The HS2 route from Euston to West Ruislip

High Speed Two (HS2) is the new high speed railway for Britain

What we are doing

Skanska Costain STRABAG Joint Venture (SCSJV) are working in partnership with HS2 Ltd to build 26.4 kilometres of the high speed railway between Euston and West Ruislip.

This includes 21 kilometres of tunnels and the associated ventilation (vent) shaft and headhouses to provide access to the tunnels for maintenance and emergency services, ventilation and power supply.

Construction of HS2 is now underway and we are holding these information events to share the latest design for the future Adelaide Road headhouse and compound, seek views and respond to feedback.

We plan to start building the Adelaide Road ventilation shaft from 2023 and the headhouse from 2024, but these dates may change.

HS2 route between Euston and West Ruislip

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Introduction

Welcome to our information event for the design of the future Adelaide Road headhouse and compound

These information boards will show you the latest design for the Adelaide Road headhouse and compound in Camden.

We would like your feedback on the following topics to help shape our final design:

- materials used in the headhouse building
- future landscape plans
- boundary wall on Adelaide Road

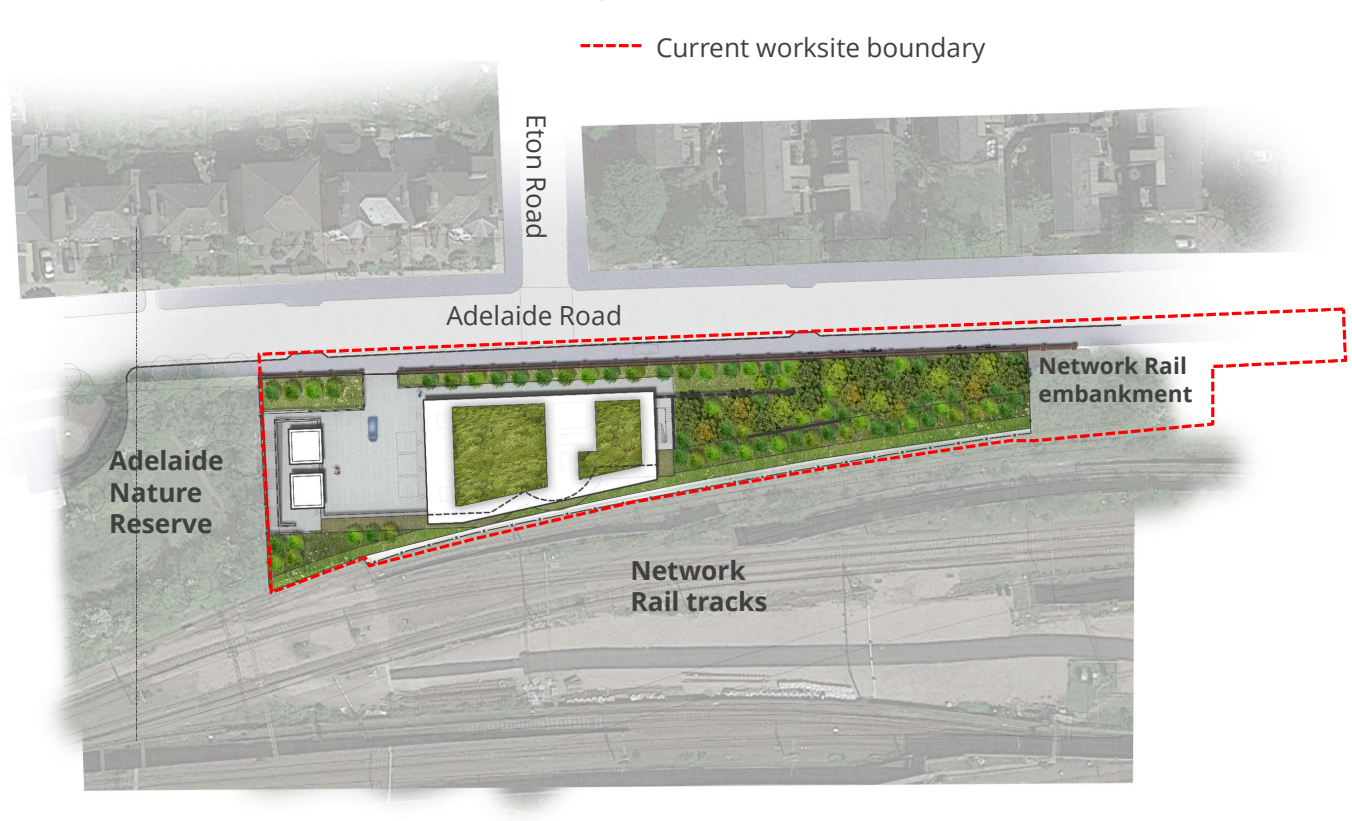
Your comments will be considered in the next stage of design review, which will take place in late 2021.

