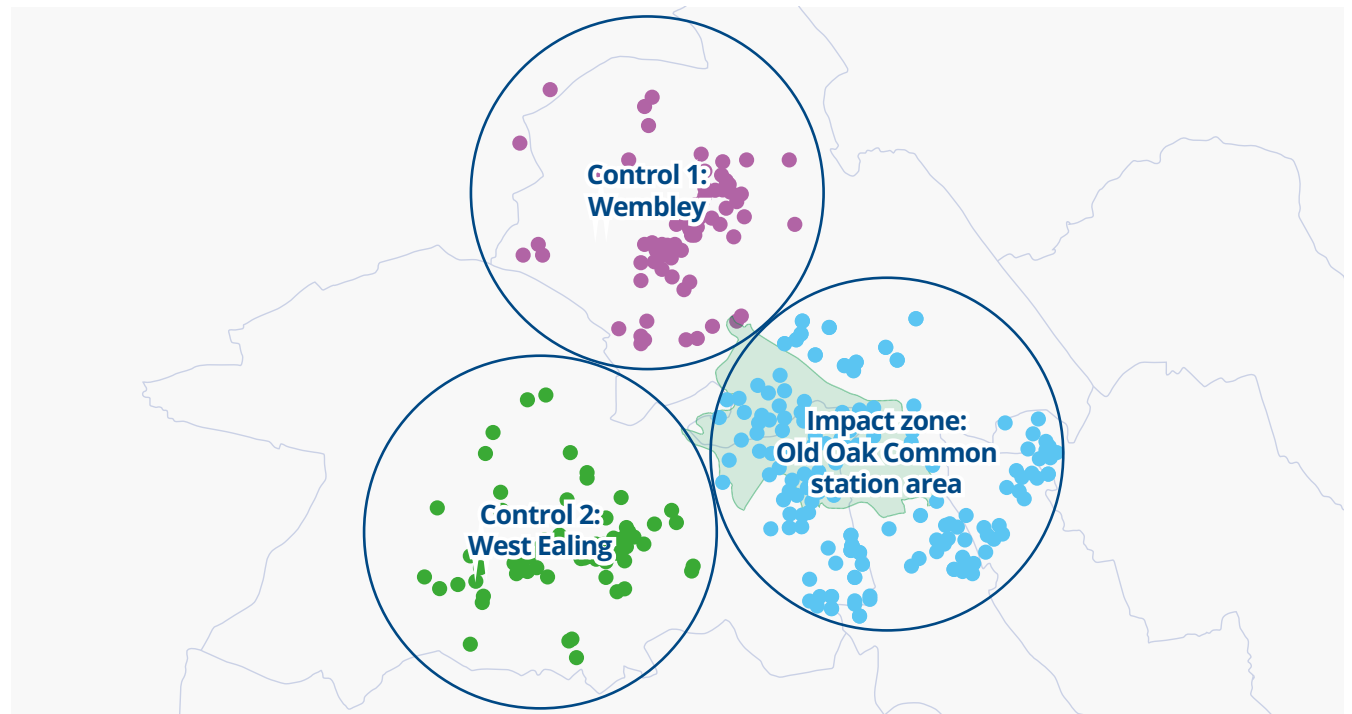
The analysis

This research goes beyond anecdotal accounts of HS2's positive impact in west London, providing robust evidence about the associated uplift in regeneration and investment activity.

Our assessment model:

1. Quantifies the scale and economic value of commercial and residential investment that can be attributed to HS2's arrival in west London.
2. Compares this data with investment and regeneration trends in the wider area, focusing on two equivalent influence zones in Wembley and West Ealing.
3. Highlights the real economic benefits this regeneration and investment activity will produce – through additional jobs created and Gross Value Added (GVA).

The research conducted is based on an analysis of planning applications made within a 1.5-mile radius of Old Oak Common station, both before and after HS2 received Parliamentary approval in 2017. This has been followed by an economic analysis which removes any benefits that would have likely happened without HS2's arrival, as well as any development that is likely to have been displaced from other areas.



The results

Since HS2 was approved by Parliament in 2017, there has been a huge increase in regeneration and investment activity in the area surrounding Old Oak Common station in west London.

The number of planned residential units, floorspace being developed and the value of projects in the development pipeline is much higher compared to an equivalent period before HS2 was given the green light in Parliament. These upward trends outstrip the rises in planned development outside of HS2's influence zone, in the 'control areas' used for the research.

