Chapter 5
Old Oak Common (HS2) Station Design
5.1 The new station at Old Oak Common would bring a step change in accessibility at an international, national, regional and local level. This increased accessibility could be a key driver of the predicted growth and development potential of the area. Many of the potential development sites would depend on the realisation of this accessibility. To ensure that the development potential set out in this vision document is unlocked and that the station achieves the maximum possible impact, the authorities suggest the following design objectives:

1. **Support the creation of a new destination of exceptional quality**
2. **Be of an outstanding architectural quality**
3. **Locate station accesses to facilitate regeneration**
4. **Build in the potential for development over the station**
5. **Link to the Strategic Road Network**
6. **Provide a state of the art intermodal interchange**
7. **Provide additional rail connectivity**

5.2 These seven objectives set out the station design aspirations of the authorities, who have jointly produced this vision document. They do not reflect HS2 Ltd’s current design proposals for the Old Oak Common HS2 station. The authorities have been engaging with HS2 Ltd to ensure that where feasible, these aspirations are reflected within their emerging design proposals for the station. There is broad agreement on many of these objectives but there are still areas of disagreement. These relate to:

- Providing a concourse at ground level through the station with provision for a southern access onto Wormwood Scrubs (covered in 3).
- Providing a bridge over the Grand Union Canal to connect to the strategic road network to the north and east (covered in 5); and
- Connecting the Old Oak Common Station to the London Overground network and providing for a Crossrail Spur to the West Coast Main Line (covered in 7)

5.3 The station and its immediate surroundings would not just be a place to go to access the transport network, but could have wider facilities and services accessible to the local community. To enable this to happen, the station would need to become part of the wider public realm and be seamlessly integrated into the new urban fabric. Facilities such as retail, cafes and restaurants are important parts of any large station. By integrating these into the wider area they could cater for the needs of passengers using the station as well as the day to day needs of surrounding residents and workers. St. Pancras station in London and Hauptbahnhof in Berlin provide examples of how this can be effectively integrated into a station’s design.

2. **Be of an outstanding architectural quality**

5.4 London has a tradition of grandly designed stations from the Victorian era and despite adaptation to take increased capacity and facilitate new technology, each retains its own unique character. The Old Oak Common station would need to be designed to accommodate approximately 250,000 passengers per day, making it one of the UK’s top five stations in terms of passenger flows.

5.5 The station could be a gateway to Old Oak, London and even the UK and could shape many visitors’ first impressions. The authorities would encourage the HS2 promoters to consider designing the station to be of the highest architectural quality, drawing on the standards set by London’s other major rail hubs and rivaling the finest stations in the world.

5.6 The style and character that is created would be imprinted not just on the transport network but in the identity of the wider area and could reflect the area’s ambition and act as a catalyst and precedent for future development.
Figure 5.1: St Pancras station, creation of a new destination of exceptional quality

Figure 5.2: Kings Cross station western concourse, exemplary contemporary architecture
3. Locate station accesses to facilitate regeneration

5.7 Old Oak has the potential to accommodate approximately 19,000 homes and 90,000 jobs. The station would need to be designed so that it can accommodate the trip generation from these potential numbers of homes and jobs, in addition to those passengers interchanging between rail and local transport services.

5.8 This document sets out the importance of the open spaces and civic spaces network, particularly the ‘green cross’, connecting North Acton in the west, alongside the north of the station building to the Grand Union Canal and on to Kensal in the east and connecting Willesden Junction in the north, to the Grand Union Canal and through the Old Oak Common station to Wormwood Scrubs in the south. The authorities would encourage the HS2 promoters to consider designing the station to reflect this aspiration.

5.9 The station could fulfil its key urban design role in delivering the “green cross” by having principal entrances to the north, south, east and west. The western entrance is anticipated to be used by the highest numbers of people in the short to medium term. Provision could be made here for a major civic square, which would act as the ‘front door’ to the station and could form an integral part of the ‘green cross’ of green and civic spaces. The northern entrance could front onto a road at the same level. Subject to the Crossrail depot sites being released, there could be opportunities here for the provision of an open space fronting onto the station which could form an important element in the network of east-west green and civic spaces. The southern entrance could provide a legible and coherent level access to Wormwood Scrubs as well as potentially connecting to an Overground station, were it to be located here. This link could complete the network of north-south green infrastructure, creating a public space fronting onto Wormwood Scrubs and also open up the possibility for a pedestrian link to East Acton station, which would be approximately 800 metres walking distance from a southern access to the station. Public access through the station to Wormwood Scrubs would be essential to support the delivery of the sites to the north of the station by providing them with access to a major metropolitan park space. This access could also enable the long term redevelopment of the IEP depot site.

The eastern entrance could provide access to the station for passengers coming from the north of the Grand Union Canal.

