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**From:** CAAC Comments Form <noreply@camden.gov.uk>  
**Sent:** 31 January 2023 11:59  
**To:** Planning Planning; Dawn Allott; Derek Gomez; [REDACTED]  
**Subject:** CAAC Consultation Comments Received

## Camden Council

Hi,

**Someone** submitted an entry for the CAAC Comments form form in the Camden Council site. View all the form's entries by clicking [here](#).

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Application ref.

2022/1680/HS2

Site Address

Adelaide Road Headhouse and Compound Adelaide Road Chalk Farm London NW3 3QB

Development Description

Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 relating to vent shaft headhouse building, comprising three principle connected headhouse elements (mechanical and electrical plant building, fan room and ventilation stacks) and associated stairwells; road vehicle parking within the compound with a hardstanding area; earthworks within the compound area to

facilitate the construction of the headhouse building in addition to retaining walls to the east of the building; fencing (location only) encircling the permanent HS2 site to create a secure compound; and artificial lighting equipment affixed to the headhouse building and within the compound

Planning officer

Kate Henry

Advisory committee

Advisory committee

Eton

Please send your comments by:

2023-02-06T00:00:00.000

Please choose one

Objection

Do you have any comments or consider that the proposal is harmful to or does not preserve the character and appearance of the conservation area?

Eton Conservation Area Advisory Committee Advice from Eton Conservation Area Advisory Committee: 28.01.2023 Re 2022/1680/HS2: Adelaide Road Headhouse and Compound Adelaide Road Chalk Farm London NW3 3QB Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 relating to vent shaft headhouse building, comprising three principle connected headhouse elements (mechanical and electrical plant building, fan room and ventilation stacks) and associated stairwells; road vehicle parking within the compound with a hard standing area; earthworks within the compound area to facilitate the construction of the headhouse building in addition to retaining walls to the east of the building; fencing (location only) encircling the permanent HS2 site to create a secure compound; and artificial lighting equipment affixed to the headhouse building and within the compound We have been invited to comment on the application for the construction of the Adelaide Road HS2 Headhouse buildings. The site falls just outside the southern edge of the Eton Conservation Area. We have reviewed the documentation relating to the application primarily from the perspective of its effect on the surrounding area. The railway cutting where the site is located falls between the Eton and Primrose Conservation Areas. Immediately upline of the proposed headhouse are the Eastern Portals to Primrose Hill Tunnels which are grade ii\* listed. Further downline are other examples of Victorian railway buildings of architectural merit, including the Roundhouse, also Grade ii\* listed. The proposed structure is large, monolithic, rectangular and faced mainly in vertical timber cladding. The design is generic and essentially the same as the other half a dozen or so similar ventilation shaft headhouses between Euston and West Ruislip. According to the Design and Access Statement "A common material palette of brick, metal and timber will be used to reinforce the line wide identity of the family of buildings whilst at the same time the specific choice of materials at

Adelaide Road responds to the local context ensuring integration with the surrounding area". We do not consider that the proposed building in any way responds to the local context, nor does it integrate into the surrounding area. The design and materials are out of character with the nearby brick railway architecture/buildings to the rear of Adelaide Road adjoining Paradise Bridge, including the Eastern Portals of the Primrose Hill Tunnels and the Roundhouse, and the adjoining Eton Conservation Area. This is a proposed railway building and should reflect the traditional architecture and materials associated with the extensive railway system in this area. It should certainly respect the grand architectural set-piece of the Primrose Tunnel Portals, and not be harmful to their setting. There has been a clear attempt to minimize the visual impact by setting the proposed headhouse as deep as possible into the railway cutting, and surrounding it with trees. This in itself is an admission that this is a structure to be hidden rather than celebrated. Nothing can be done about its bulk but more effort must be made to make it sympathetic to its historical surroundings rather than harmful: we would like to see the use of stock brick cladding with stone dressings. Camden should take a robust approach to this proposal in the same way as Buckinghamshire Council advised for the HS2 the Chiltern Tunnel. The ventilation headhouses for that tunnel have been designed by a leading architect to blend into the surrounding landscape, taking inspiration from the style of nearby barns and other agricultural infrastructures in the area. With regard to the boundary wall along Adelaide Road, we do not understand why the majority preference for a solid brick wall has been dismissed. The wall should be reinstated as it was originally. Yours sincerely, Eton CAAC

Do you want to attach any files?

No

Attach files

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[REDACTED]

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