Construction value*

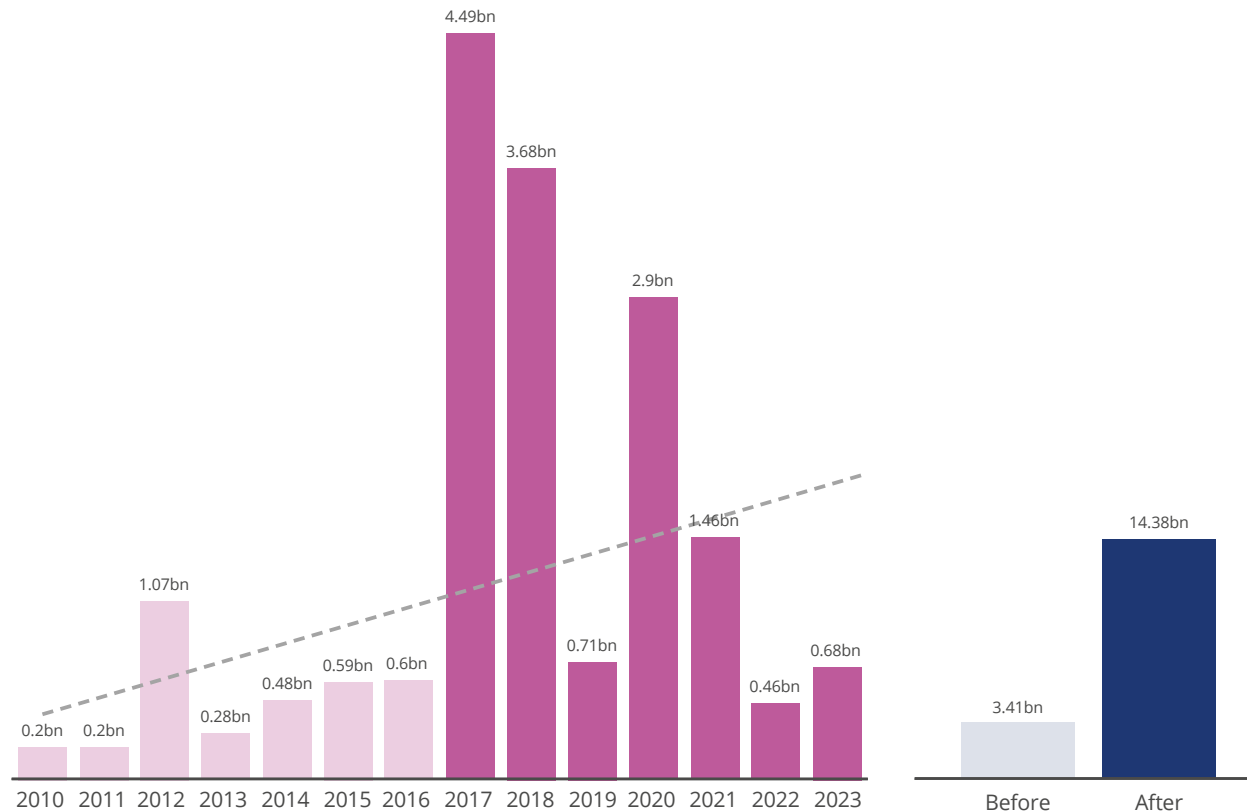
Analysis shows that there has been a huge increase in the total value of construction projects brought forward in the planning system close to Old Oak Common station, since 2017.

In the seven years prior to HS2 gaining Royal Assent, the total value of projects submitted was £3.41billion, in the seven years following Royal Assent, it was £14.38 billion, representing a 325% increase in investment activity. This compares to 6% and 38% increases in comparable, local neighbourhoods outside of the Old Oak Common influence zone.

 **325%**
increase in investment activity

*Construction value of submitted planning applications.

Old Oak Common station area – planning applications (construction value £bn)



Planning applications


The volume of planning applications submitted in the area surrounding Old Oak Common station has increased by 22% since 2017. This is not unusual for this part of west London and there have been rises in the number of applications in the neighbouring areas too.

Crucially however, when we examine the average value of projects submitted into the planning pipeline, the true extent of Old Oak Common’s development boom is clear. The average value of projects submitted has risen by 202% from £44 million to £133 million since 2017, whereas neighbouring locations have seen the average value of their schemes stay relatively stable in this same period. It is clear that the promise of HS2 and the connectivity Old Oak Common station will bring to the local area has contributed to the advent of more ambitious, large scale developments.



202%

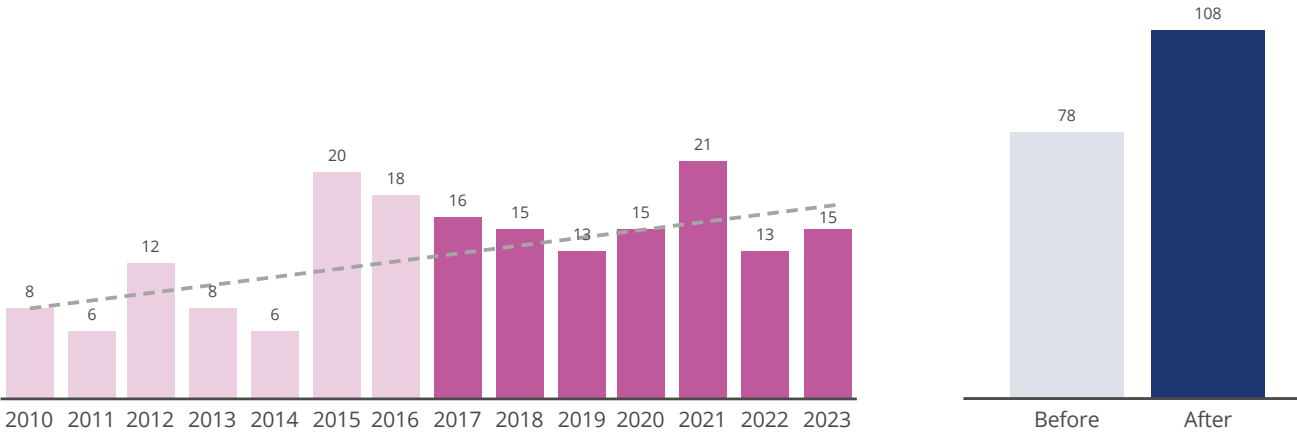
increase in the average construction value of new schemes



