

ADELAIDE ROAD VENT SHAFT & HEADHOUSE

Visual Fact Check

Slides to illustrate HS2 misinformation to ECRG regarding visual impact
at meeting on 29th September 2022

HS2 explained...

- **the headhouse “reveals the machine”** ie expresses the big plant chambers within externally... But at Adelaide Road “the machine” is not in the headhouse ... because the big fan chamber and vent stacks are outside the headhouse. So this expression is fake to promote the HS2 brand on its prominent site *“as a landmark for the local area to celebrate this outstanding infrastructure project”** at the expense of the local area and its Nature Reserve site
- **the headhouse is 2 storey** (ie understating its size). Actually it is 4 giant storeys
- **not visible except from Adelaide Road and the railway** (ie there will be no visual impact to mitigate from East West and South).

The following slides show there will be massive impact on the view from the main tourist route to Primrose Hill ... even at night... (which HS2 denied)

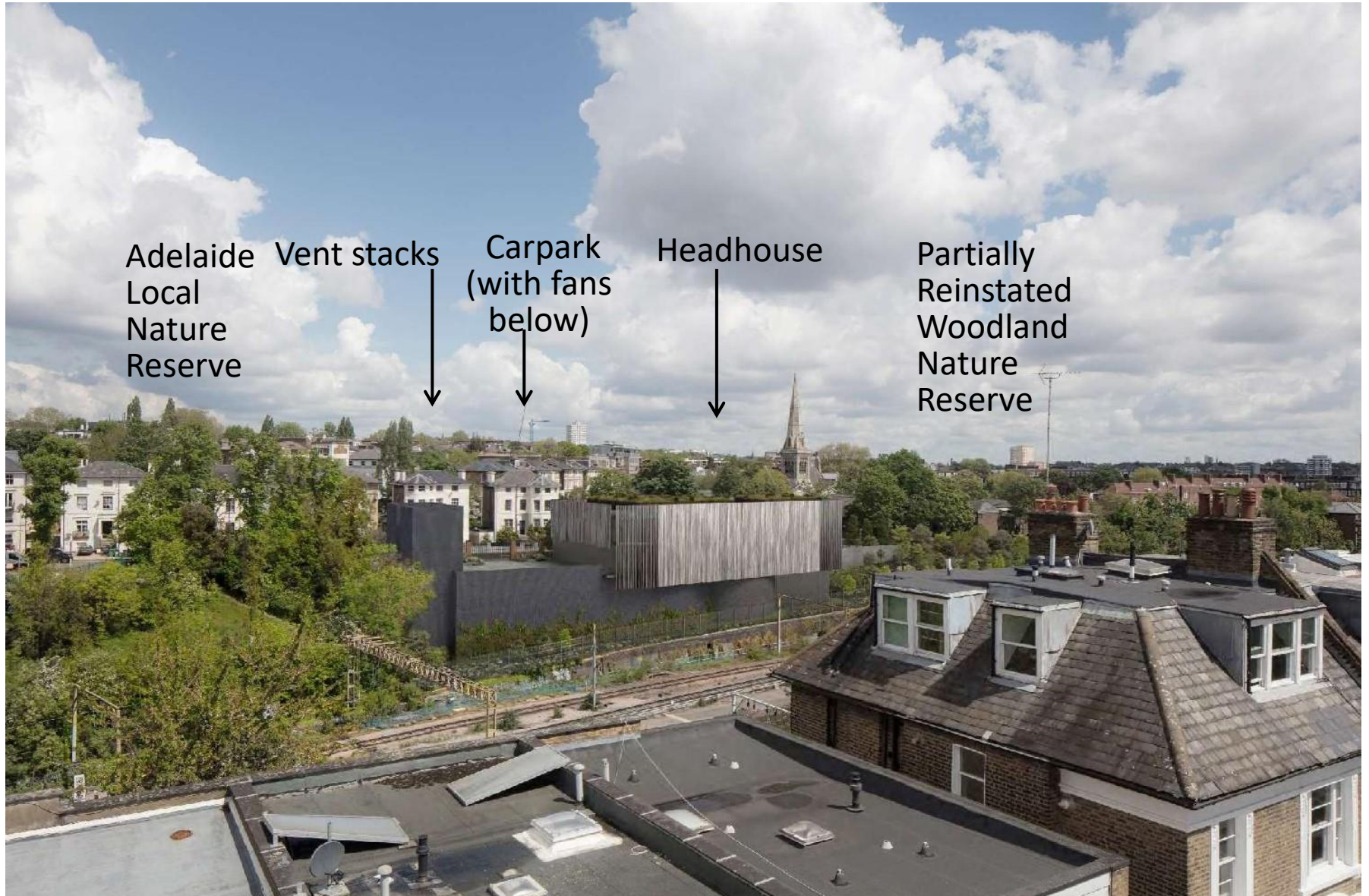
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HS2 Independent Design Panel Report on Adelaide Road Vent Shaft (Appendix to D&A Statement in Schedule17 Submission)