Where is the Adelaide Road site?

The Adelaide Road site is located in the London Borough of Camden, between Chalk Farm and Primrose Hill Road.

It is located in the Network Rail embankment area opposite the junction with Eton Road and next to the Adelaide Nature Reserve. The site does not include the nature reserve.

Adelaide Road site location



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What is a vent shaft and headhouse?

The vent shaft and headhouse are key components in any rail infrastructure

What is a vent shaft?

A vent (or ventilation) shaft is a vertical opening that connects the tunnels to the surface and open air. It uses fans located in a fan house to regulate air quality and temperature in the tunnels, provides access for emergency services and allows smoke to be extracted in the event of a fire.

What is a headhouse?

The 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 include the fan room.

When will the fans operate?

The fans will operate when extra ventilation is needed to the HS2 tunnels, during maintenance and during an emergency.

Minimising disruption during operation of the headhouse and vent shaft

HS2 and its contractors will design, construct, operate and maintain the tunnel ventilation at the Adelaide Road headhouse to minimise adverse effects of noise as far as is reasonably practicable. This involves mitigation through the design of the headhouse, which is being undertaken now, and detailed design of the ventilation system itself which will happen later in the design program.

This is a visualisation of the headhouse from the Network Rail tracks and King Henry's Road

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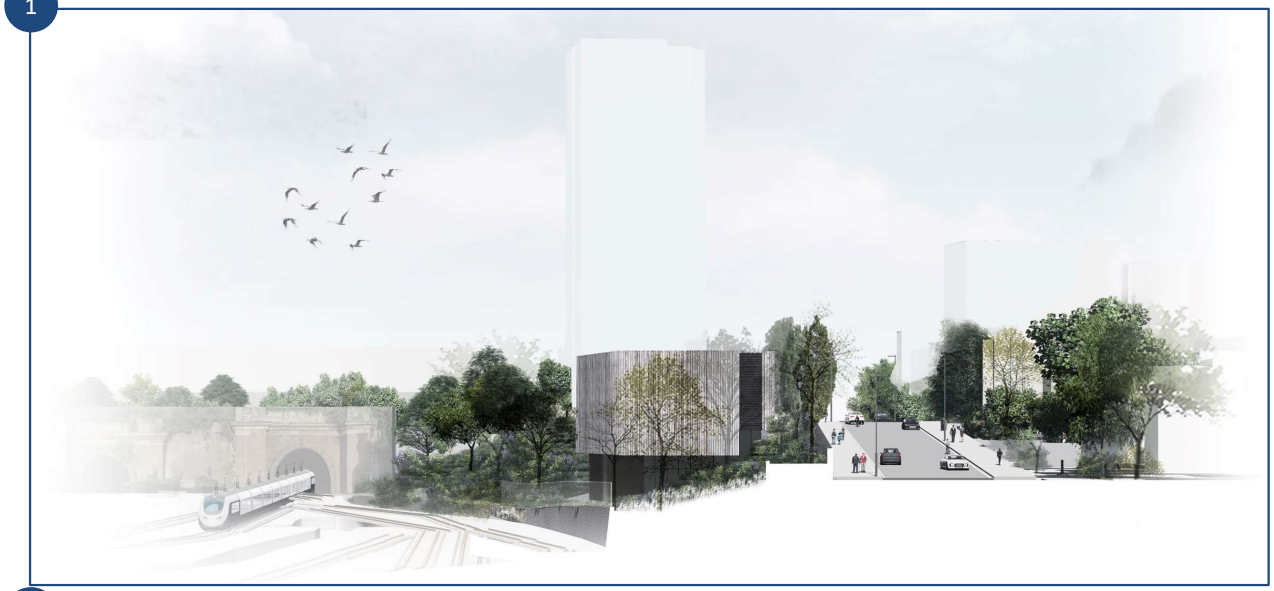
Headhouse design

