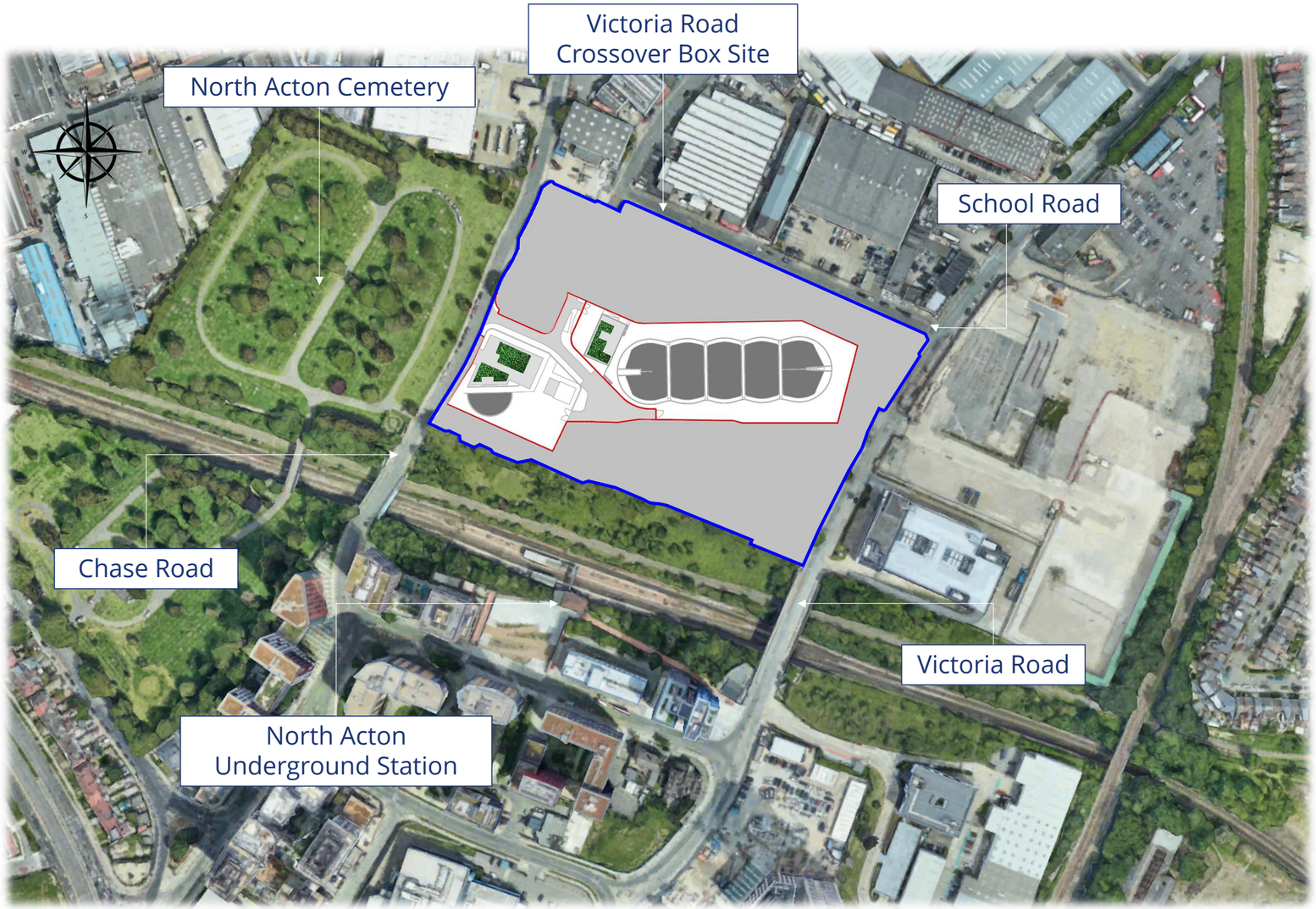
Introduction

Welcome to our information event to present the designs for the remaining Victoria Road Crossover Box compound elements

The following information boards will show you the submission proposals relating to the following compound elements:

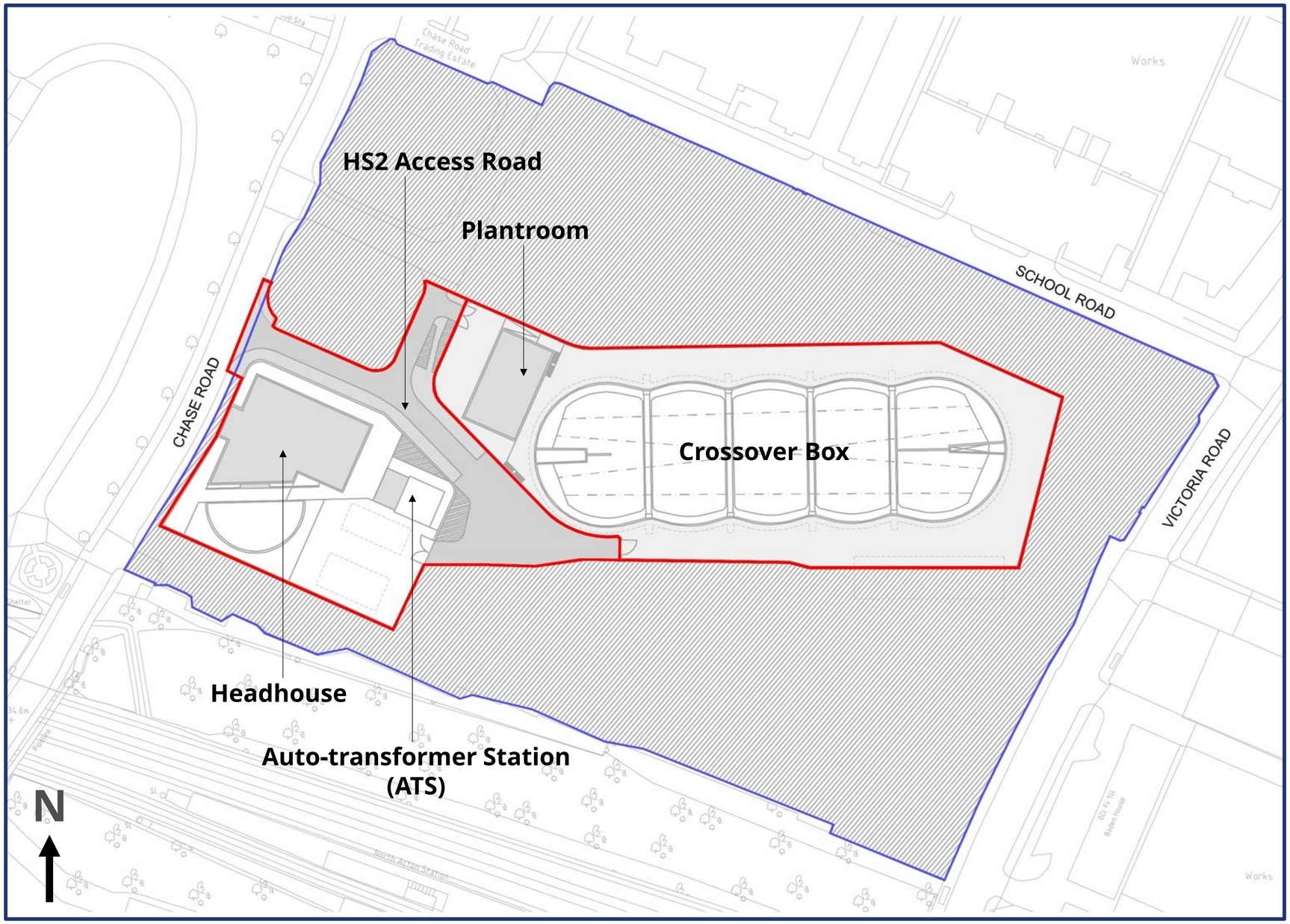
- Auto-transformer station (ATS)
- Compound boundary walls
- HS2 compound access road
- Security lighting

To proceed with these designs, we will be providing a planning submission *(schedule 17 application)* to the Old Oak & Park Royal Development Corporation (OPDC) who are the local planning authority in the area.