LBCamden are in the process of determining the Schedule 17 application by collaborating with SCS to mitigate adverse visual impacts.

LBCamden say that design changes will be submitted - but with only the road elevation changed implying they accept HS2's impact denials or regard the rest of the design as acceptable... in spite of massive local concern

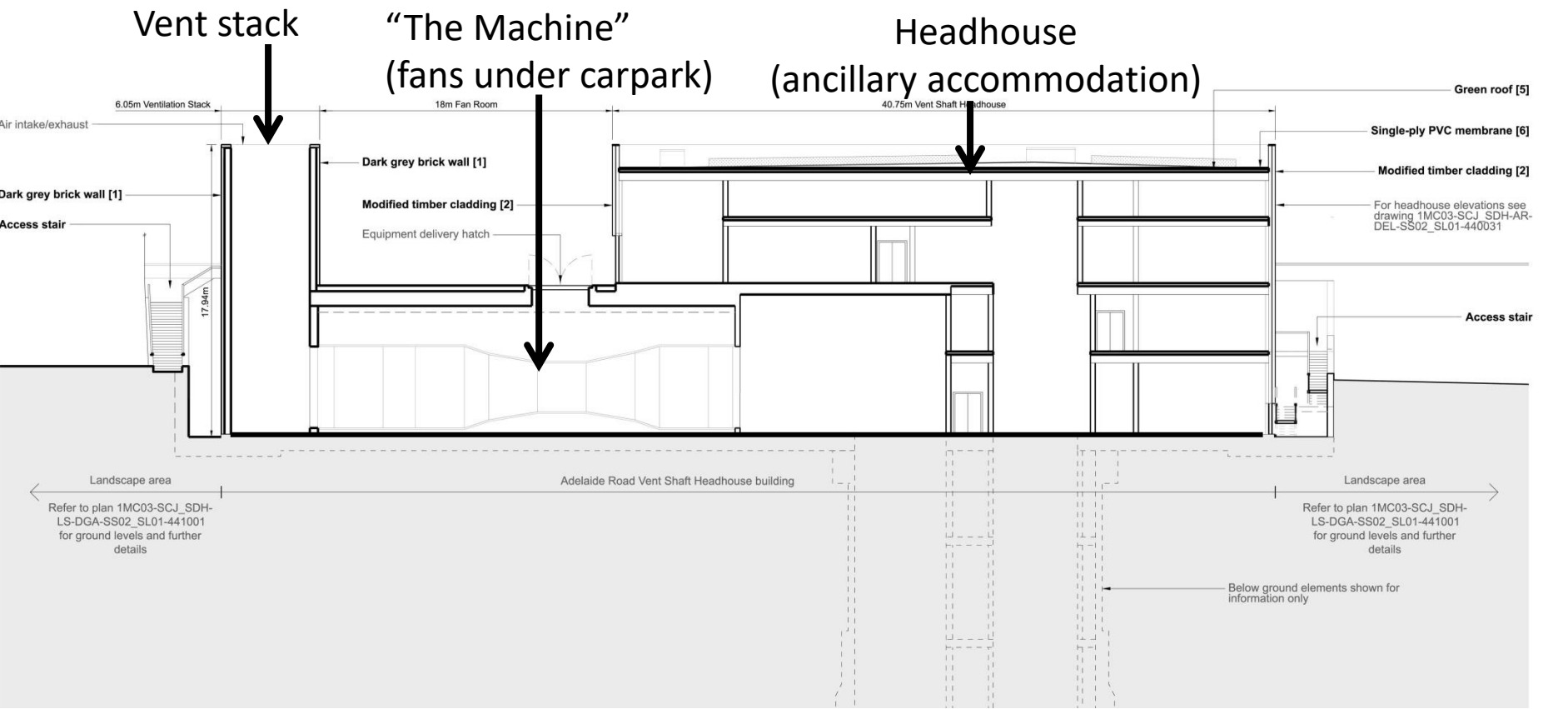
CGI showing massive visual impact to the view (but from the sky to the Southwest)
replacing what was the Chalk Farm Embankment Woodland Nature Reserve
(CGI included in the Schedule 17 Application to LBCamden .. labels added)



