

SKANSKA



STRABAG

Working in
partnership with

HS2

Victoria Road Crossover Box Headhouse and Plant room Design

Pre-Submission Update | September 2024

This presentation shows the final design for the Victoria Road Crossover Box headhouse and plant room and how we have incorporated feedback from stakeholders and the local community. We will submit the headhouse and plant room design to OPDC for planning approval in September 2024.

Our Speakers



Solo Malemo
Chair



Kim Quazi
Architect



Christopher Wong
Town Planner

Item	Topic	Lead
1.	Welcome	SCSJV
2.	Design Pre-submission Update	Design House
3.	Questions	SCSJV & Design House
4.	Meeting ends	SCSJV

Housekeeping

- Please remain on mute while our presenters are speaking
- This event will focus on the final design of the Victoria Road Crossover Box Headhouse and Plant room
- The presentation will last for around 15 - 20 minutes, with an opportunity for Q&A following the presentation
- Please use the chat box or raise your hand to ask questions
- Whilst questions are welcome, we are unable to make changes to the design of the buildings at this stage
- Specialists on the call tonight can cover questions about items on the agenda



Victoria Road Crossover Box Site

The Victoria Road Crossover Box site is located north of North Acton Station and is bounded by Chase Road to the west, School Road to the north, and Victoria Road to the east.

The site is within the London Borough of Ealing. However, the **Old Oak and Park Royal Development Corporation** (OPDC) is the local planning authority for determining planning submissions in this area.



What is a Crossover Box?

The Victoria Road Crossover Box, will allow HS2 trains to switch tracks underground on their approach into the new superhub station. The box will be 128m in length and 25m deep, complete with 1.5m thick walls. Viewed from above, the design resembles the shape of a caterpillar with a bunch of “bubbles”. This makes it the first caterpillar shaft to be excavated in the UK.



What is a headhouse and plant room?

A **headhouse** is the building on top of the vent shaft. It contains the fire control and ventilation systems for the railway tunnels below. The headhouse will also include the fan room. The vent shaft below connects the tunnels to the surface, serving to regulate air quality and temperature.

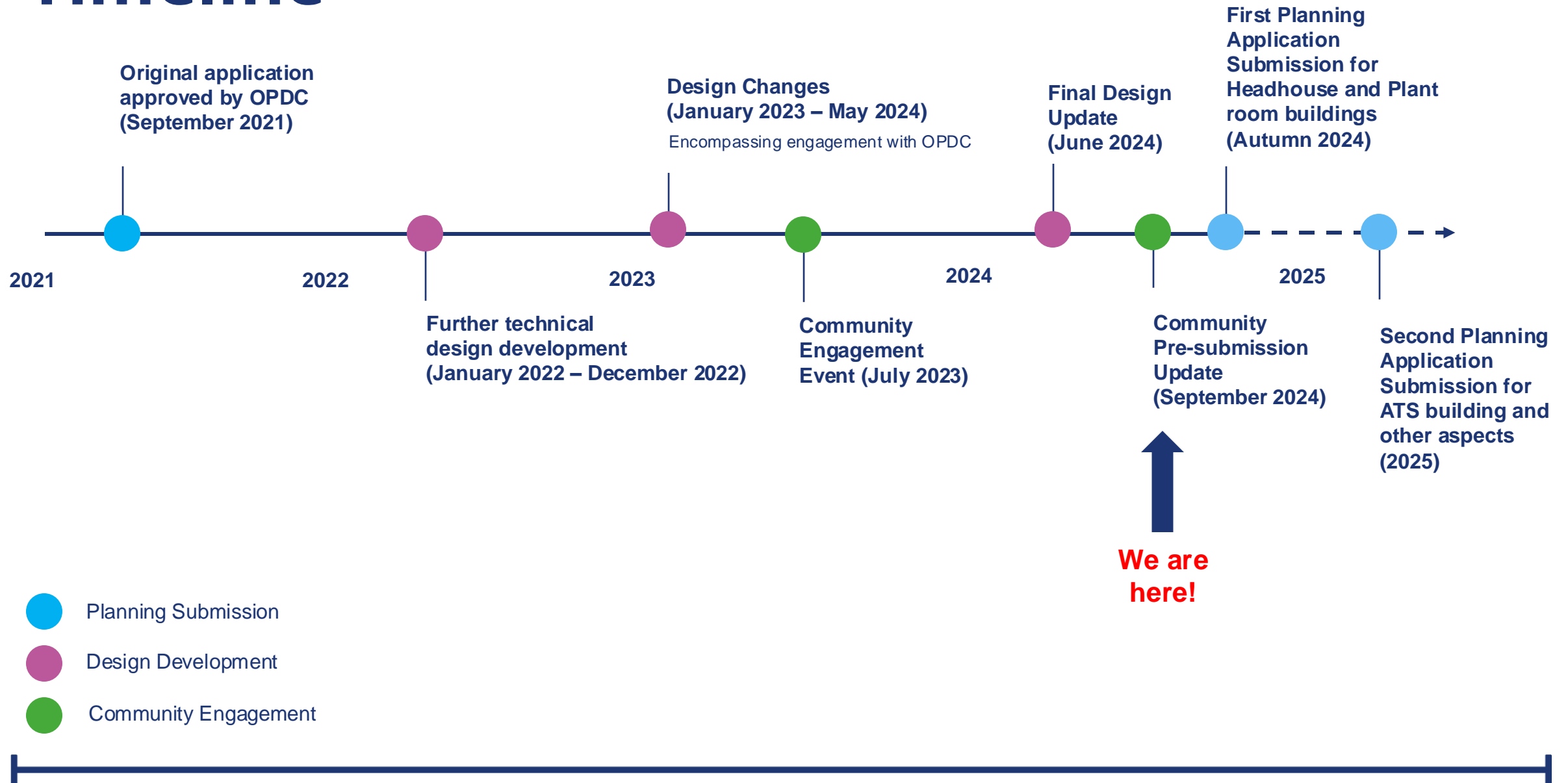
A **plant room** is a dedicated space where technical equipment is housed.