5.10 The station could provide for uncharged access in order that people could move seamlessly through the station. This uncharged space could be provided at ground level, making coherent links to the station entrances to the north, west and south. Opportunities could be explored for how these uncharged areas could contribute to both the east-west and north-south networks of green infrastructure.

Figure 5.3: Station entrances to the north, south, east and west.
Figure 5.4: View from Wormwood Scrubs looking north to Old Oak Common station

Figure 5.5: Looking from Old Oak Common station south to Wormwood Scrubs

Figure 5.6: Cross section looking east
4. Build in the potential for development over the station

5.11 Development over the station could allow for greater permeability and connectivity across the site and create the potential for releasing development value. The most sustainable form of development focuses high levels of mixed use activity and density at the areas of highest accessibility.

5.12 The new station could create one of the most accessible locations in the country and could look to incorporate development over the station where viable. The land between the High Speed 2 platforms and the Crossrail/Great Western Main Line platforms is a point where development could be considered to be viable. There may also be opportunities for over station development on the eastern side of the High Speed 2 station box, where pilings and decking would be necessary to support the Crossrail line. Where over station development proves unfeasible, permeability and connectivity could be provided in order that they could add a valued contribution to the green and civic infrastructure network. The authorities recognise that there may be technical difficulties with providing development over the station, but would wish this to be continually examined as part of HS2 Ltd’s Old Oak Common station design proposals.

5. Link to the Strategic Road Network

5.13 With the development potential of the area and the addition of the station, the pressure on the road network could increase without sufficient mitigation. The authorities would encourage the HS2 promoters to consider strategic and local road connections to the west and the east of the station.

5.14 At a local level, Old Oak Common Lane might be unable to cope with the anticipated numbers of vehicles needing to access the new station. Proposals might need to investigate increasing the capacity of Old Oak Common Lane, for example deepening the space under the Great Western Main Line bridges to allow for double decker buses, improving junctions and considering the widening of the carriageway. At the same time, greater pedestrian and cycle numbers might demand a dramatically improved pedestrian and cycle environment throughout the area and on any upgraded streets.

5.15 At a strategic level, it is anticipated that the majority of vehicular trips to the station would be coming from the A40. Improving links between the A40 and the new station would be encouraged. Various options are being considered into how this can be achieved and could be assessed in HS2 Ltd’s Transport Assessment for Old Oak Common Station. The impacts on existing highway junctions on the A40 would need to be minimised with any strategic road connection proposals.

5.16 Connections to the east are also important. Without a new link to the east of the station, buses, taxis and private vehicles from the east would have to travel either to the south, west along Du Cane Road and then north along Old Oak Common Lane, or to the north, through heavily congested Harlesden and then south along Old Oak Common Lane. In order to ease congestion in these locations, the provision of a direct vehicle and pedestrian link to the north east of the new station could be explored. This would also assist in unlocking development opportunities to the north of the Grand Union Canal and in Kensal Canalside Opportunity Area. HS2 Ltd do not currently consider that a link over the Grand Union Canal is necessary and will not be including such a link within the HS2 Hybrid Bill.

5.17 As development comes forward in the area, planning obligations would need to be sought to make improvements to the road network in the area beyond what is necessary to make the High Speed 2 proposals acceptable. These road improvements would be assessed in greater detail within a transport study, which would be undertaken by the authorities over the coming months.
Figure 5.7: Bridge over Grand Union Canal

Figure 5.8: Potential locations for development over the station

Figure 5.9: Bridge over Crossrail depot

Figure 5.10: Potential vehicular through route and connection to strategic road network

Image produced for this Vision document and not representative of HS2 Ltd’s design proposals.
6. Provide a state of the art intermodal interchange

5.18 There is likely to be a large demand for onward travel from the station and the local area by bus, taxi and private car. The station would need to be accompanied by an intermodal interchange, which would easily facilitate the movement of people from buses, taxis and cars into and from the station. At the same time, the intermodal interchange should not act as a barrier to pedestrian flows into the station but be well integrated into the public realm.

5.19 Within the station itself, connections between High Speed 2, Crossrail, Great Western Main Line and any potential London Overground platforms would need to be as legible and as seamless as possible.

7. Provide additional rail connectivity

5.20 A key factor for improving the success of the Old Oak area, the High Speed 2 project and the relief of congestion at Euston could be the inclusion of additional rail links. For instance, whilst London Underground (Central and Bakerloo) and London Overground (West and North London) lines all pass within 1km from the edge of the proposed station site (as the crow flies), the connections between these modes are poor. HS2’s current plans do not include provision for services on these lines to call at the new station as HS2 do not share the authorities’ view that additional rail connectivity is required to relieve pressure at Euston.