SKANSKA COSTAIN STRABAG Working in partnership with HS2

Victoria Road Crossover Box site - Overview



Current HS2 Works site boundary

Application boundary

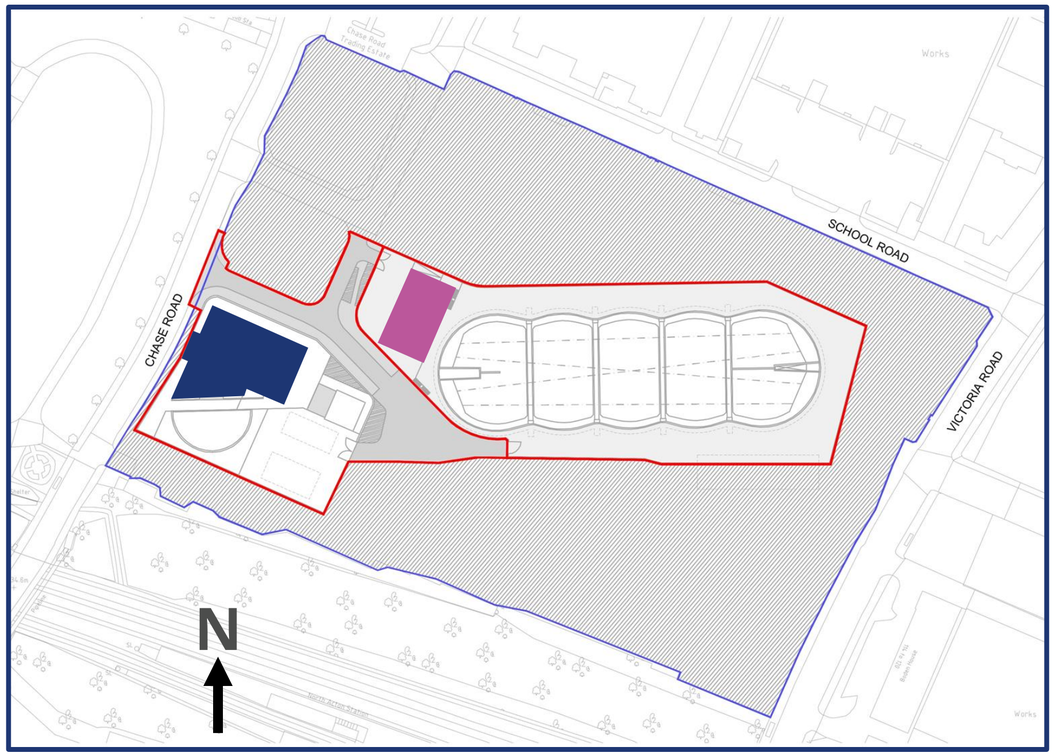
Area for future development (OPDC)

SKANSKA COSTAIN STRABAG Working in partnership with HS2

Submission overview

Before we can build the permanent site, we need planning approval. The headhouse and plantroom works have already been approved, and we are now seeking approval of the remaining permanent elements.

Approved works

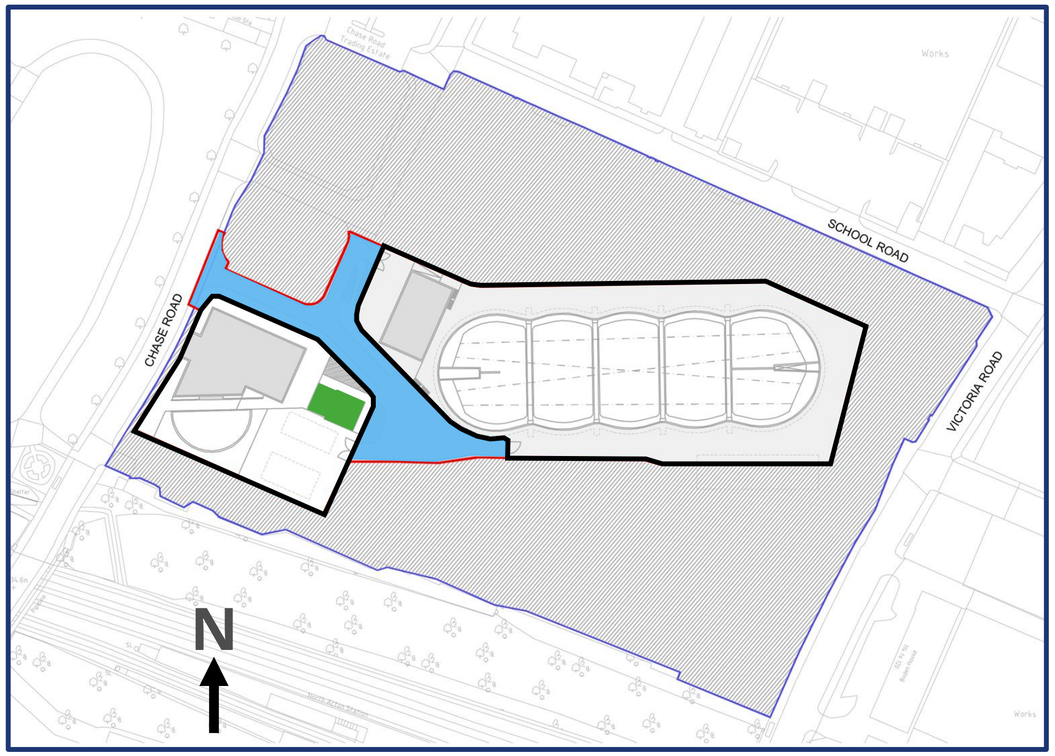


Headhouse

Plantroom

Please scan the QR code to view the previous HS2 schedule 17 design information boards

Works needing approval



Compound boundary walls and security lighting

HS2 access road

Auto-transformer Station (ATS)