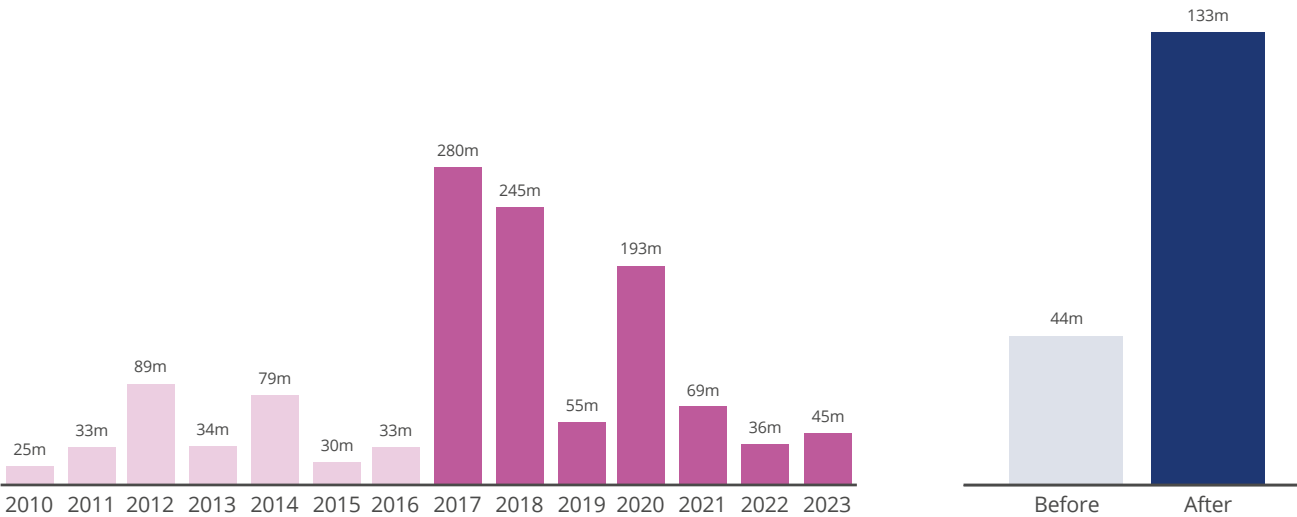
22%

increase in planning applications

Old Oak Common zone station area – total number of planning applications submitted



Old Oak Common zone station area – average project value



Number of homes

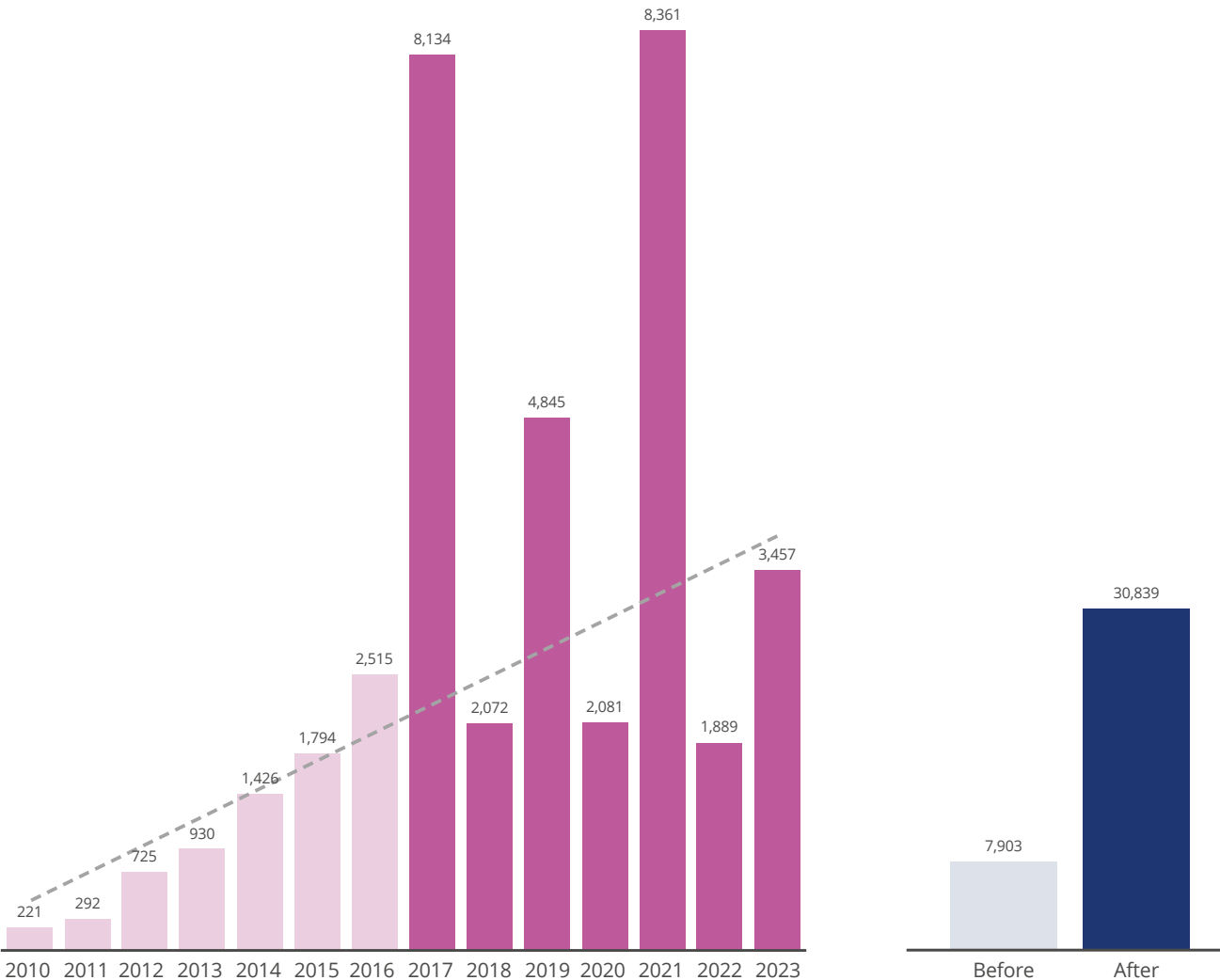
There has been a 290% increase in the number of new homes planned in the 1.5-mile zone surrounding Old Oak Common station since Parliament approved HS2 between London and the West Midlands. Planning applications submitted from 2017 onwards include the provision of 30,893 homes, compared to just 7,903 homes in the planning applications submitted in the equivalent period before 2017. This significant shift towards residential development bucks the trend seen elsewhere. In nearby Wembley and West Ealing, the number of planned homes has remained relatively consistent over the same period.