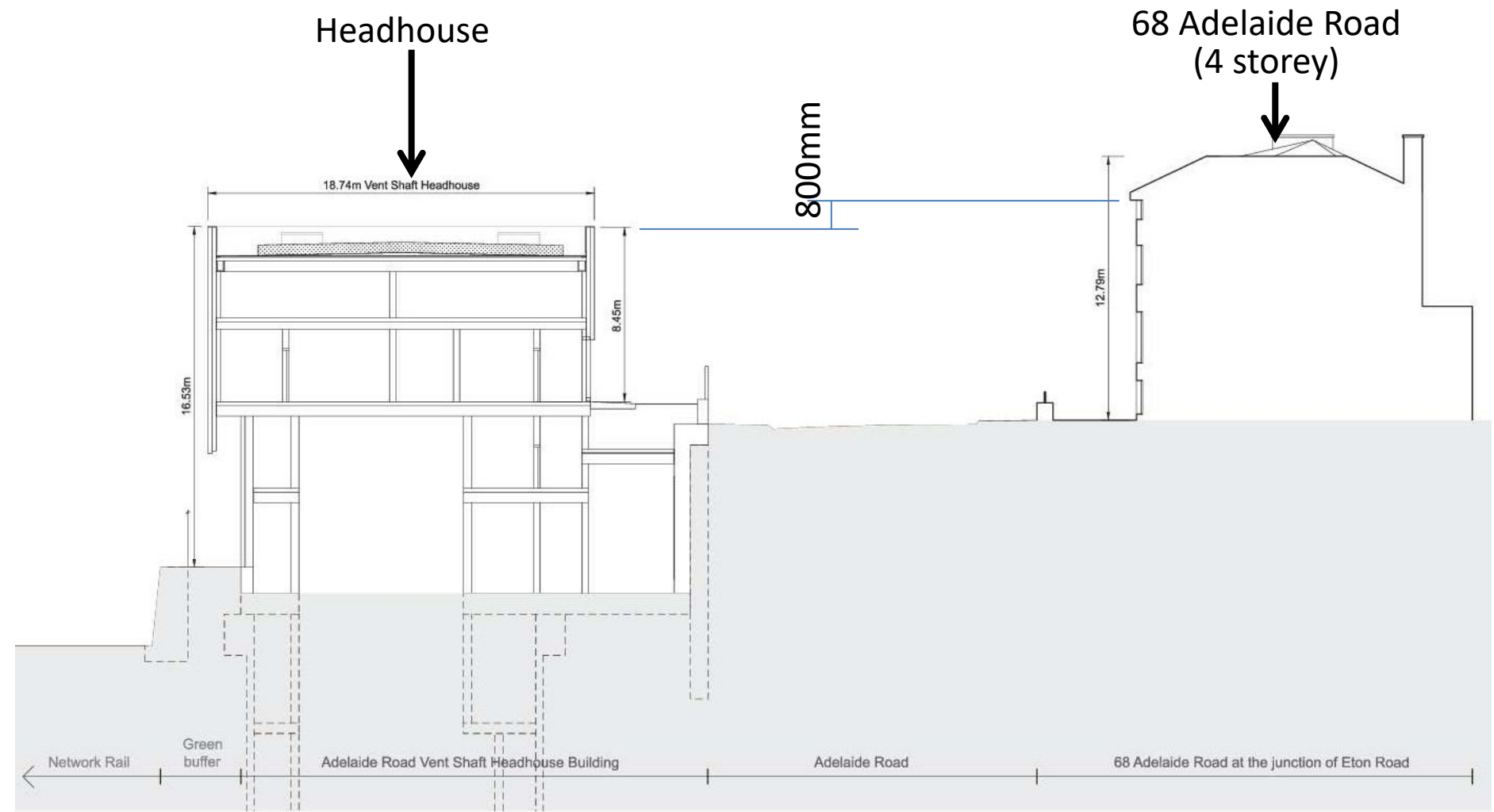
“Revealing the Machine to create a Landmark to Celebrate this Outstanding Infrastructure Project”