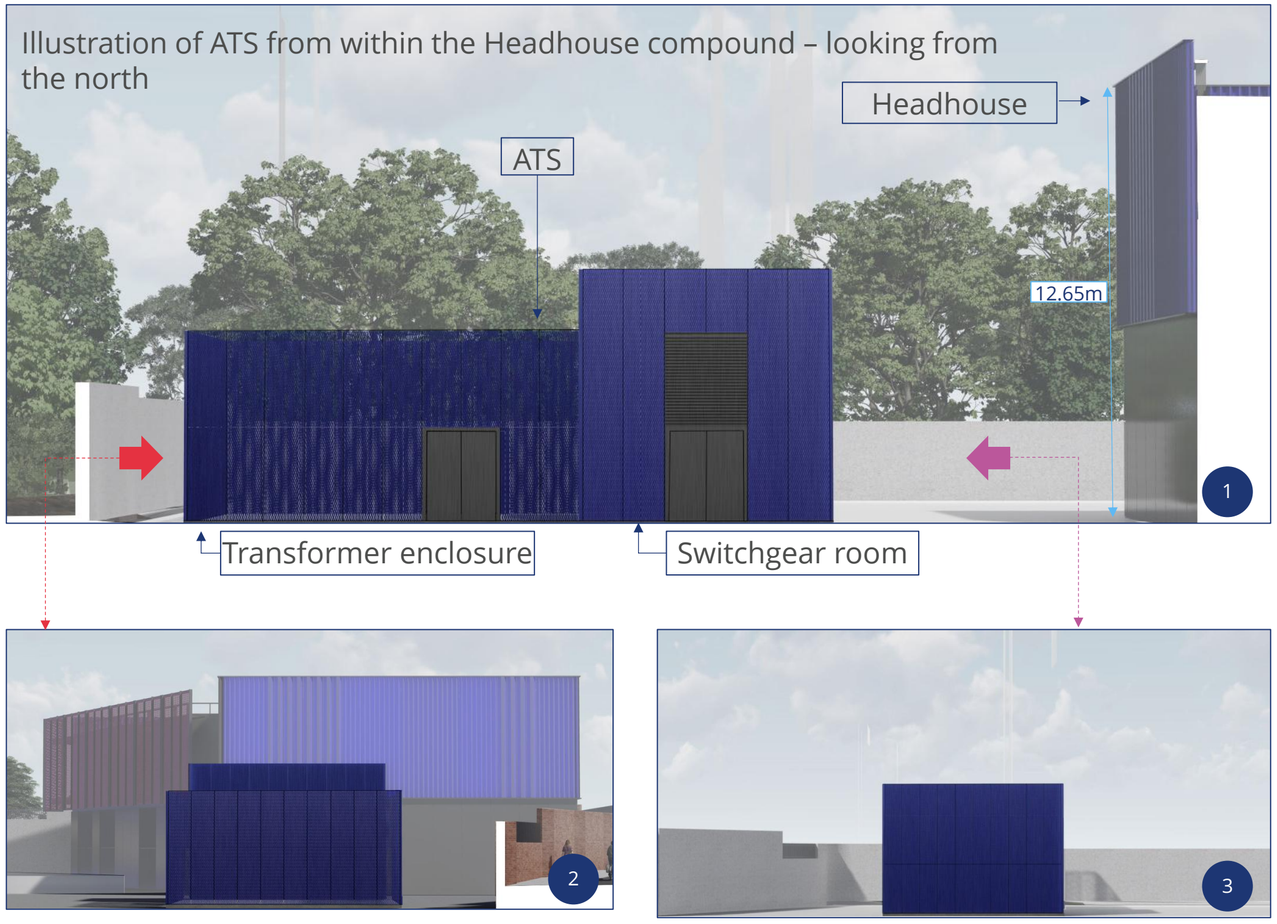
SKANSKA COSTAIN STRABAG Working in partnership with HS2

Auto-transformer Station

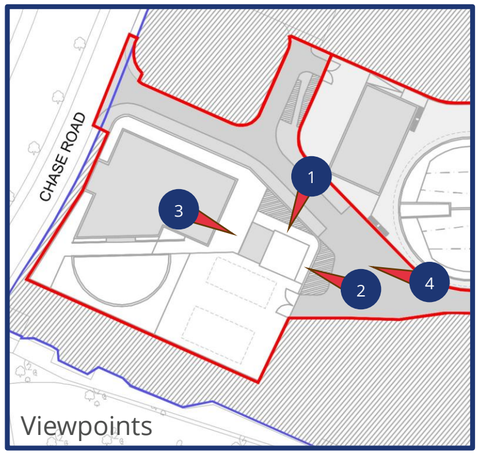
The Auto-transformer station (ATS) will manage the electrical voltage in the overhead lines used to power the future trains.

The ATS is located in the eastern section of the ancillary shaft and headhouse compound. It is the smallest of the three buildings within the Crossover Box site, and the final building requiring approval by OPDC.

The ATS comprises two connected elements:
- A switchgear room 6.6m long x 9.6m wide x 6.6m high
- A transformer enclosure 10.4m long x 10.5m wide x 5.0m high



Illustrative viewpoints of ATS from within the compound



Illustrative viewpoint of ATS from outside the compound at street level

* Vegetation used in images is for illustrative purposes only

SKANSKA COSTAIN STRABAG Working in partnership with HS2

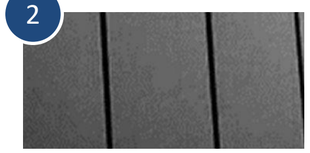
ATS appearance

The ATS will be cladded with the following materials: Waterproofing membrane, Aluminium expanded mesh rainscreen cladding system, Aluminium rainscreen cladding system and Stainless steel