290%

increase in number of new homes planned

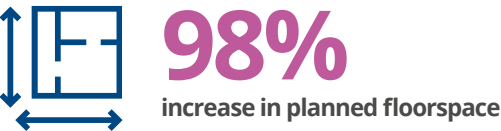
Old Oak Common zone station area – total number of new residential units planned



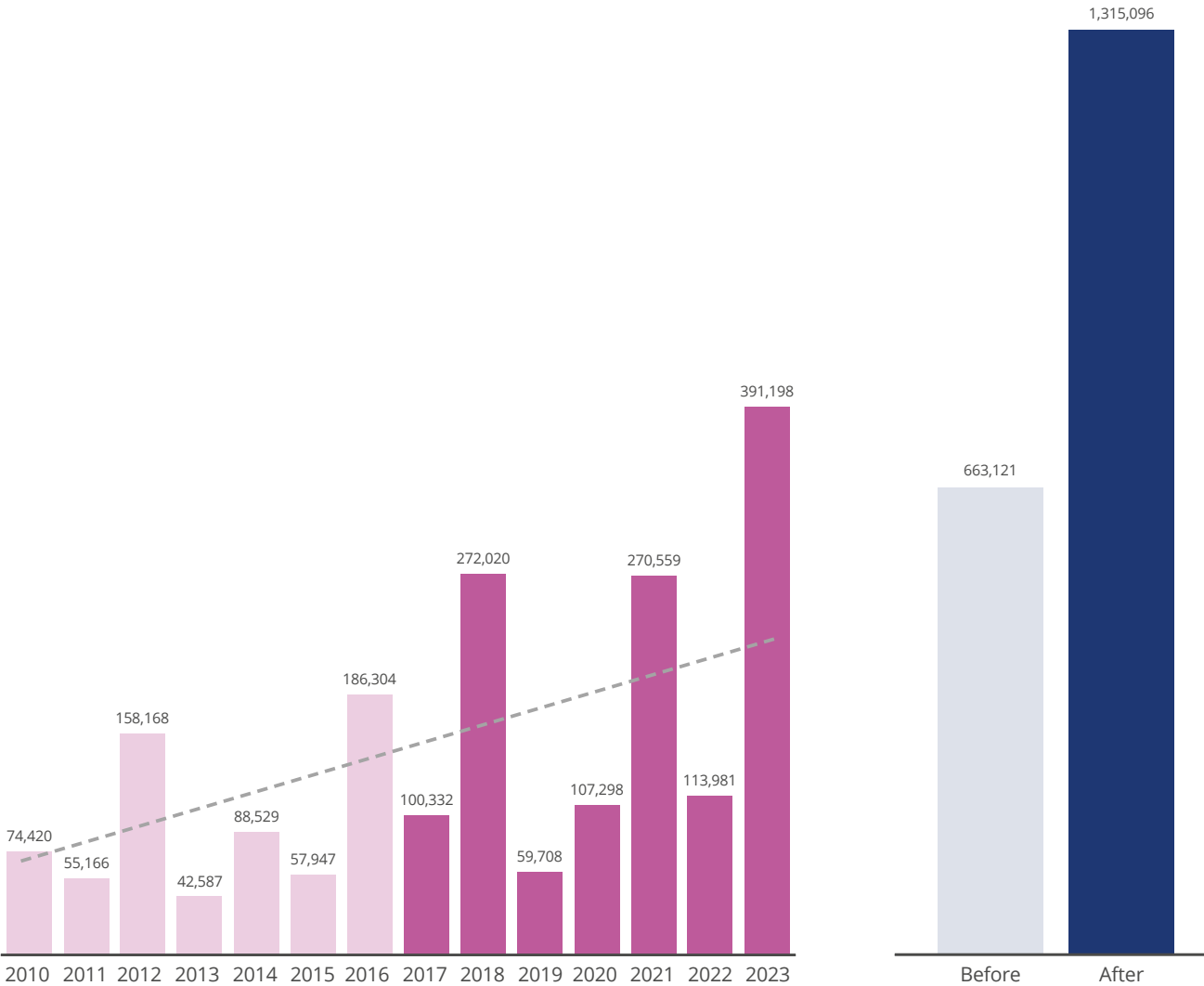
Floorspace

In the influence zone surrounding Old Oak Common station there is a marked increase in the amount of commercial floorspace in the planning system since HS2 gained Royal Assent, compared to the equivalent period before the project gained parliamentary approval. The amount of planned floorspace rose from 663,121 square metres to 1,315,096 square metres, an increase of 98%.

To place this in a local context, the volume of planned floorspace in Old Oak Common since 2017 is almost ten times larger than in West Ealing and four times larger than in Wembley.



Old Oak Common zone station area – total volume of planned floorspace (m²)



Headline benefits

The research suggests that HS2 will deliver an economic uplift of £10 billion over the next ten years.

These benefits include the economic impact of building planned schemes, the jobs created and located within new developments and the additional money spent in the local area by new residents living there.

Our analysis estimates that, within 1.5 miles of Old Oak Common station, HS2 will be responsible for the generation of:



