Introduction

High Speed 2 (HS2) is the new high speed railway for Britain, linking London, the Midlands and the North of England. Helping to bridge the north and the south of the country, the railway will help to deliver a more productive economy, making it faster and easier to travel for work and leisure.

Old Oak Common Station is one of four new stations to be built as part of the Phase One section of the high speed railway. It will take only nine minutes to London Euston and 38 minutes to Birmingham Curzon Street.

Old Oak Common Station

Old Oak Common Station will be built on the current Great Western Railway depot site in North West London. It will be one of the biggest stations to be built in the UK. The station will sit between Euston to the east, and the Colne Valley to the west.

The HS2 Old Oak Common Station will provide a world-class interchange. It will have six underground platforms for HS2 which will be 13 metres below ground, and will also include a new conventional rail station at ground level providing interchange with the Elizabeth Line.

The station will create new public open spaces, incorporating passenger and retail facilities, providing an exceptional customer experience for all visitors to the station, as well as the local area.

Who is WSP?

WSP is one of the world’s leading engineering professional services consulting firms. Since 2012, WSP has been HS2’s consultant for the development of railway systems, operations, maintenance, construction planning and land referencing services for Phases One and Two, and is currently developing the design of the new HS2 Old Oak Common and Curzon Street stations.

WSP has partnered with WilkinsonEyre, one of the world’s leading architectural practices with a portfolio of national and international award-winning projects. Since its beginnings in 1983, the practice has built a portfolio of bold, beautiful, intelligent architecture in a diverse variety of sectors, including Guangzhou International Finance Center, Singapore’s Gardens by the Bay, and the acclaimed temporary structure of the London 2012 Olympic Games Basketball Arena.
Aerial view of the proposed Old Oak Common Station

- Old Oak Common Lane
- Crossrail Depot
- HS2 platforms (below ground)
- Grand Union Canal
- Proposed station site boundary
- Conventional rail platforms (ground level)
- Wells House Road
- Wormwood Scrubs
- Approx. line of the HS2 Tunnel (below ground)

To Birmingham

To London Euston
The consents process

We are designing all aspects of the station. This includes the station building, the platforms, the public spaces which will surround it, and any structures which will support the running and maintenance of the station.

We are working to ensure that the station seamlessly integrates with and enhances its local surroundings, acting as a catalyst for growth in the area. In particular, the new station aims to act as a gateway for Old Oak, which is a key part of the work being taken forward by the Old Oak and Park Royal Development Corporation (OPDC).

Schedule 17 Application
The High Speed Rail (London to West Midlands) Act received Royal Assent in February 2017. The Act grants HS2 powers to construct Phase One of the HS2 network.

The Act granted deemed planning permission for Old Oak Common Station and associated infrastructure. This included a baseline design for the station which defined its location, together with broad design principles relating to its scale, structure and appearance.

This permission requires that certain approvals are obtained from Old Oak and Park Royal Development Corporation (OPDC), as the relevant planning authority, under the planning regime established by Schedule 17 of the Act.

What is the consents process covering?
A Schedule 17 application will not seek to revisit matters agreed through the HS2 Act.

The aspects of the station which are grounds for OPDC’s consideration include the design or external appearance of the building works in relation to:

- The preservation of the local environment or local amenity.
- Prevention or reduction of effects on road safety or on the free flow of traffic in the local area.
- The preservation of a site of archaeological or historic interest or nature conservation value.

Working together
We are working closely with OPDC and other organisations to develop the design. This includes:

- Discussions with Transport for London and Network Rail to ensure that the station integrates with existing and proposed new means of local connectivity.
- Engagement with OPDC and the Local Boroughs to understand how the station design can support the local plan.

What is the timeline for the Schedule 17 process?
We are expecting to submit the Schedule 17 application for the station design and associated works to OPDC in Spring 2019.

Further information for Schedule 17 approvals can be found in the HS2 Information Paper ‘B1: Main Provisions of the Planning Regime’ available online.

Oak and Park Royal Development Corporation Local Plan
The Old Oak and Park Royal area is identified as one of the largest redevelopment sites in the UK, and the new Old Oak Common Station sits within this area (in Old Oak South). Old Oak Common Station has the capacity to enable connections across the area, linking Wormwood Scrubs, Old Oak South, Old Oak North and much further beyond.