We are now seeking approval from OPDC for detailed design of the **headhouse and plant room buildings**.



This is an indicative visualisation of the Victoria Road Crossover Box headhouse from the north

Timeline

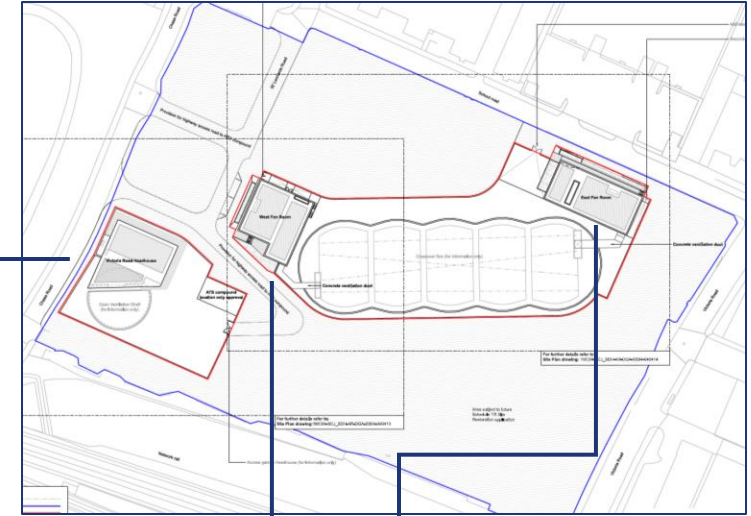


● Scheme Evolution Approved Scheme (2021)

The scheme was granted subject to details of the external appearance, materials, and finishes of the buildings being approved.