22,211
additional homes



693,000
square metres of new floorspace



18,782
new jobs



Construction of planned schemes in west London continues apace

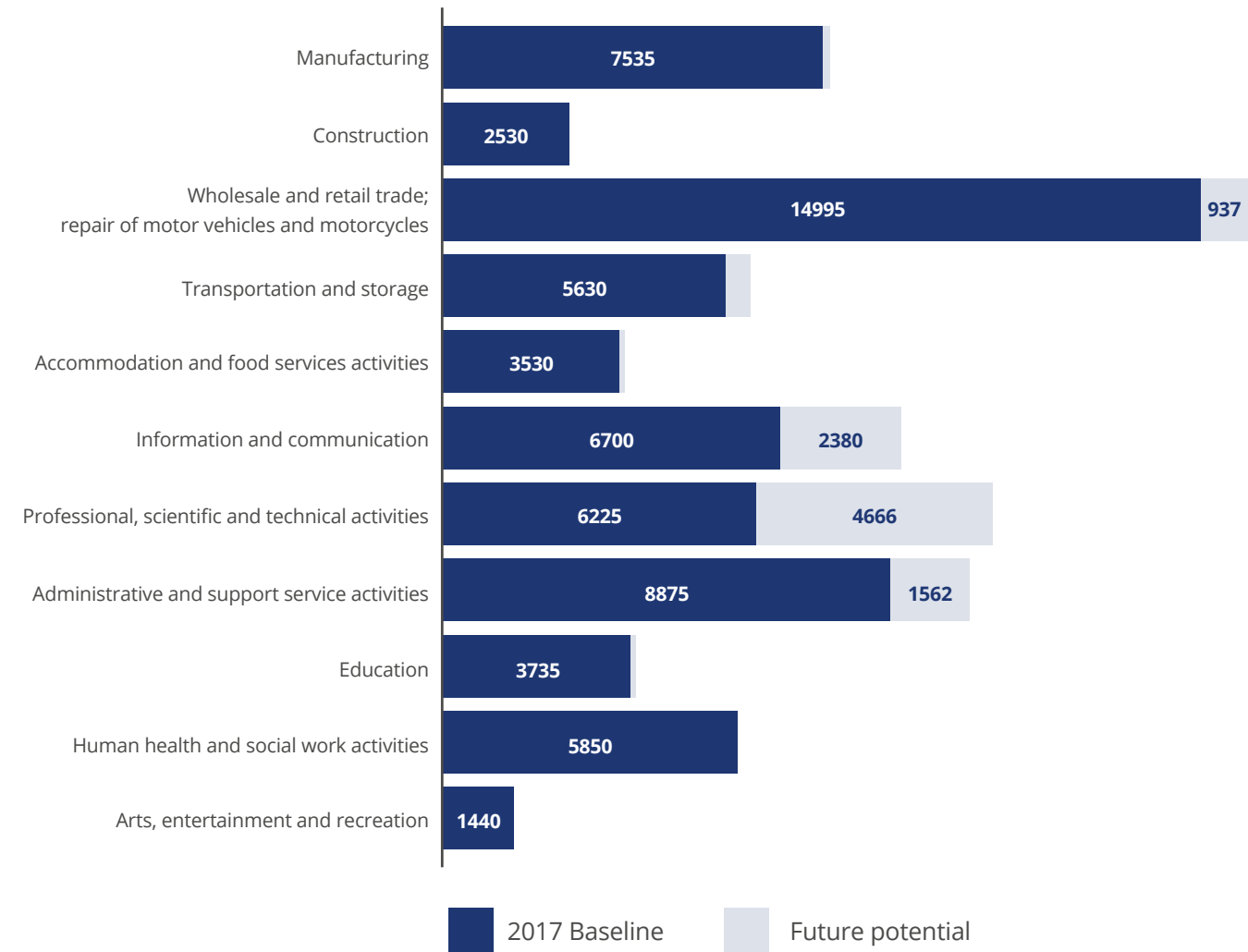
Quality of jobs

Analysing the nature and profile of planned commercial developments in our Old Oak Common influence zone allows us to understand what type of jobs will be located there in future.

Our study of the planning pipeline suggests that there will be an increase in new jobs created in higher-paid industry sectors including professional services, scientific and technology based roles.

It's estimated that this influx of better paid, highly-skilled roles will result in an average salary uplift of £1,653 for employees working in the Old Oak Common influence zone.

Old Oak Common impact zone – industry employment, number of employees



Spotlight on One Portal Way

This visionary project will transform a sprawling brownfield site into an accessible and vibrant mixed-use development.

The plans, developed by Imperial College London, comprise seven new buildings spanning 2 million sq. ft, including spaces for retail, a health centre, flexible workspaces and a new public park.

The scheme will support west London's booming technology and innovation businesses, providing affordable and flexible employment space from startups, scale-ups and SMEs. The workspaces will support science and innovation activity, building upon Imperial's West Tech Corridor strategy and are predicted to support 1,000 jobs locally.

Plans include the development of over 1,300 homes, 35% of which will be affordable, delivering a mix of London Living Rent, London Affordable Rent, Discounted Market Rent and Intermediate housing. The scheme provides a range of residential uses including student accommodation.

The masterplan will transform a site that is underutilised, surrounded by busy roads and inaccessible to the public, into a green, landscaped network of buildings. A new public square in its centre will act as North Acton's 'green heart' providing a space for the community to come together.