Further details on the OPDC Masterplan can be found on their website at: www.london.gov.uk/opdc
Public engagement

The purpose of this public engagement is to understand views on the design vision and themes of the developing design. In particular, we would like to understand your views on our design objectives around:

- The use of public spaces in and around the station.
- Enabling growth and regeneration in the area.
- Celebrating local heritage in its designs.
- Connecting the local area.
- Integrating into the wider Old Oak Common area.

Public engagement survey

We would like to hear your views on this design vision and the objectives which are at the heart of the Old Oak Common Station design.

You can find our questionnaire online at: hs2inoldoak.commonplace.is

If you would like to submit a copy of the questionnaire by email or by post, you can find the questionnaire on our website and return it:

By post: FREEPOST HS2 Community Engagement

By email: HS2enquiries@hs2.org.uk

Please return the questionnaire by midnight on 3 March 2019.
Our design vision

As part of the design process, we have developed a vision which centres on HS2’s design principles of ‘people’, ‘place’ and ‘time’. This helps to ensure that the station and associated public spaces have a strong relationship with the local area and its communities, as well as supporting future aspirations for Old Oak Common.

People – Design for everyone to benefit and enjoy
For Old Oak Common Station, this means considering not only travelling customers, but also people who work at the station, visitors and the wider community. We will provide a range of environments and experiences to give people choice as to how to use the station spaces, taking into account the needs of local communities.

Place – Design for a sense of place
Old Oak Common Station will act as a catalyst for growth in the local area. It will also be an opportunity to celebrate and enhance the transport heritage of Old Oak Common and provide high-quality connections to support the development of the wider area.

Time – Design to stand the test of time
The designs will allow for the station to evolve in line with future growth and demand, with the potential to not only be an interchange, but also a key gateway destination.

Our design vision is underpinned by five key themes: public space, heritage, local connectivity, regeneration and integration into the wider Old Oak Common area.

Use of public space
The land which the station sits on is currently inaccessible to the public. The station designs can help to unlock this land for public use. These spaces provide opportunities to become part of the local fabric, enable connectivity and encourage future growth.

Local heritage
The station location is steeped in railway heritage, as well as an industrial legacy. There is potential to draw upon this, and celebrate this history as part of the developing station designs.

Local connectivity
The station should connect physically with existing and new communities in the surrounding area through the creation of a network of walking, cycling, and public transport links.

Growth and regeneration
The station design should take a considered approach to future regeneration and growth in the area, including a potential increase in the amount of people using the station. In line with OPDC’s vision, Old Oak Common Station can become a gateway destination.

Integration into the wider Old Oak Common area
The station designs should help to generate a sense of place, ownership and identity for the wider Old Oak Common area. The station has the potential to become a landmark building which creates this sense of place. In the longer term, the station has the potential to connect the area further, for example a link to Wormwood Scrubs Park.
Station design

Station layout
The new station will be accessed via Old Oak Common Lane, with a new area of public space leading down towards the station entrance.

The station entrance will be approximately 350 metres from Old Oak Common Lane.

The station building consists of three main areas:

- A public concourse will connect the HS2 and conventional rail sections of the station. This is where most of the customer service, retail space and other station facilities will be located. This concourse will be split-level (ground floor and first floor).

- The HS2 section of the station will include six high speed rail platforms. As the high speed railway will be in an underground tunnel at either side of the station, these platforms will also be below ground, accessed from the ground floor by escalators and lifts.

- The conventional rail side of the station will include platforms for the Elizabeth Line (Crossrail). These platforms will be accessed by an overbridge from the first floor concourse.

Roof design
The station roof has been designed to enhance the open environment of the station. It helps to connect the high speed and the conventional rail sections of the station. The form of the arches also reduces the need for columns to support the roof, removing visual clutter for station users and allowing views across the station which will help customers to orientate themselves.

Common design elements
Common design elements refer to those parts of the station which are to be replicated across all HS2 stations, providing a consistent and high-quality experience for the customer. This will include customer information points and signage, as well as station furniture and materials to be used. As the station designs progress, we will integrate these into the developing designs for Old Oak Common Station.
The view from the public concourse towards the station entrance and the HS2 platform escalators.
Old Oak Common Station
Visualisations

Internal view of the station concourse and escalators to HS2 platforms
Use of public space

The station site extends beyond the station up to the western edge of Old Oak Common Lane. This creates an opportunity to provide significant new public space for people living and working in the area as well as station users. We are therefore proposing a series of public spaces to suit the needs of different users and to form the approach to the station.