1

Waterproofing membrane

2

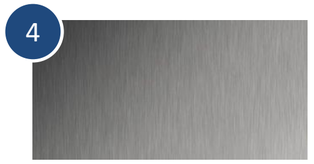


Aluminium rainscreen cladding system

3

Aluminium expanded mesh rainscreen cladding system

4



Aluminium doors

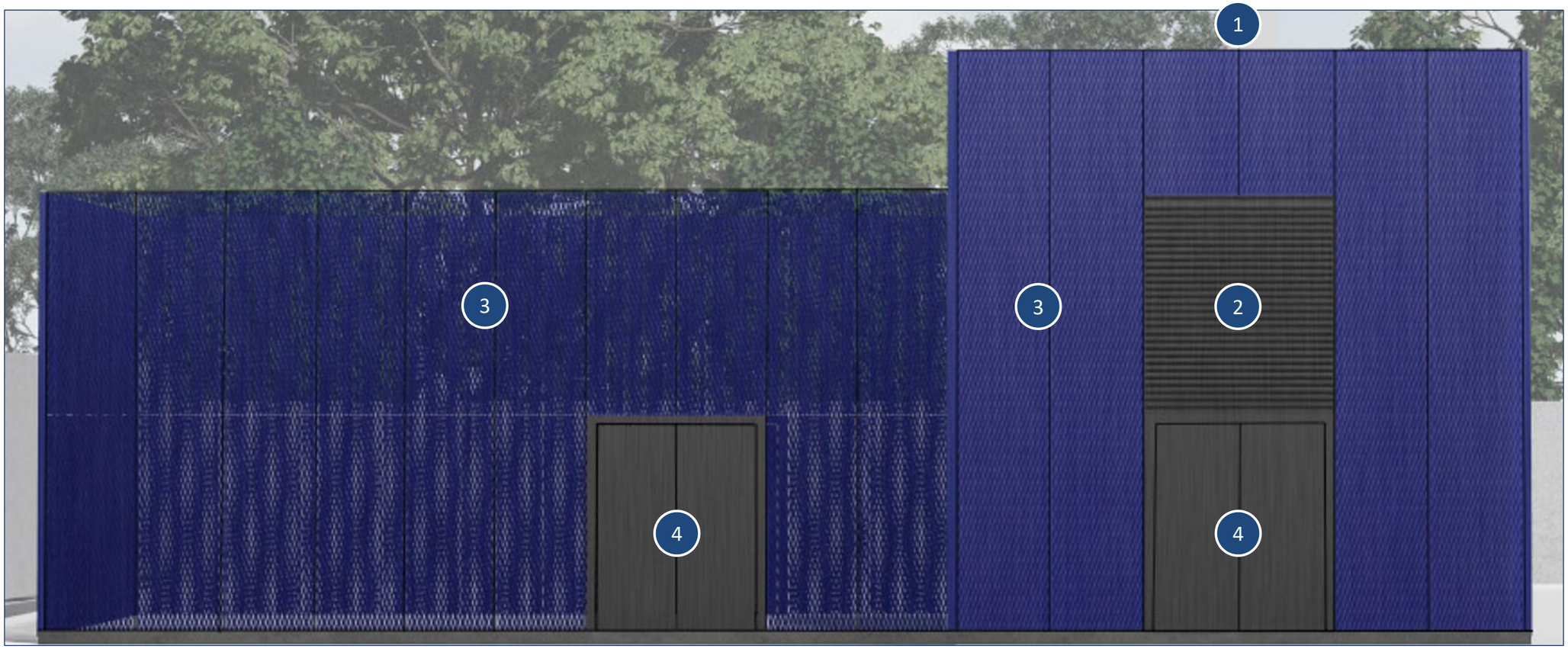


Illustration of ATS from within the Headhouse compound – looking from the north

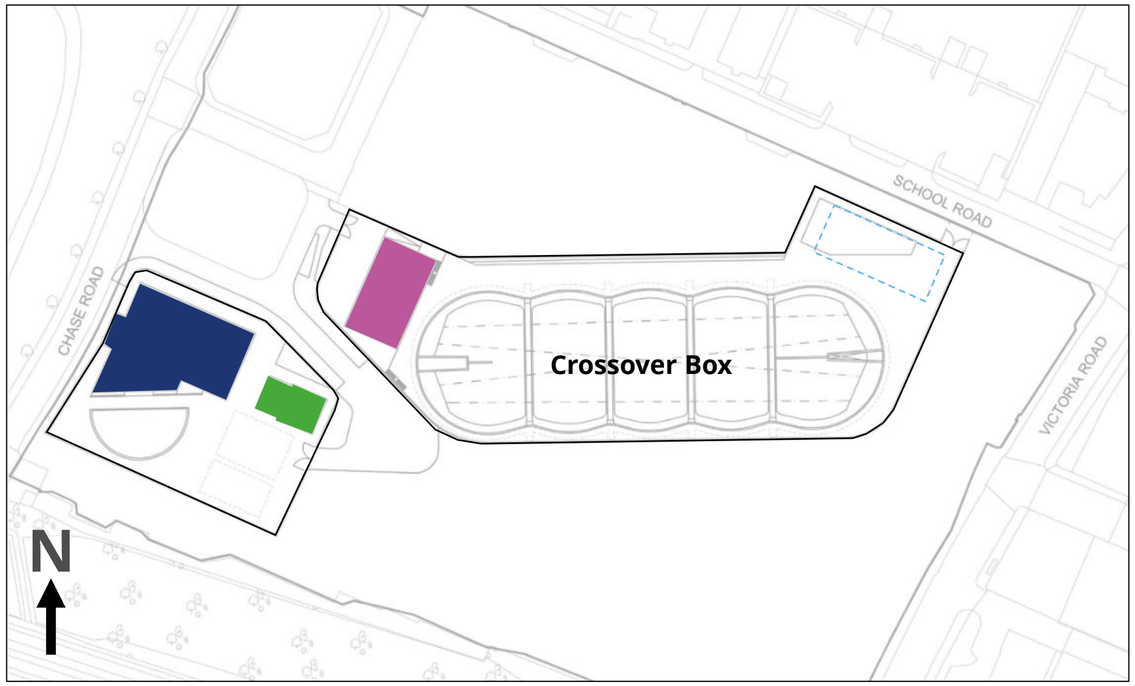
SKANSKA COSTAIN STRABAG Working in partnership with HS2

* Vegetation used in images is for illustrative purposes only

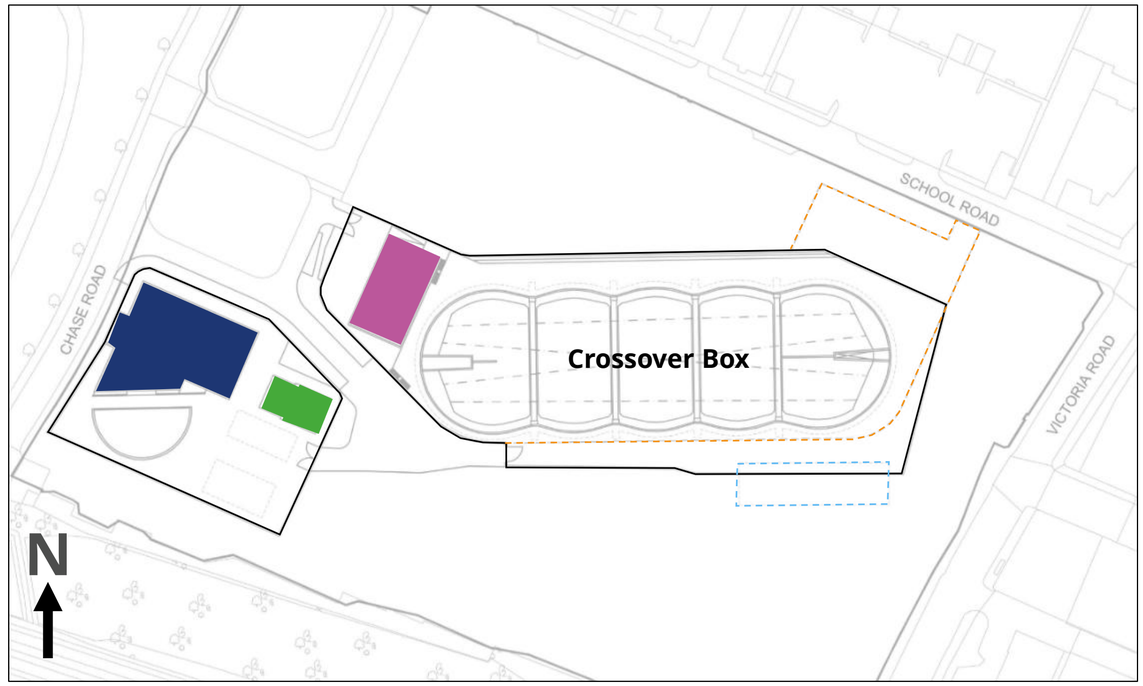
Compound boundary wall location

We'll create two different compounds to enclose critical HS2 infrastructure at the Victoria Road site, which require full perimeter security: one to contain the ancillary shaft, headhouse and ATS; the other to feature the plantroom and crossover box. The internal access road separates the two compound enclosures.

Previous compound boundary wall location



Compound boundary wall location proposals – 2025



Headhouse

Plantroom

Auto-transformer Station (ATS)

Attenuation tank

Former boundary wall

Design development of the boundary wall

We have relocated the underground attenuation tank. This resulted in changes to the shape of the Crossover Box compound and the location of the boundary wall. More space has been created for future development by OPDC next to School Road.

The access point to the Crossover Box compound has been moved from School Road and is now found to the south. Access is now via the proposed internal access road.

The location of the ancillary shaft compound wall has remained unchanged through design development.

For security requirements, each compound must be enclosed by a **wall a minimum of 2.8m high**. The wall height will step up or down where necessary to adjust to changes in ground levels.