HS2 explained to ECRG that HS2 Independent Design Panel require a common design language of all headhouses called “Revealing the Machine” to express the engineering housed within them. So HS2’s family of headhouses will be identifiable (subject to variation to suit local contexts) The Design Panel Report published in Schedule 17 planning submission (as appendix to Design and Access Statement) commends the design of the Adelaide Road Headhouse for expressing its internal engineering within and “revealing the machine”. And it says that it should not be screened but should be a “landmark” for the local area “to celebrate this outstanding infrastructure project” and comply with HS2’s “Design Vision”.

But at Adelaide Road “The Machine” is outside the Headhouse, buried under the carpark. And its vent stacks are separate structures So at Adelaide Road the Headhouse contains ancillary accommodation (stairs, substation, staff facilities etc)... ie no “machine” within to reveal. Pretending to express “the Machine” visually externally (via brutalism) to appear like a generic HS2 vent shaft headhouse is clearly promotional. The Schedule 17 submission records that HS2 have rejected LBCamden’s request that the headhouse elevations should be articulated to reduce their scale (eg to match the nearby Victorian villas) and screened with green wall creepers on tension wires appropriate to its Nature Reserve location. Façade articulation could express the smaller ancillary accommodation within... in the absence of “the machine”!



Schedule 17 drawing amended to show house across the road at the request of LBCamden
I annotate the two buildings and also headhouse parapet being only 800mm below house eaves
ie at 9.5 metres above pavement level it is almost the height of the 4 storey house façade
This permits HS2's denial of visual impact of the headhouse from the bridge to be checked.
(At ECRG HS2 insisted on describing the Adelaide Road elevation as "single storey")



Current view from bridge with nearly all (500) trees removed so now No 68 can clearly be seen
So the headhouse can be drawn on this photograph (with its parapet level just below no 68 eaves in order to check whether HS2 were correct when they said their headhouse would cause no visual impact .. because it was concealed by the “6 foot high bridge parapet”.
The bridge parapet height actually measures 5ft9 at this point (measured directly below).
But it is 5ft4 above the bridge paving camber (where most people walk)





BEFORE shows the Chalk Farm Embankment Woodland Nature Reserve of over 500 mature trees clearly visible as the green backdrop over the parapet of the bridge (which is the main tourist route to Primrose Hill).