The development is a stone's throw from HS2's new Old Oak Common station, which is set to provide access to high-speed rail services, Elizabeth line connections and Great Western Railway services, with pedestrian and cycling routes an important element of the scheme's design.

“

We are hugely excited about the impact this development will have on Old Oak. One Portal Way will create new places to work, live, and relax – benefitting local communities. The site's proximity to Old Oak Common station, and the planned regeneration enabled by this transport superhub, encouraged us to invest here early. Old Oak has been identified within our West Tech Corridor strategy as a location for intensive innovation activity. It has all the ingredients to support a thriving innovation ecosystem, including Park Royal's manufacturing capabilities, high transport connectivity and dense urban regeneration.”

Alice Sewell

Investment Director at Imperial College London



One Portal Way

Spotlight on One West Point

The landmark, 54-storey Icon Tower at One West Point is the tallest residential tower outside Canary Wharf, and London's sixteenth tallest building. Completed in 2022, it boasts 362 one, two and three bedroom apartments.

An architectural marvel, its 600-foot-tall tower offers unparalleled views across London and beyond. The Old Oak Common station site, currently under construction, can be clearly seen from One West Point's apartments, and once open will connect residents to over 100 destinations across the UK, as well as providing access into central London.

Icon Tower is part of the One West Point development which comprises four buildings and totals 701 apartments, all located within an urban oasis that boasts extensive communal landscaped gardens, courtyards, and roof terraces providing plenty of space to relax. The development also provides many shared residential and commercial facilities.

Having delivered more than 3,500 luxury apartments to date, this development is City & Docklands' nineteenth successful residential scheme in the capital, and their first in North Acton.