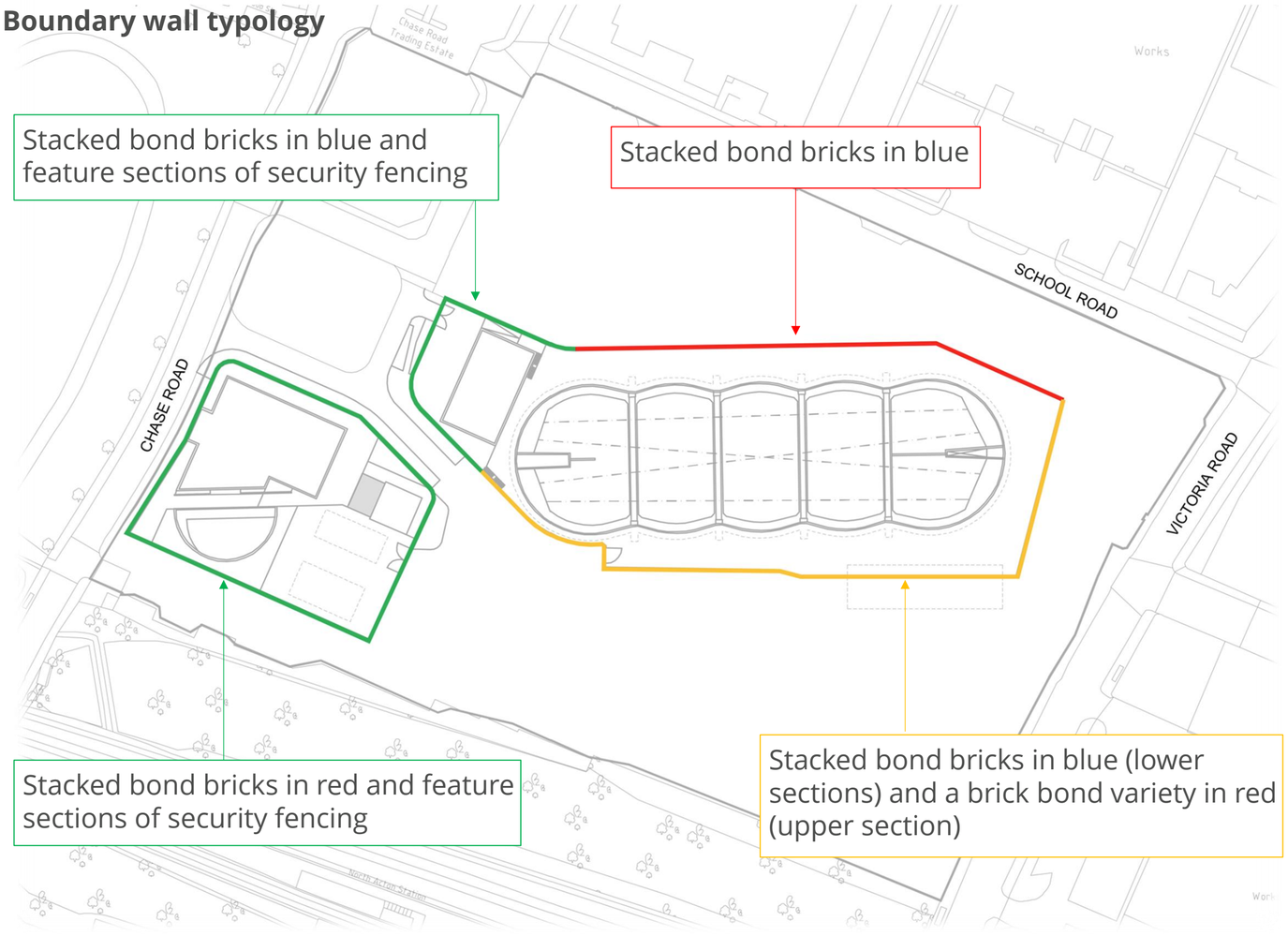
SKANSKA COSTAIN STRABAG Working in partnership with HS2

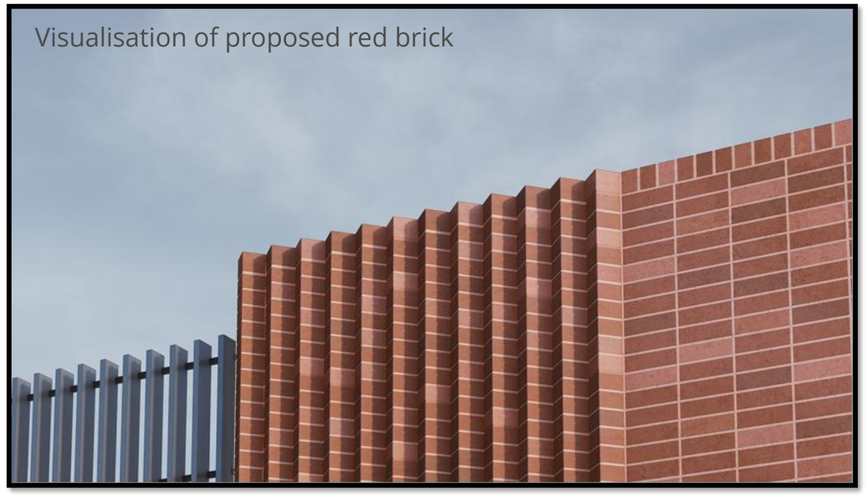
Compound boundary wall design

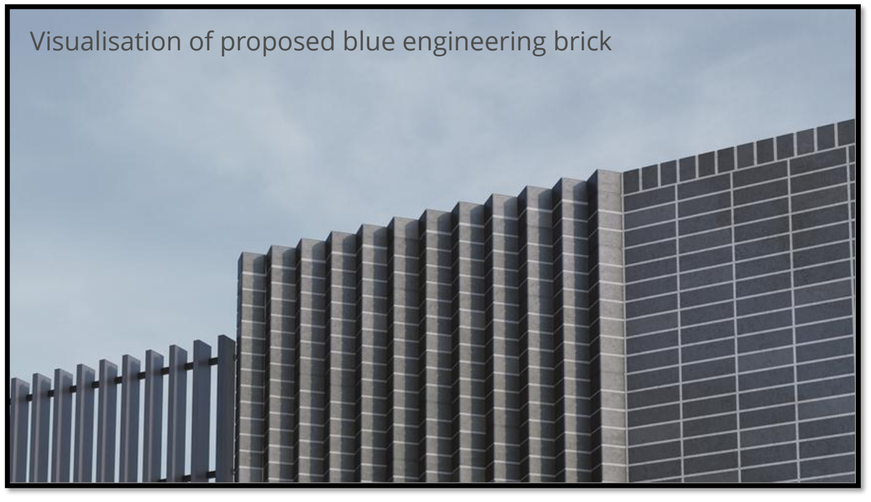
To reflect the area's industrial context, we propose to use red brick for the boundary walls around the headhouse. Red brick has long been used in railway infrastructure, such as station buildings and retaining walls.

In contrast, blue engineering brick is planned for parts of the wall near the plantroom, matching the headhouse's colour palette and traditional rail features. The use of both materials creates a visual contrast between the buildings and their boundaries, highlighting the blend of historic and modern character in Park Royal.