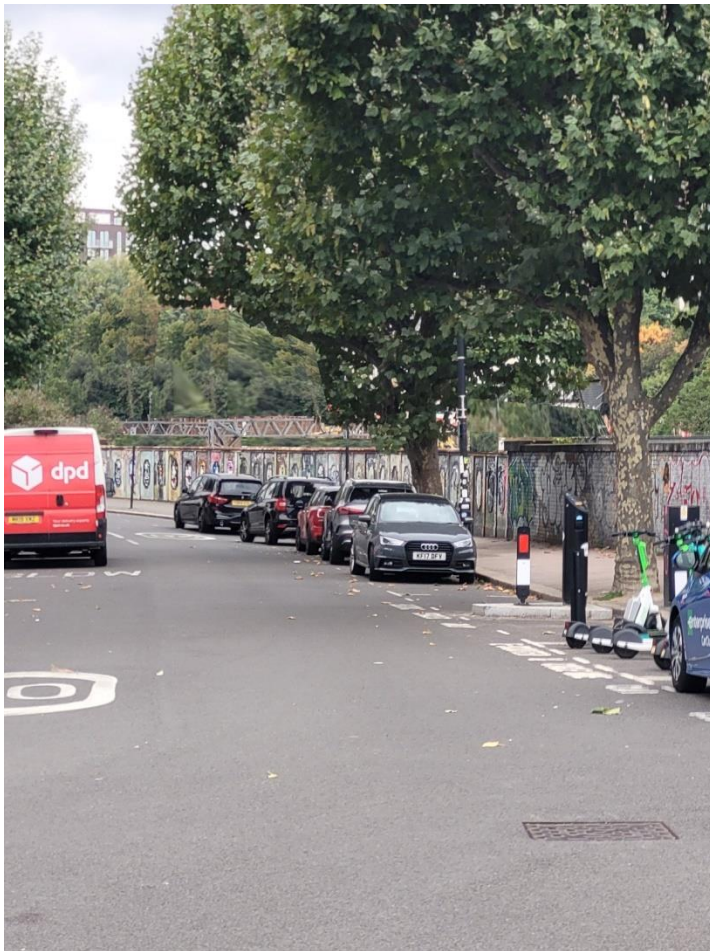
AFTER shows the headhouse and vent-stacks (in red) replace most of the woodland and hide the remaining trees behind. Massive visual impact occurs above the bridge parapet line as the headhouse size and unscreened elevations fill the view



BEFORE and AFTER from the south bridge approach. This is near the start of the main shopping street in Primrose Hill Village (full of cafes and restaurants). It leads tourists to the park with the view of London from the top of the Hill.

BEFORE shows that the low railway wall provides a full view of the Chalk Farm Embankment Woodland Nature Reserve and Adelaide Local Nature Reserve.

AFTER shows the green backdrop almost totally replaced by the facade of HS2's headhouse (as the most prominent publicly visible building... promoting HS2's brand as a "Landmark"!)



BEFORE and AFTER from north bridge approach at the café. The railway wall is only 5ft3 high at its foot (and 5ft high from the level of the camber). So the railway and the whole embankment is in full view. AFTER shows the headhouse causes major visual impact like the previous views (replacing and hiding the woodland). However the headhouse is partially screened by trees located in the gardens of Adelaide Road houses and big replacement trees.



The AFTER view of the previous slide rendered in the proposed (grey) colour. Replacement tree screening is shown which would hide a little of the prominent east elevation (but the tree is approximately 30 years old ... the building being 16.5 metres high). The headhouse parapet would hide its green roof which will not be visible to mitigate the visual impact of HS2's "landmark" which (sadly) appears in keeping with the 60's tower blocks behind