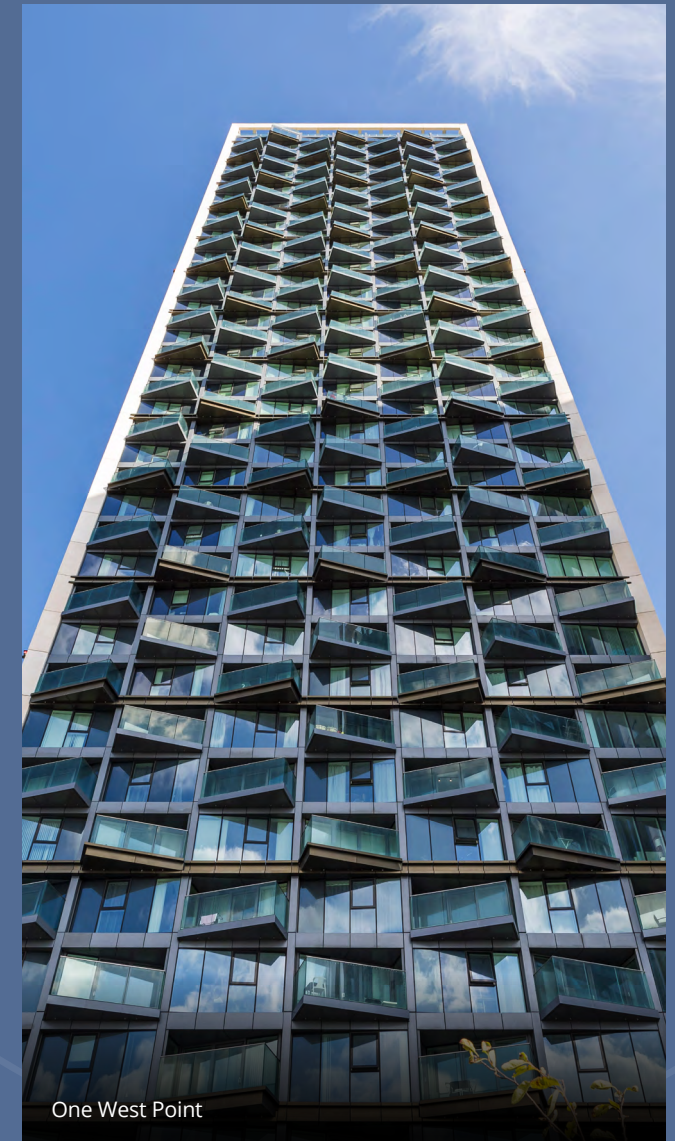
Since completing One West Point, City & Docklands has also completed Mitre Yard, a 241-unit build to rent development which is a ten-minute walk from the Old Oak Common Station site. Adjacent, North Kensington Gate will soon follow, a 208-bed mixed use scheme with an onsite resident and business lounge, sky terrace and landscaped gardens.

“

West London is the capital's new development hotspot. At City & Docklands we pride ourselves on spotting investment trends before they happen – we were the first to build residential towers in Canary Wharf and we've shifted our gaze to west London in anticipation of the transformational connectivity HS2 and the Elizabeth line will bring to the local area.

With links to central London, the Midlands and beyond on its doorstep, this reinvigorated neighbourhood will continue to flourish over the coming years, providing more places to live, work and socialise.”

Gary Sacks
CEO of City & Docklands



One West Point

Spotlight on Asda Park Royal

Set across a ten-acre site, this transformational redevelopment will create a new town centre for Park Royal, a brand-new Asda superstore and over 1,500 new homes.

Sustainability is a central focus in the scheme's design. Exemplar design of the homes, including the choice of building fabrics will aim to reduce residents' energy bills, ensuring heat is maintained in cold temperatures and cool air is circulated in warmer temperatures.

The 1,500 homes built will be a mixture of one, two and three bedroom properties, and 35% will be affordable homes. A combination of new retail premises, landscaped gardens and pedestrian routes will create an accessible centre for the people that work in Park Royal.

A car-free residential development (other than Blue Badge spaces), the scheme will focus on promoting walking and cycling routes, as well as boasting excellent public transport connectivity via North Acton, Park Royal and Harlesden stations alongside HS2's Old Oak Common station.

Barratt London hopes to secure planning permission in late 2025. Work will be undertaken in two stages, a new Asda superstore and the residential buildings above it will be completed in 2029, before the old store is closed and its site is redeveloped.

“

This is an exciting and transformative mixed-use development that not only delivers a flagship superstore for our customers and colleagues but also enhances the environment through extensive urban greening and thoughtful placemaking. At its heart, this project will establish a vibrant new town centre, supporting the growing local community while benefitting local businesses and trade.”

Ian Lawrence

Head of mixed-use developments at Asda

“

This super-connected site is ideally placed for redevelopment – on the doorstep of HS2, the Elizabeth line, central line and overground services. The new town centre will bring opportunities for local businesses and provide a hub for local people. The proposed delivery of 1,500 new homes will play a vital part in the Old Oak and Park Royal regeneration plans and will help to unlock much needed new and affordable homes in Ealing.”

Craig Carson

Managing Director of Barratt West London



Visualisation of Asda Park Royal redevelopment

Spotlight on Garden Studios

Since opening in 2021, Garden Studios has gone from strength to strength, consistently expanding its presence, profile and list of clientele.

Its 300,000 square foot campus boasts eight sound stages, eight multi-purpose warehouses, offices, parking, and a renowned virtual production stage.

Now London's most technologically advanced, large-scale film and television studio, it has attracted major productions including Apple TV's "Trying" Season four, Amazon's "My Lady Jane" and Studio Canal's "We Live in Time" as well as the 2023 and 2024 series of "Big Brother". Household name brands and major artists have filmed adverts

and music videos at its state-of-the-art west London facility.

A B-Corp certified company with sustainability and community impact at its heart, Garden Studios works closely with local suppliers and has partnered with the MetFilm School to hold technical training courses for the next generation of production talent. In 2023, it opened The Hive, a co-working facility with podcasting, photography, a film studio and music studios, as well as office space. This community hub provides a space for local creatives to develop their skills and collaborate on projects. Garden Studios has also created Reel Park Royal, a community of like-minded businesses

based in Park Royal working together towards a more collaborative future.