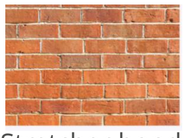
Boundary wall typology



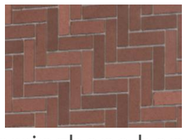

Visualisation of proposed red brick


Visualisation of proposed blue engineering brick

Brick patterns used in boundary wall


Stretcher bond

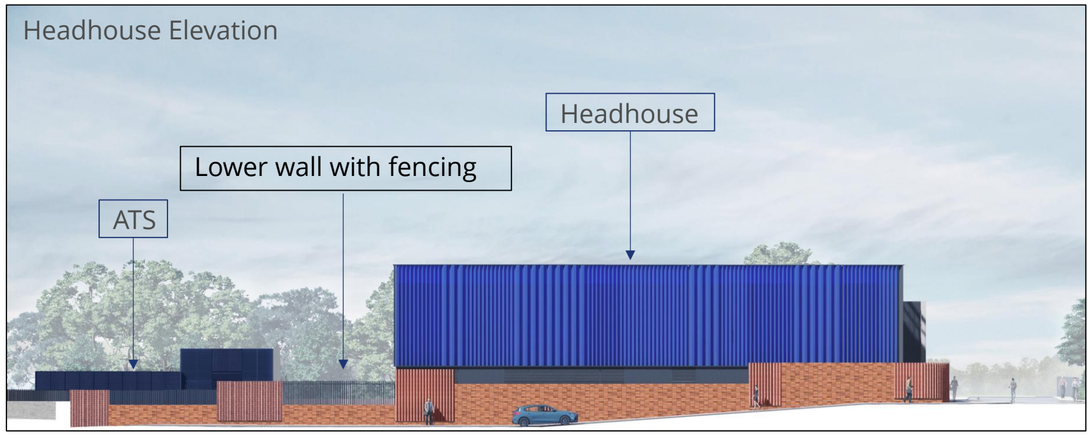

Stacked bond

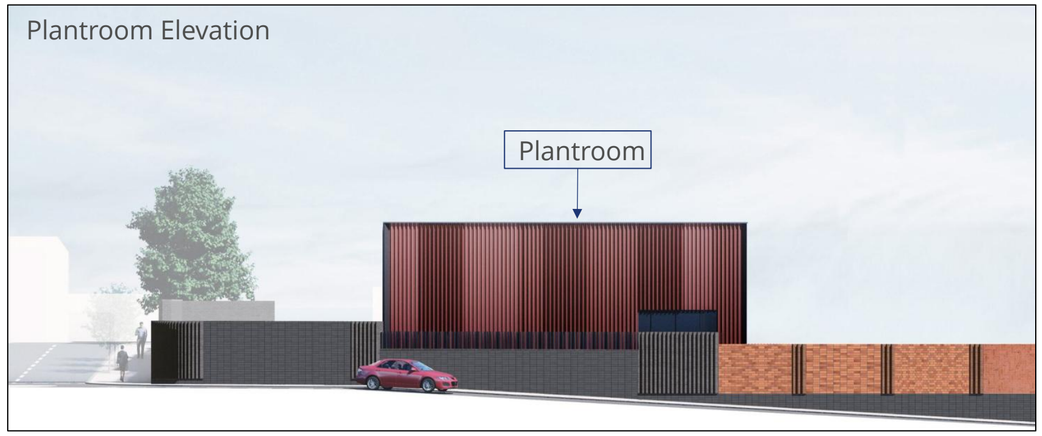

Herringbone bond

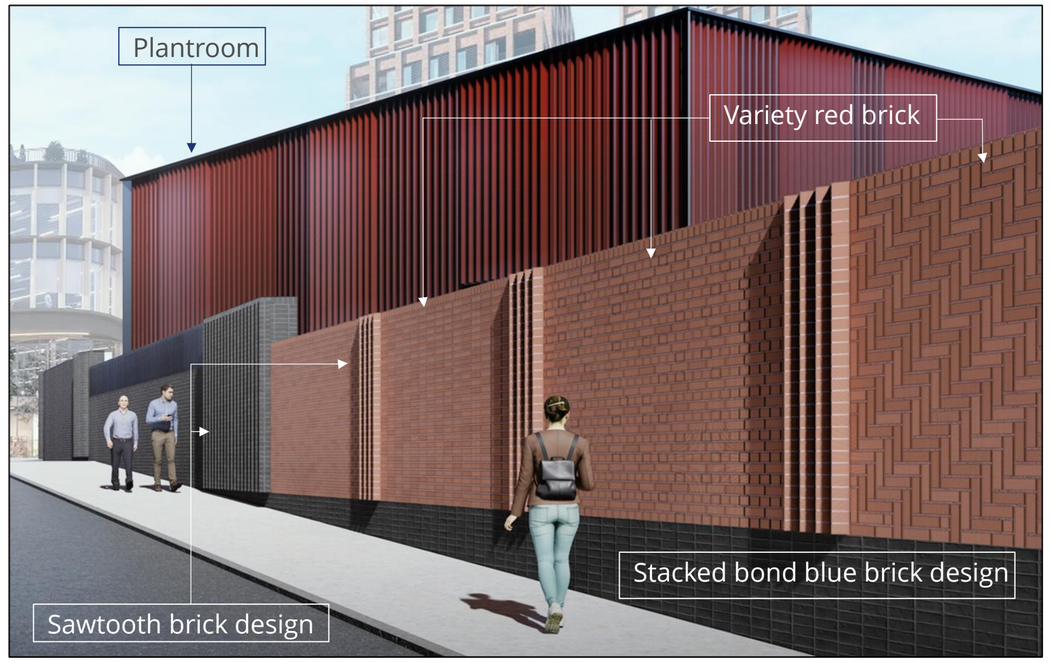

English bond

SKANSKA COSTAIN STRABAG Working in partnership with HS2

Compound boundary wall design







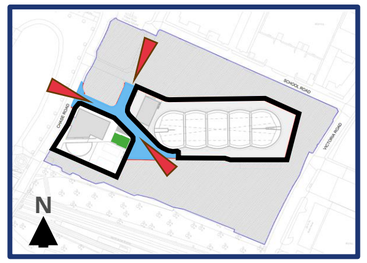
Around the Headhouse and Plantroom compounds, the boundary has been designed to highlight the quality of the buildings and material used. Key features include:

- Sawtooth brick at corners and changes in height
- Regularly spaced brick columns to add visual interest
- Lower wall sections with fencing to give glimpses into the site
- A mix of blue and red brick to create contrast character

SKANSKA COSTAIN STRABAG Working in partnership with HS2

HS2 compound access road

The HS2 access road will be constructed between the Ancillary shaft/Headhouse compound and the Plantroom/Crossover Box compound adjacent to Chase Road. This road will provide a route for HS2 operatives to travel between the two areas for essential activities such as inspections, maintenance and operational support.



HS2 Access Road

Viewpoints

HS2 Access Road Facts

- The surface of the road will be made of type R1 asphalt (commonly used to surface roads like motorways) with the footways either side in type R6 asphalt (commonly used for surfaces of low traffic and lighter use)
- The length of the road will be approximately 125m
- The width of the road will be approximately 6m

Southern street view

Northern street view

Western street view

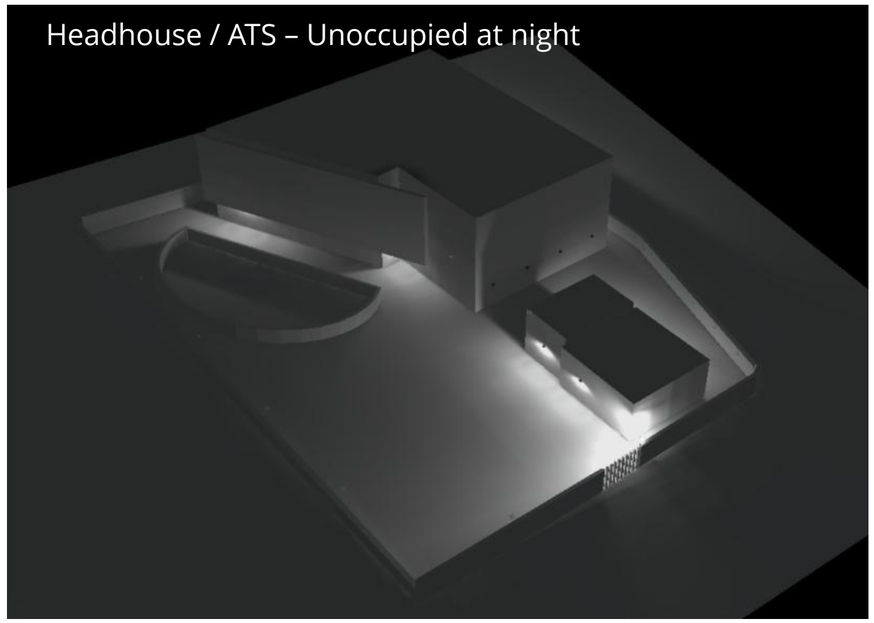
SKANSKA COSTAIN STRABAG Working in partnership with HS2