**New Station Square**
A new public square will be created immediately outside the station entrance. It will provide an arrival space when approaching from Old Oak Common Lane, and will adjoin the new passenger drop-off, taxi and bus interchange. It will include seating and cycle parking. It could also be the setting for public artwork. The new station square will be submitted to OPDC as part of the Schedule 17 application in Spring 2019.

**New Oak Common**
To the west of the station, beyond the station square, an extensive area of public space will be accessible to the public. This part of the design will be developed and submitted to OPDC for agreement under Schedule 17 at a future date. This space could comprise of wildflower meadows, wetland habitat and an oak copse. It could be used for temporary activities such as festivals, markets, play spaces and art works.

**East-West Route**
A new road and cycleway is proposed, aligned along the northern edge of the station. When the station opens this will provide access for buses, taxis, drop-off and emergency vehicles.

**Future development site**
An area immediately to the south-west of the proposed station has been identified for commercial development. During construction, this area will be used by the contractor for storage and providing temporary site accommodation. It is anticipated the commercial development of this site will start once the station has been completed.

This future development will not form part of the HS2 works, and will require planning permission from OPDC under normal planning processes.

Visualisation of the public space
Getting to and from the station

The new station is designed to be accessible from Old Oak Common Lane. The station will cater for all types of transport, and is designed to encourage travel by walking, cycling and public transport, rather than rely on travel by car.

Highways
Vehicle access to the station will be provided by an access road which will run along the northern side of the station site and will connect to Old Oak Common Lane. A combined footway and cycleway will run parallel to this access road. A new junction with traffic lights will be provided on Old Oak Common Lane; this junction will be designed to be convenient for both pedestrians and cyclists.

Transport Interchange
A transport interchange will be provided for Old Oak Common Station on the western side of the station, close to the station entrance. It will provide facilities for buses, taxis and private vehicles, and blue badge parking.

Pedestrians
Pedestrians arriving from Old Oak Common Lane will be able to walk through the open, landscaped public space situated on the west side of the station, before arriving at the station entrance. Pedestrians will be segregated from vehicle traffic.

Cyclists
Cyclists travelling to the station from Old Oak Common Lane will be able to use the East-West footway / cycleway. In addition, cyclists travelling from Old Oak Common Lane will be able to follow a cycle route which will be provided across the open area situated on the west side of the station. Cycle parking will be provided for passengers and staff travelling to the station by bicycle.

Public Transport
The station will be served by six bus services. These services will arrive and depart via Old Oak Common Lane. Bus services will stop at the new transport interchange.
Getting to and from the station

**Taxis**
Taxis will be permitted to arrive and depart via Old Oak Common Lane. A taxi rank, with pick-up and drop-off provision, will be provided as an integral part of the transport interchange.

**Private Vehicles**
Private vehicles (including private hire vehicles) will be permitted access to the station from Old Oak Common Lane. A “kiss and ride” drop-off and pick-up area will be provided as part of the transport interchange. No public car parking will be provided at the station.

**Service Vehicles**
Service vehicles will be permitted access to the station from Old Oak Common Lane. Service vehicles will use the East-West access road to access the station’s logistics area, which is located on the eastern side of the station.

**Accessibility**
The station will be inclusive and accessible to all, and this principle has been integral to the station’s design and development. At this design stage, design requirements include:

- Step free access to all entrances and exits.
- Lifts for those with mobility impairments.
- Signage to create a legible environment within the station and through the public spaces.
- Provision of well-appointed mobility assistance points and equipment.
- Use of communications and technologies (such as induction loops).
- Use of smell and texture to assist people with visual impairments to navigate the station and the public spaces.
The journey experience

An important goal of the designs is to create a high-quality experience for all visitors to the station and its public spaces. In order to meet this standard, our designs have centred on the need for the journey experience to be clear and easy, to provide choice and convenience, and allow efficient use of time.

Arrival
The journey experience starts beyond the main station building, and we are designing the arrival spaces to ensure a seamless experience from street to station.

Welcome
The public concourse is perhaps the most important space in the station as it brings together all the elements of the station, serving as the main welcoming and orientation point for customers. The concourse is designed to clearly direct customers in one main east-west direction.

Station amenities
The station will provide facilities such as information points, public toilets and retail areas. The majority of these facilities will be located on the western side of the station. The intention is that these spaces will enhance the customer experience and add vibrancy to the station environment.