Ancillary Shaft Headhouse



West Fan Room

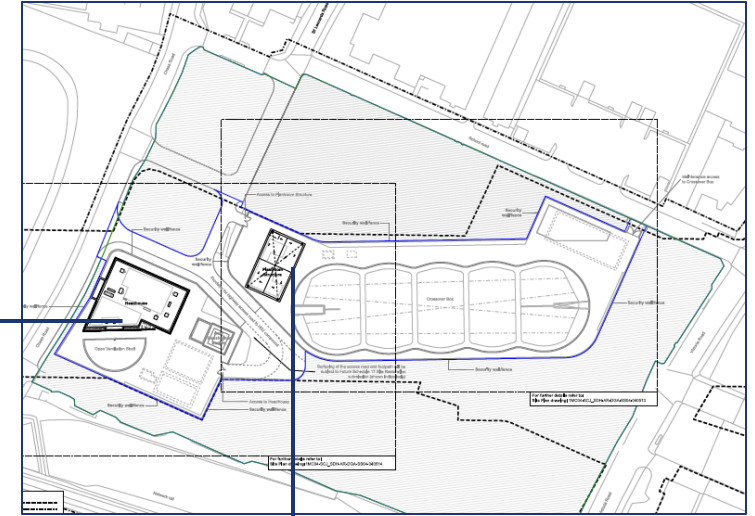


East Fan Room

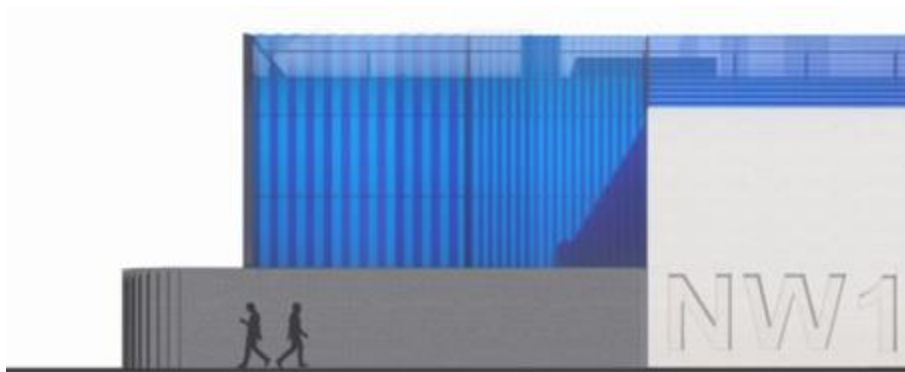


- **Further technical design development (2022)**

- East Plant room no longer required and west plant room size reduced (approx. 6m x 2m smaller).
- Headhouse footprint increased (approx. 1 m x 7m wider)



Ancillary Shaft Headhouse



Plant room



● Community Engagement

Feedback from Community Engagement – Local Area and Context

Community Engagement Feedback July 2023	HS2 Submission Update September 2024
'Missed opportunity' to celebrate the area's cultural and industrial heritage	The colour palette for the plant room, influenced by the local area's industrial heritage, introduces a sense of historical continuity and aesthetic resonance. The design also reflects and responds to the characteristics of new developments around the OPDC area.
Lack of contextuality or innovation	
Hoped to see design to be inspired by examples of precedents within the area, such as 1930's art-deco style buildings	



● Community Engagement

Feedback from Community Engagement – **Building Design**

Community Engagement Feedback July 2023	HS2 Submission Update September 2024
Lack of design rationale and narrative	Noted the need for greater design development
Need for more architectural design interest and development	Anodised metal folds provide tactile texture to the façade but also creates an interplay of light and shadow, which imparts depth, which helps to break down the building scale and activating the facade
Concerns expressed over the robustness and quality of materials	The materials we have chosen are of a high quality and will meet the intended design life of the HS2 railway project.



● Community Engagement

Feedback from Community Engagement – Further Comments

Community Engagement Feedback July 2023	HS2 Submission Update September 2024
Residents confirmed they are eager to see HS2 progress on this site	The design and location of the boundary walls are currently still being developed in discussion with OPDC, and will be incorporated in a forthcoming Planning Application in 2025
Brickwork variation to improve the visual interest of the boundary wall	
Suggestion of boundary wall shape following the caterpillar structure	