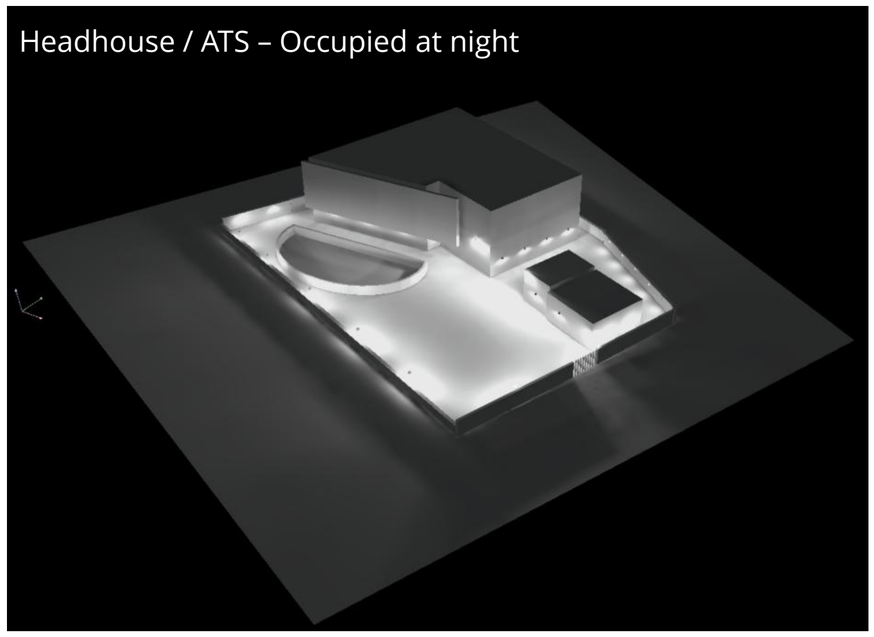
* Vegetation used in images is for illustrative purposes only

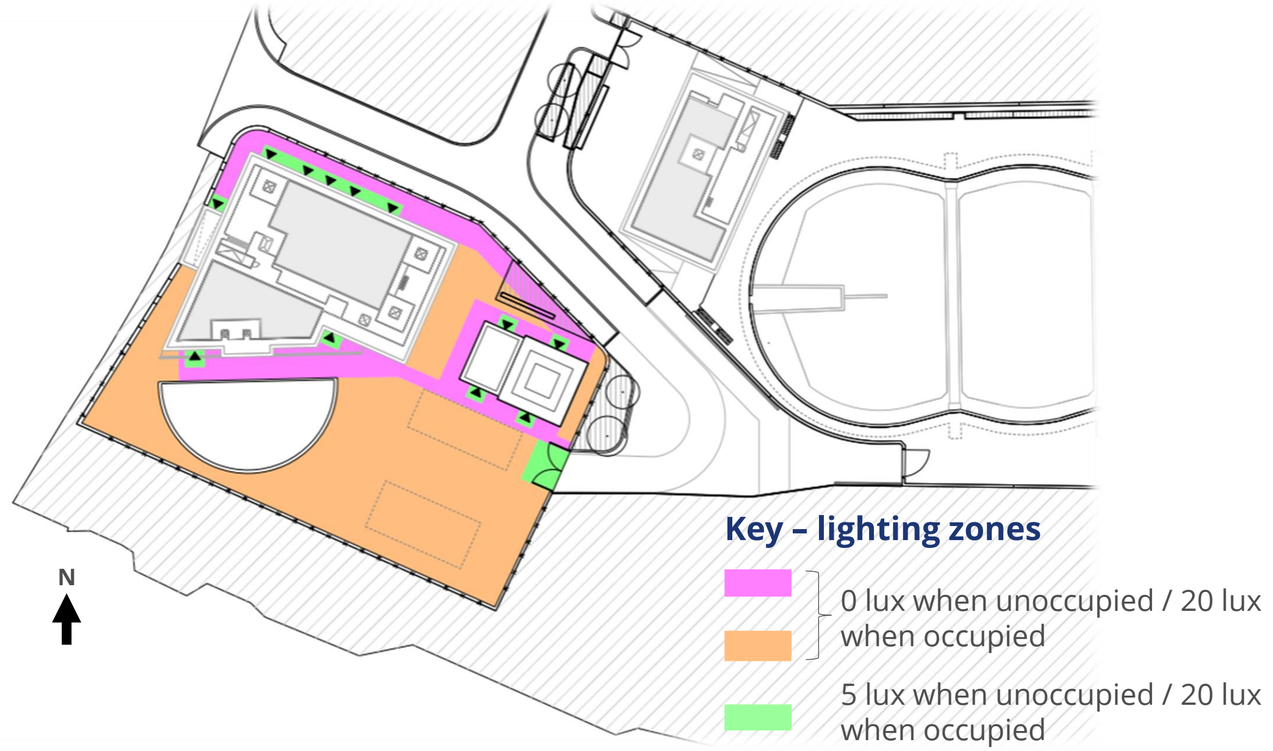
Security lighting proposals – Headhouse / ATS

We will need to install security lighting in each of the two compounds.

For the ancillary shaft compound, featuring the headhouse and ATS, most of the lighting will only be switched on when the site is occupied; when the site is unoccupied lighting will be at a low level.