Here you can see visualisations of the headhouse

1 This is a visualisation of the headhouse showing a view from the eastern end of Adelaide Road and the Network Rail embankment

2 This is a visualisation of the headhouse showing a view from the western end of Adelaide Road and the Adelaide Nature Reserve

1



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Headhouse design

Here you can see visualisations of the headhouse

3 These are visualisations of the headhouse showing a view from the south of Adelaide Road (from the railway tracks and King Henry's Road)

3

3

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Headhouse design

Here you can see visualisations of the headhouse

4 These are visualisation of the headhouse showing the view from Adelaide Road. We are considering a red or grey brick boundary wall.

4

4

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Headhouse appearance

Materials

The materials proposed in our design for the Adelaide Road headhouse are timber, metal, concrete and brickwork. We are also planning to install a green roof.

We are planning to use similar materials at all headhouses between Euston and West Ruislip. The materials palette has been chosen according to the local environment, moving from brick, through metal and towards wood as we move between urban and rural locations.

Key

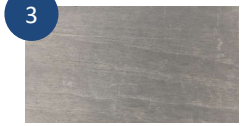
1

Metal
Dark grey metal panels and louvres

2

Brick
Engineering brick for walls, retaining walls and paviours in dark grey or similar

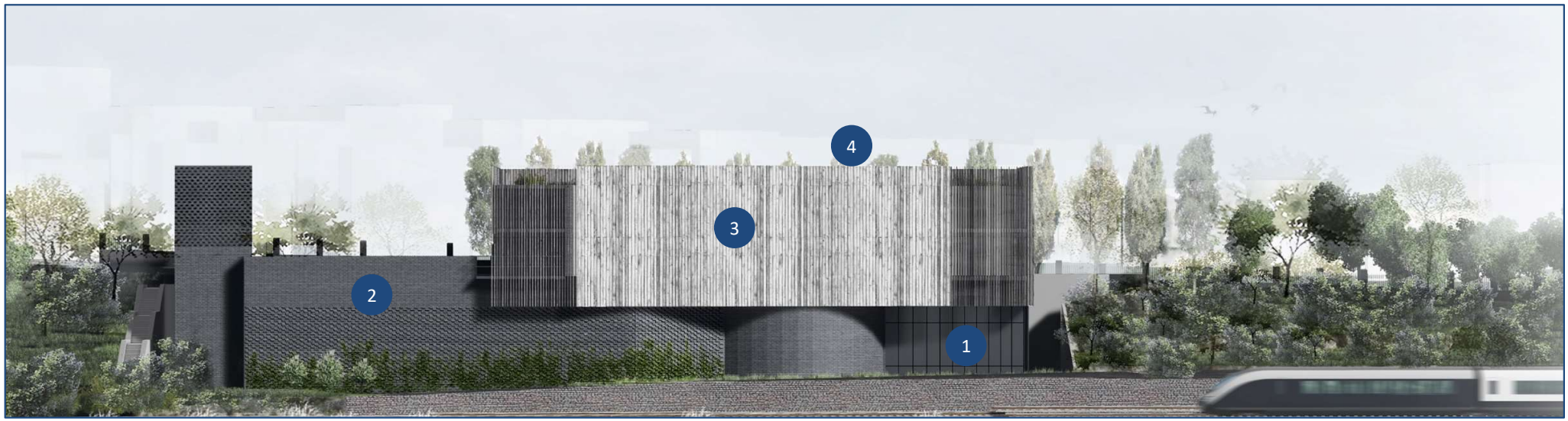
3



Timber
Accoya or similar modified softwood naturally weathered to silver grey colour