5.21 Additional rail connectivity improves the case for local and wider regeneration as well as the overall business case for HS2. TfL has identified two potential solutions at Old Oak Common which could allow London Overground services on the North and West London Lines to call at the station, linking to Opportunity Areas, such as Earl’s Court and White City. The addition of a future Crossrail spur to the West Coast Main Line, would link the new interchange to a number of other key locations, including Wembley, Harrow and Wealdstone, Watford and Tring. There may also be potential to develop rail connections to the north to connect the site to Brent Cross Cricklewood.
Figure 5.11: Potential location for state of the art intermodal facilities intermodal interchange

Figure 5.12: Potential new London Overground links

Image produced for this Vision document and not representative of HS2 Ltd’s design proposals.
Chapter 6
Phasing & Delivery
Phasing & Delivery

6.1 This section looks at the potential phasing for the core site area, which covers the North Acton, Old Oak South and Old Oak North sub areas. This is an indicative phasing strategy. Given the length of time over which this project could be delivered it is anticipated that the exact phasing would vary, but that what is set out represents a pragmatic and potentially deliverable programme.

6.2 In total, the core site area covers an area of 155 hectares. Preliminary work has shown there to be a capacity for up to 19,000 homes and up to 90,000 jobs, phased over a 30 year period. The homes and jobs figures have been arrived at through initial development capacity work. These figures will be further refined as a result of the evidence work undertaken to support boroughs’ local plan reviews and the Opportunity Area Planning Framework.

6.3 The indicative phasing suggested below identifies the early sites as being those that can be brought forward prior to the completion of the station, making the most of existing site accessibility and proximity to the Grand Union Canal.

6.4 The vision envisages that the priority within the early phases could be the delivery of housing, concentrated around existing transport nodes. Once the Old Oak Common High Speed 2 station is operational, the priority could switch to the delivery of jobs, utilising the fantastic accessibility that the Old Oak Common station affords to Heathrow, the West End and the City, the rest of the UK and Europe.

6.5 A high level assessment of this capacity, phased over a 30 year period has shown that this estimated level of development would release substantial economic value, generating a gross value added of approximately £50 billion, of which there would be a gross value added to the London economy of £5.6 billion, gross value added to the UK economy of £4.3 billion, treasury tax take of £1.6 billion and council tax take of £16m per annum.

Key Timescales

6.6 Figure 6.1 suggests possible key milestones for the release of land uses and the delivery of transport infrastructure and has been used as the basis for the indicative phasing and delivery diagrams.

<table>
<thead>
<tr>
<th>Description</th>
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<th>Development phases</th>
<th>Comments and implications for Old Oak</th>
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<td>Planning process</td>
<td>2013/14</td>
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<td>Initiate data collection to full planning submission</td>
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<td>Individual site parcel planning and release</td>
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<td>First occupancy on site</td>
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<td>Crossrail opens service at Old Oak Common</td>
<td>2026</td>
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<td>Improved sub-regional and metropolitan accessibility</td>
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<td>London Overground connections open at new interchange</td>
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<td>Powerday potential release</td>
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<td>30-year build programme</td>
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Figure 6.1: Key Infrastructure / development phases.
Phase 1 (2015-2022) - 6,000 homes, 5,000 jobs
Phase 2 (2022-2026) - 4,000 homes, 5,000 jobs
Phase 3 (2026-2032) - 5,000 homes, 30,000 jobs
Phase 4 (2032-onwards) - 4,000 homes, 50,000 jobs.
Total - 19,000 homes, 90,000 jobs

Figure 6.2: 4 development phases
Figure 6.3: Phase 1: 2016 / 2022 - Development at North Acton and Old Oak North

Phase 1
No. of homes: 6,000  
No. of jobs: 5,000
**Phase 2**

No. of homes: 4,000  
No. of jobs: 5,000

*Figure 6.4: Phase 2: 2022 / 2026 - Continue focussing development around North Acton and in Old Oak North*
Phase 3
No. of homes: 5,000
No. of jobs: 30,000

Figure 6.5: Phase 3: 2026 / 2032 - Development at Old Oak Common Station
Phase 4
No. of homes: 4,000
No. of jobs: 50,000

Figure 6.6: Phase 4: 2032 onwards - Development on Crossrail Depots and IEP Depot and at North Acton
Chapter 7
Next Steps
Next Steps

- **Summer/Autumn 2013:** Gross Development Value / Development Infrastructure Funding Study
- **Summer/Autumn 2013:** Commencement of review of individual Borough’s policy documents
- **Summer/Autumn 2013:** Commencement of supporting work to include Integrated Impact Assessment and Views Study
- **Autumn/Winter 2013:** Review of possible delivery bodies (to include possible Mayoral Development Corporation)
- **Summer/Autumn 2013:** Review of responses and changes to vision document
- **Winter 2013:** HS2 Hybrid Bill
- **Early 2014:** TFL Transport Study
- **Early 2014:** Commencement of Opportunity Area Planning Framework for Old Oak Common
- **Early 2014:** Establishment of delivery body