“

It's no coincidence that we chose this part of west London as our home. Since setting up shop in 2021 we've managed to create a brilliant local ecosystem of partners and suppliers, cementing the area's status as a hotspot for TV, film and the creative industries. We're looking forward to welcoming more international productions as we continue to grow and expand, with shows shot here appearing on the likes of Netflix, Amazon Prime, BBC, Disney and ITV.

Once Old Oak Common station opens, the connectivity it provides will bring employees, contractors and clients even closer to Garden Studios. It's clear to see that we're in the centre of an investment hotspot.”

Thomas Hoegh
CEO of Garden Studios



A visual production stage at Garden Studios

What next?

HS2 will finish the job it has started, continuing to set new industry standards in everything from health and safety to engineering and the environment, as it completes Britain's biggest build.

West London is already benefitting from the expectation of HS2's arrival, attracting unprecedented levels of regeneration and investment, years before Old Oak Common station opens its doors.

If the region is to capitalise fully on the transformational change that HS2 can bring, this pipeline of development must be sustained, with more projects brought forward and additional investment realised.

The work of the Old Oak and Park Royal Development Corporation will continue to have a central role in ensuring the success of local regeneration plans.

HS2 is committed to working with partners to maintain momentum, ensuring that west London makes the most of this once-in-a-generation opportunity.

Projected impacts

The projected impacts of HS2's arrival in west London:



£10bn
of economic uplift
over ten years



18,782
new jobs



22,211
homes

This means:

Championing the region

Working with civic leaders, investors and businesses in west London to make sure that HS2's legacy is felt for generations to come; on its streets, its workplaces and in its homes. The railway is just one part of a much bigger picture of renaissance and revitalisation. HS2 will support west London as it maintains its status as a premier destination for inward investment.

Realising the benefits

Working closely with local partners, from both the public and private sectors, as they follow through with their local regeneration and development plans around HS2's major locations. HS2 is determined that its partners' visions are realised, with its stations and depots supporting wider ambitions for jobs, homes and communities.

Maintaining momentum

As the UK's new high-speed railway is built, the most important thing HS2 can deliver for stakeholders is certainty. HS2 Ltd will provide regular updates on its progress to keep partners informed, highlighting the scale of this project, the work being done, and the timeline for completion, so that investment plans can be realised.

Interested in exploring the opportunities HS2 could bring to you?

For insight into the area's masterplan, land availability or planning applications, contact OPDC – info@opdc.london.gov.uk

For local business support and advice on how to elevate your firm on the global stage, contact West London Business – info@westlondon.com

The methodology

Planning application data has been collated and analysed to understand investment activity in west London. The data has been broken down by:

Submission date

We collated, itemised and analysed planning applications over a 14-year period, creating a comparable seven year period before (2010-2016) and after (2017-2023) HS2 gained Royal Assent.

Location

A HS2 influence zone was selected, which covers a 1.5-mile radius surrounding Old Oak Common station. Two same-sized control areas were selected, spanning 1.5-mile radiuses from other areas in west London, Wembley and West Ealing, to compare local investment trends over time.

Application type

To calculate the estimated impacts of different types of development, i.e. the jobs and GVA uplift they are likely to create, schemes were categorised into and sorted by their property use class, for example A1 Retail, A2 Finance, B1a Offices, B1c Light Industrial, B2 Manufacturing, B8 Logistics, C1 Hotels etc. Key information on floorspace, number of units and end-uses from the descriptive text submitted as part of each planning application were also captured, and proved crucial in assessing the economic impact of schemes.

In total, over 500 planning applications were examined in this analysis, all were 'major' developments with an estimated construction value of £3 million or above, as detailed in their submission.

Calculating economic impacts

An economic impact methodology was adopted to calculate the uplift HS2 (specifically, the regeneration, investment and urban regeneration it is attracting), is bringing to west London.

Using the data from all planning applications submitted since 2017, within a 1.5-mile radius of HS2's impact zone, it calculated:

- A)** The economic impact of delivering planned schemes.
Based on the value of construction jobs and their impact on expenditure and investment in the wider supply chain.
- B)** The economic impact of new jobs created by and located in planned commercial developments.
Calculated using typical employment density (jobs per square metre) based on the building use and employment sector of planned schemes. The Office for National Statistics regional output per job was then used to calculate total GVA from jobs created through commercial investments, according to sector.
- C)** Residential expenditure effects.
Based on the number of new residents set to live in planned homes, and the associated spend these households would make in the local area, as new properties are occupied, drawing on household expenditure data.

Crucially, not all investment and regeneration activity in the impact zones can be attributed to HS2, a significant proportion of these schemes would have occurred without the project going ahead. Similarly, a percentage of the economic impacts generated by HS2 will have been displaced or relocated from other areas locally.

This analysis has focused on **additionality** – calculating what extra economic uplift HS2 has generated in west London since Royal Assent was granted in 2017. Adjustments were made to exclude economic uplift that would have occurred without HS2, or that is displaced from other areas. The economic analysis performed draws upon leading national guidelines deployed to calculate additionality, including methods used by the Ministry of Housing, Communities and Local Government (MHCLG), Homes England and the HM Treasury Green Book.

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