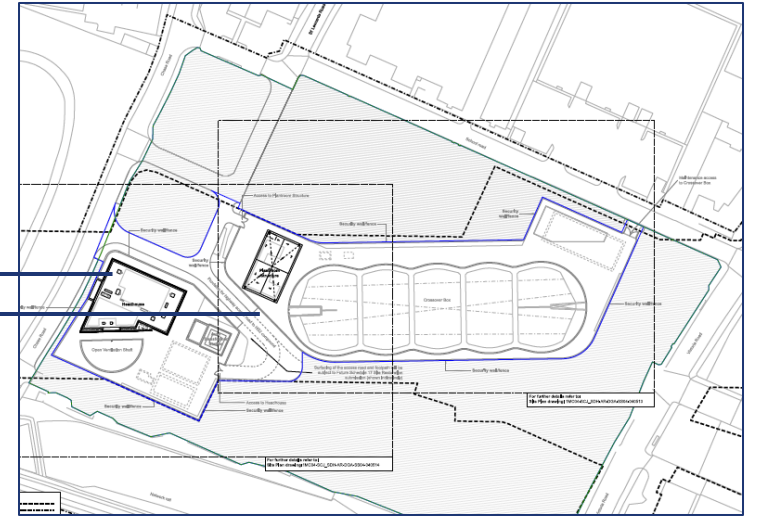


● Design Vision

A bold and contemporary interpretation of the **local industrial vernacular**, balancing industrial heritage and existing art deco architecture with **new modern perspectives**.

Ancillary Shaft Headhouse

Plant Room



**HS2 is having constructive conversations with OPDC to explore boundary wall design options.*

● Local Design Context

Existing rail assets, infrastructure and brickworks from existing and demolished Art Deco buildings located in the area



A. Park Royal Station



B. 308 Elveden road



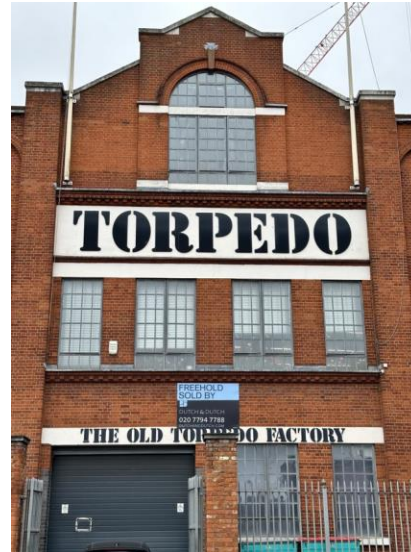
C. Guinness Factory (demolished)



E. Royal London Industrial Estate



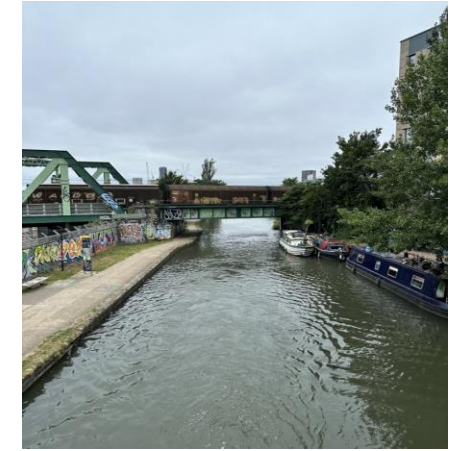
F. McVities building



D. Torpedo Building, St Leonard Road



G. Rail embankment



H. Regent canal

Local Design Context

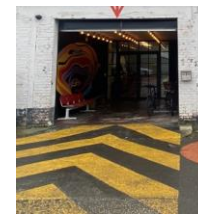
Existing vernacular industrial typologies incorporating blue shades and varying metal corrugations



Gorst Road



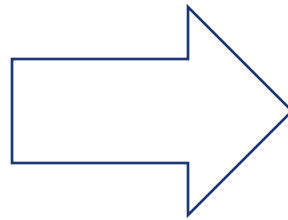
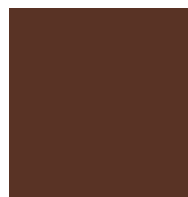
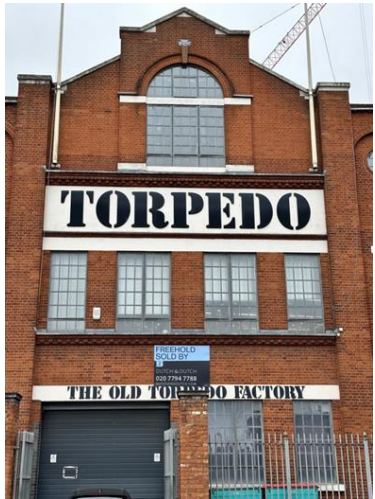
Minerva Road