4 STOREY BUILDINGS BEHIND ARE DRAWN AS 5/6 STOREY.. (VENT SHAFT IS SAME HEIGHT)



2 South Elevation
A43032

VENT SHAFT ALMOST SAME HEIGHT AS 4 STOREY ADELAIDE ROAD VILLAS

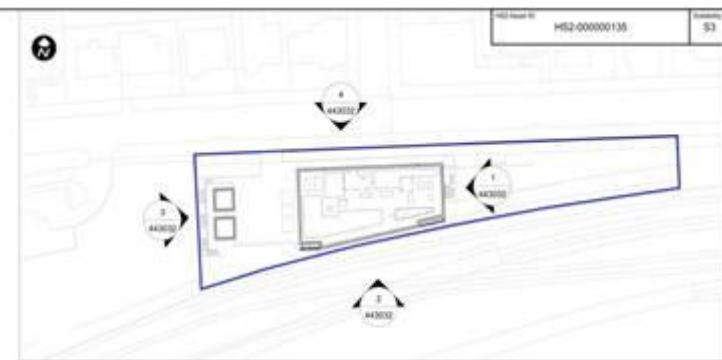


3 West Elevation
A43033



4 North Elevation
A43030

PRIMROSE HILL BUILDINGS BEHIND ARE ACTUALLY SAME HEIGHT AS VENT SHAFT



FIDDLED ELEVATION

DISTANT EXISTING NATURE RESERVE TREES OVER 100 METRES BEHIND DRAWN 3X SIZE

DISTANT TREE ADDED



IMPOSSIBLE TREE

THE CONVENTION IS TO SHOW DISTANT TREES ONLY IN OUTLINE WITHOUT COLOUR. IN PERSPECTIVE (SO FAR BACK) THEY WILL APPEAR TINY

THIS IS NOT THE VIEW FROM PRIMROSE HILL BRIDGE ALMOST NO TREES WILL BE VISIBLE FROM BRIDGE

MIS-
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FOR INFORMATION

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021. All dimensions are in metres unless noted otherwise.	022. Adelaide Road wall is shown indicatively - not for approval.
022. All levels are in metres relative to OD (Entrance Datum, Newell) unless noted otherwise.	023. Landscape elements are shown indicatively - please refer to landscape drawings for approval.
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024. All coordinates are indicated by Eastings (E) and Northings (N) to the nearest metre grid.	
025. Dimensions are not to be scaled from the drawing.	
026. Dimensions and levels are approximate and subject to Detail Design.	
027. Landscaped areas subject to future Schedule 17 approvals.	
028. Only the location for boundary walls and fencing is for approval. The design of these structures are not for approval.	
029. For Material Details see plan IMC20-SC2, SDH-A4, DPH-5502, SL31-A4001, for specific material reference please see numbers in brackets.	