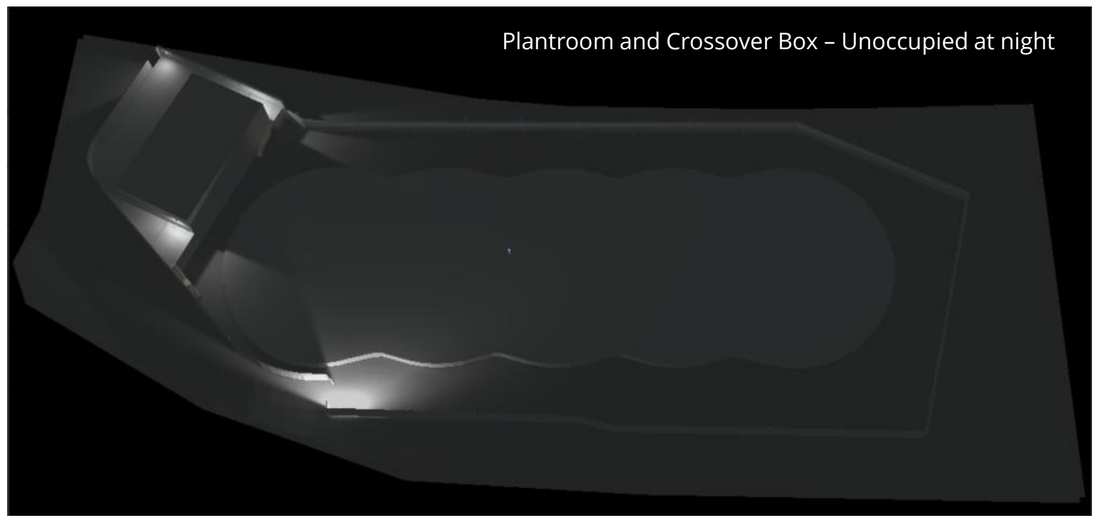


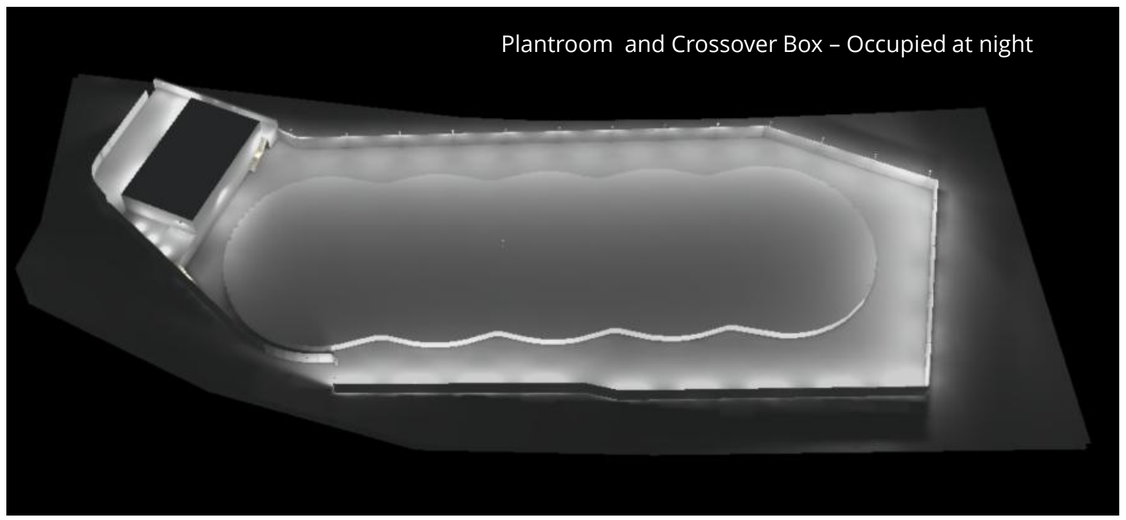


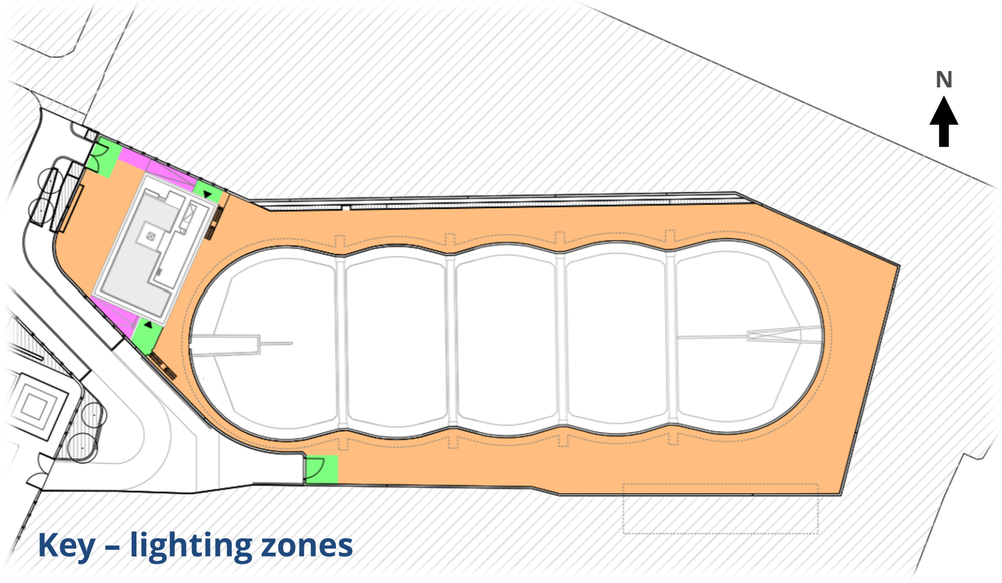
Lighting is measured in lux (lx), which determines the illumination of an area at ground level. Levels of 5 lux are comparable to the lighting level on a city pedestrian walkway at night. Levels of 20 lux are comparable to lighting levels of a city road at night.

Security lighting proposals – Crossover Box and Plantroom

We will be providing security lighting in various zones throughout the crossover box compound. When the site is unoccupied lighting will be at a low level.







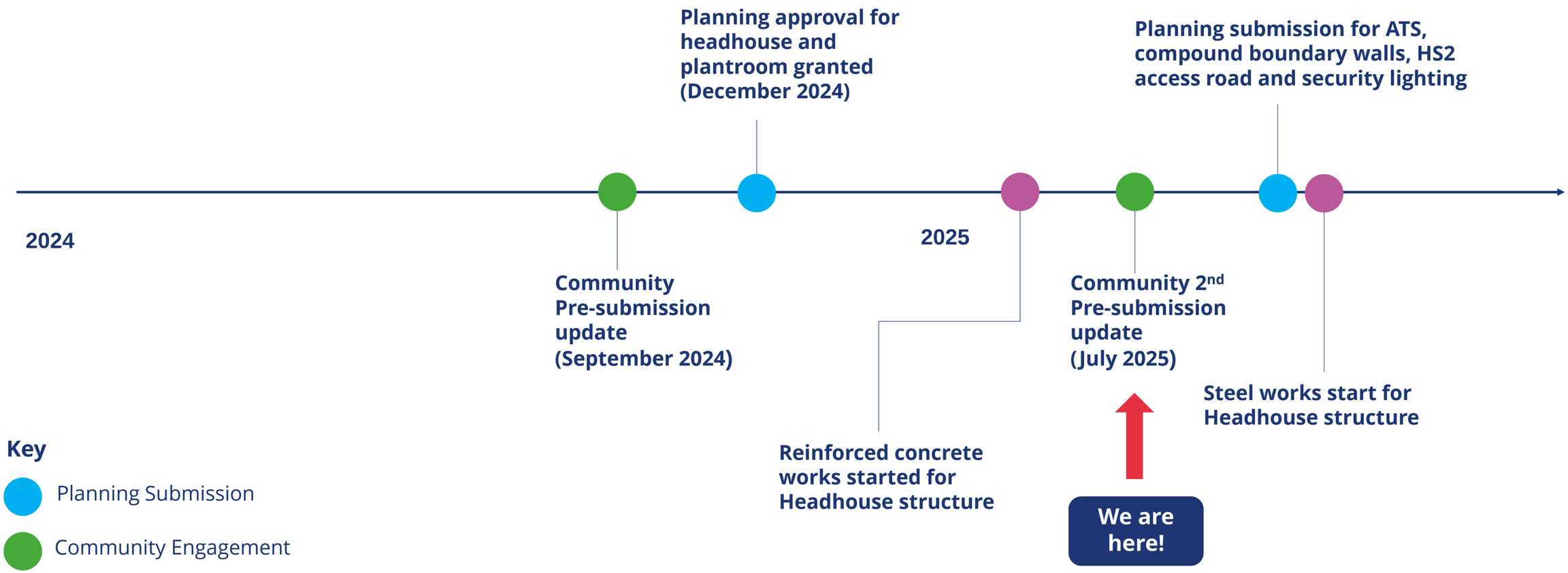
Key – lighting zones

- 0 lux when unoccupied / 20 lux when occupied
- 5 lux when unoccupied / 20 lux when occupied

Lighting is measured in lux (lx), which determines the illumination of an area at ground level. Levels of 5 lux are comparable to the lighting level on a city pedestrian walkway at night. Levels of 20 lux are comparable to lighting levels of a city road at night.

SKANSKA COSTAIN STRABAG Working in partnership with HS2

Programme timeline



SKANSKA COSTAIN STRABAG Working in partnership with HS2

HS2 Helpdesk

For all enquiries, compliments or complaints please contact the HS2 Helpdesk

- Freephone **08081 434 434**
- Email **HS2enquiries@hs2.org.uk**

We also encourage you to complete our HS2 event feedback form. Please scan the code with your phone's camera or QR code reader to open the form in a web page

You can sign up to receive updates about HS2 works in your local area at www.hs2inyourarea.co.uk

SKANSKA COSTAIN STRABAG Working in partnership with HS2