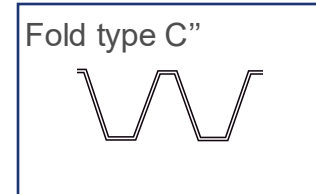
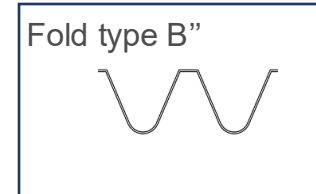
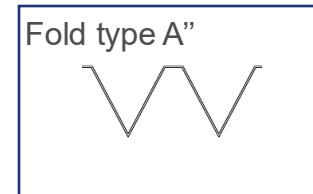
Hythe Road

● Colours

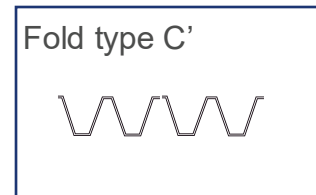
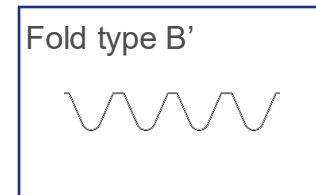
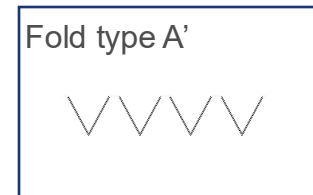
The blue and red colour, for the Headhouse and Plant room respectively, have been extracted from the predominant colours of the site analysis, in celebrating the area's art-deco and industrial heritage. The contrasting colours create a dialogue across the different elements, spaces and functionalities.