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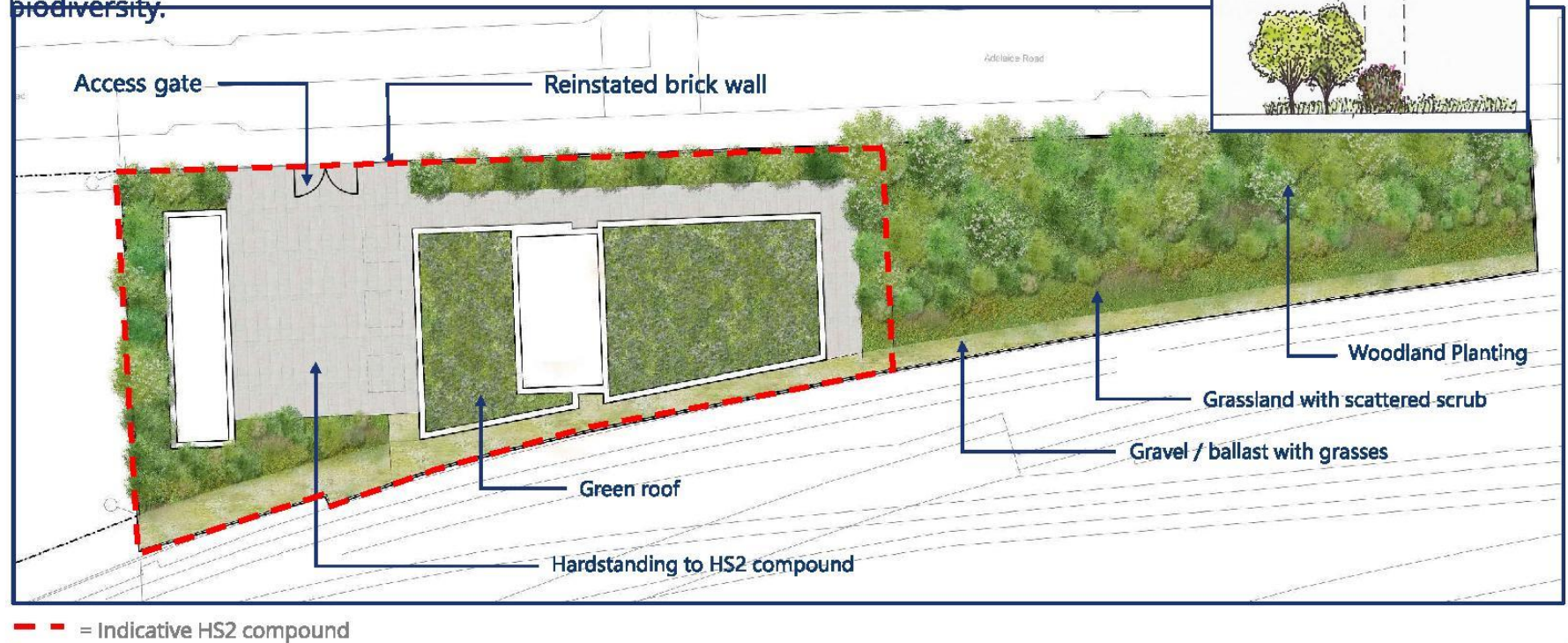
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OFFICIAL	
Author/Designer	SCS JV - Design House

Name		Project Number	
Adelaide Road Vent Shaft		HS2-MVOC SCS Sector 51	
Design Stage		Discipline/Author	
Detail Design		Architectural	
Drawing Title		Drawn	
Adelaide Road Vent Shaft		P Costa	
Schedule 17 Plans and Specifications		V De Siqueira	
Illustrated Elevation		D Griffin	
For Information		Date	
		30/11/22	
		Rev	
		NA	
		Rev	
		A1	
Drawing No.		Rev	
IMC20-SC2, SDH-A4, DPH-5502, SL31-A4002		POA	

This plan and section shows that HS2 graded landscape concept. HS2 explained NR would not permit tree planting in proximity to their existing retaining wall. This greatly limits the possibility of trees being replanted to screen the vent shaft from the south and east.

Proposed landscape layout at scheme design

Indicative design shared in 2018, showing the 'graded' landscape plan, from ballast and grasses at trackside, to scrub / shrub planting and through to woodland, to encourage biodiversity.



The Lighting Proposal .. from the Schedule 17 planning application

HS2 told ECRG that the headhouse will only be illuminated on two occasions each year (approx) but the Schedule 17 submission says otherwise. And the green lighting zone is proposed to be on all the time (the legend says on when “unoccupied”) .. to permanently illuminate the neo-brutalist structure.


The design intention stated in the planning submission is that the building should be a “landmark for the local area to celebrate this outstanding infrastructure project”. So it would be propaganda for HS2’s brand ... **even at night**... at the expense of the immediate local context and its nature reserve setting.


Legend





Headhouse Access Point

Lighting Zone Definitions

 0 lx. unoccupied. 20 lx. in the following situations:
- emergency
- when switched locally/remotely
- when switched by another system

 0 lx. unoccupied. 20 lx. in the following situations:
- when switched locally/remotely
- when vehicles are manoeuvring
- upon gate opening
- when switched by another system

 5 lx. unoccupied. 20 lx. in the following situations:
- emergency
- when switched locally/remotely
- when vehicles are manoeuvring
- upon gate opening
- when switched by another system

 0 lx. unoccupied. 20 lx. in the following situations:
- emergency
- when switched locally/remotely
- when vehicles are manoeuvring
- upon gate opening
- when switched by another system