Orientation
To enable ease of movement for all customers, orientation points will be at key locations within the public concourses. The main orientation spaces will be at the top and bottom of the main escalators within the public concourse. The location of facilities such as ticketing and left luggage will also be positioned to be visible and accessible from these orientation spaces.

Departure
Once past the ticket gates, passengers will be able to interchange from the ‘paid concourses’ to the platform areas via suites of escalators or lifts.

Reassurance and clarity | Choice and convenience | Ease and efficiency

1908 Haymaking, Old Oak Lane. Image reproduced by OPDC (Old Oak and Park Royal Heritage Strategy)
Environment and sustainability

Sustainability is integral to Old Oak Common Station. We are seeking to exceed current building performance standards by embedding HS2 sustainability principles throughout the design.

The current brownfield site will be transformed into a highly energy efficient station that promotes ideas and innovation to improve sustainability. We are using the Building Research Establishment’s Environmental Assessment Method (BREEAM) to demonstrate our commitment to sustainability. The project is on track to achieve the exemplar level of BREEAM Excellent for the station building and associated public realm.

Standing the test of time
As part of the station designs, climate change resilience and future adaptability is being embedded into the station designs. Predicted increase in rainfall intensity will be managed through a combination of methods including the use of swales (broad and vegetated channels designed to store and/or transport water runoff and remove pollutants), and other infrastructure such as pond systems or water courses to control water run-off.

Spreading the benefits
Flexible open space will provide new opportunities to transform Old Oak Common for the benefit of the local community. The station will provide space for new shops, entertainment, trees, parkland and public art.

Respecting our surroundings
We are also working to integrate innovative sound and visual systems into the design. This will increase accessibility, allow a healthy internal environment and minimise noise from the station.

During construction, our environmental management plans will ensure noise impacts are mitigated and local air quality is monitored and managed.

Resilience and sustainability

- Climate change resilience and adaptability is being embedded into the planned station through the design, for example through infrastructures for rainwater harvesting, natural and low-carbon ventilation, and natural landscaping.

- Flexible open spaces could cater for a variety of community benefits such as parkland spaces, retail and public art.

- We are working to integrate best practice noise and visual comfort requirements into the building design to allow a healthy internal environment.
Old Oak Common Station

We want your feedback
We are keen to hear your comments or feedback on the design vision and underpinning objectives for Old Oak Common Station. Our questionnaire focuses on:

- The proposals for public space.
- How the station can play a role in the regeneration of the local area.
- How the station can celebrate local heritage.
- Integrating local transport networks.
- How the station can connect and integrate the local area.

You can provide feedback through our online or hard copy questionnaire, the details are shown overleaf.

Please provide all comment by midnight on 3 March 2019.

Next steps
We will consider all feedback received as part of this engagement event, and we will prepare a feedback report to help inform our Schedule 17 submission.

We will continue to develop the design to inform the Schedule 17 submission in Spring 2019. This will then be followed by a period of detailed design before and during the construction stage. As the design progresses, we will continue to engage with stakeholders and keep the local communities informed of updates.

What next?
To share your feedback, you can find our questionnaire online at:
hs2inoldoak.commonplace.is

If you would like to submit a copy of the questionnaire by email or by post, you can find the questionnaire on our website and return it:
By post: FREEPOST HS2 Community Engagement

By email: HS2enquiries@hs2.org.uk

Please return the questionnaire by midnight on 3 March 2019

If you have any other comment or question about HS2, please contact:
@ HS2enquiries@hs2.org.uk
☎ 24/7 freephone helpline: 08081 434 434
✉ Minicom service: 08081 456 472

Timescales 2019

Old Oak Common Station is planned to open to the public in 2026.
Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner
The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route.

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents’ Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review.
Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Residents’ Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner
The Construction Commissioner’s role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints.

You can contact the Construction Commissioner at: complaints@hs2-cc.org.uk

Property and compensation
You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account
If you are unhappy for any reason, you can make a complaint via the helpline. For more details on our complaints process, please visit our website:

www.hs2.org.uk/how-to-complain

Please contact us if you’d like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice


Contact us
If you have any questions about this, please get in touch.

📞 24/7 Freephone 08081 434 434
✉️ Minicom 08081 456 472
✉️ Email HS2enquiries@hs2.org.uk

Write to
High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Website www.hs2.org.uk

To keep up to date with what is happening in your local area, visit: www.hs2.commonplace.is
High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA
Freephone: 08081 434 434
Minicom: 08081 456 472
Email: HS2enquiries@hs2.org.uk