Headhouse

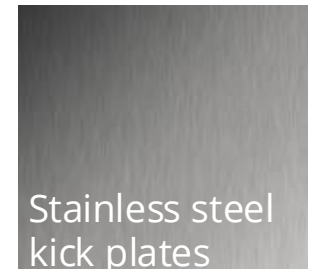
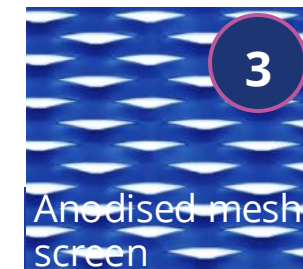
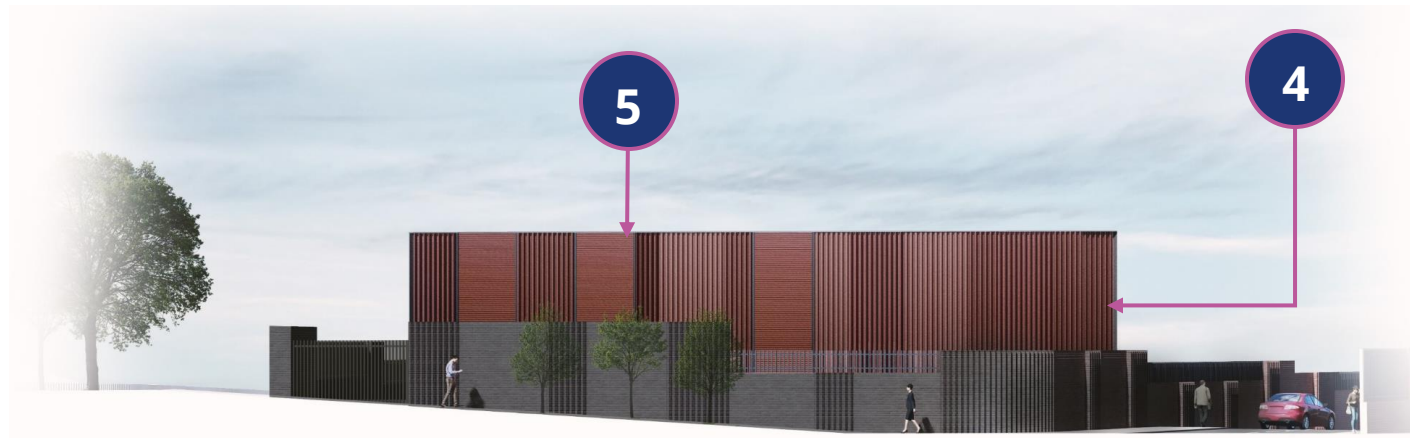
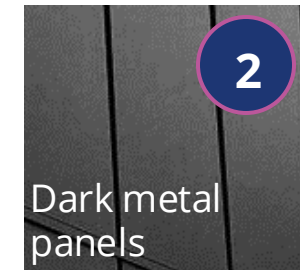
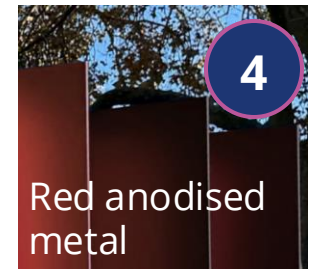
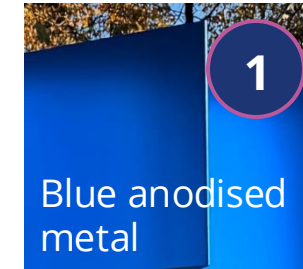
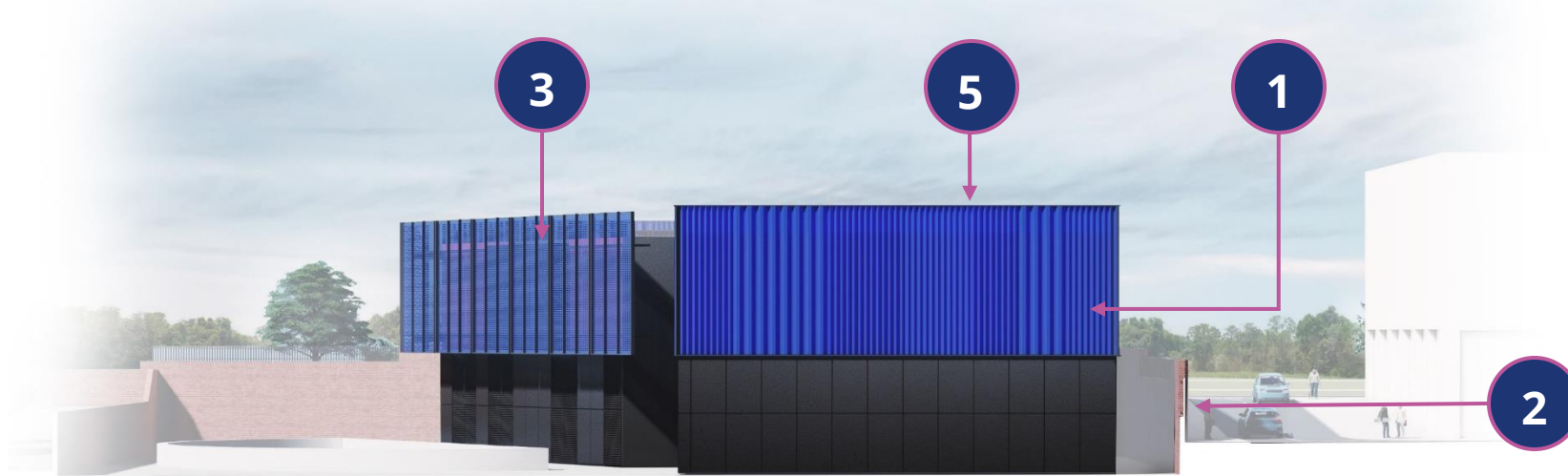


Plant room



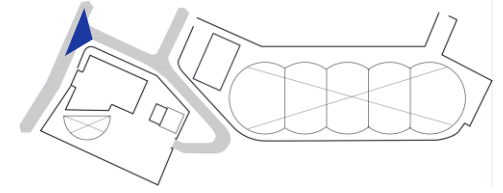
● Materials

An anodised metal, which is resistant to weathering, has been selected to maintain the robustness of the proposal over time.

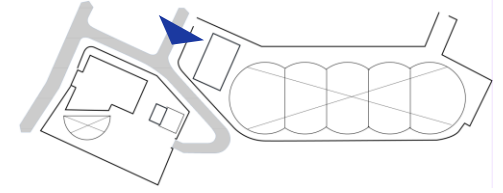


**Boundary Wall and Landscape elements are indicative only*

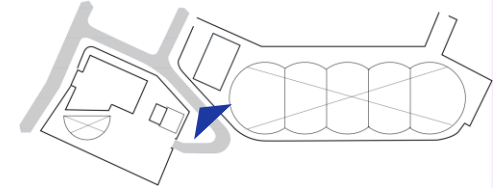
Illustrative View #1



Illustrative View #2



Illustrative View #3



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