4

Green Roof
Intensive green roof with deep growing substrate and biodiverse planting of grasses, herbaceous and shrub planting



This is a visualisation of the headhouse from the Network Rail tracks and King Henry's Road

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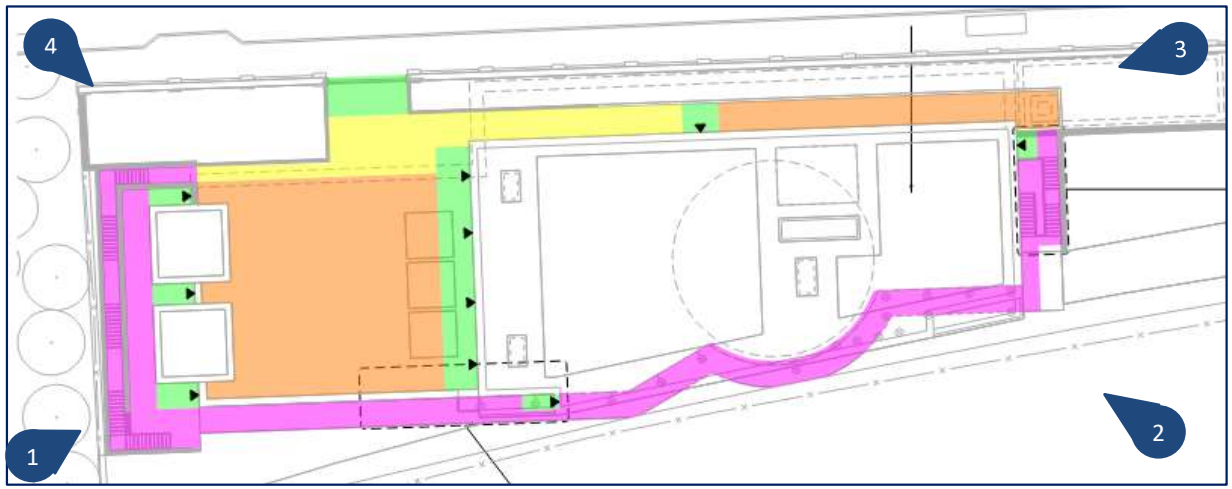
Lighting design

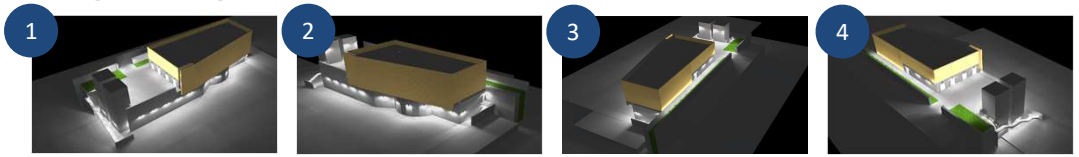
We will be illuminating various zones throughout the site with a mixture of lighting fixtures. When the site is unoccupied these lights will be at a low level. The level of lighting will increase in the following situations, locally or remotely:

- emergencies
- when vehicles are manoeuvring
- upon gate opening
- when intrusion is detected to aid enhanced CCTV surveillance



Visualisation of future lighting

Occupied Compound



Unoccupied Compound

Key – lighting zones

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.

Pink zone:
0 lx when the headhouse is unoccupied and
20 lx in the following situations:

- during an emergency
- when vehicles are manoeuvring
- when gates are opening
- when intrusion is detected to assist CCTV surveillance

Orange zone:
0 lx when the headhouse is unoccupied and
20 lx in the following situations:

- when vehicles are manoeuvring
- when gates are opening
- when intrusion is detected to assist CCTV surveillance

Green zone:
5 lx when the headhouse is unoccupied and
20 lx in the following situations

- during an emergency
- when vehicles are manoeuvring
- when gates are opening
- when intrusion is detected to assist CCTV surveillance

Yellow zone:
0 lx when the headhouse is unoccupied and
20 lx in the following situations:

- during an emergency
- when vehicles are manoeuvring
- when gates are opening
- when intrusion is detected to assist CCTV surveillance

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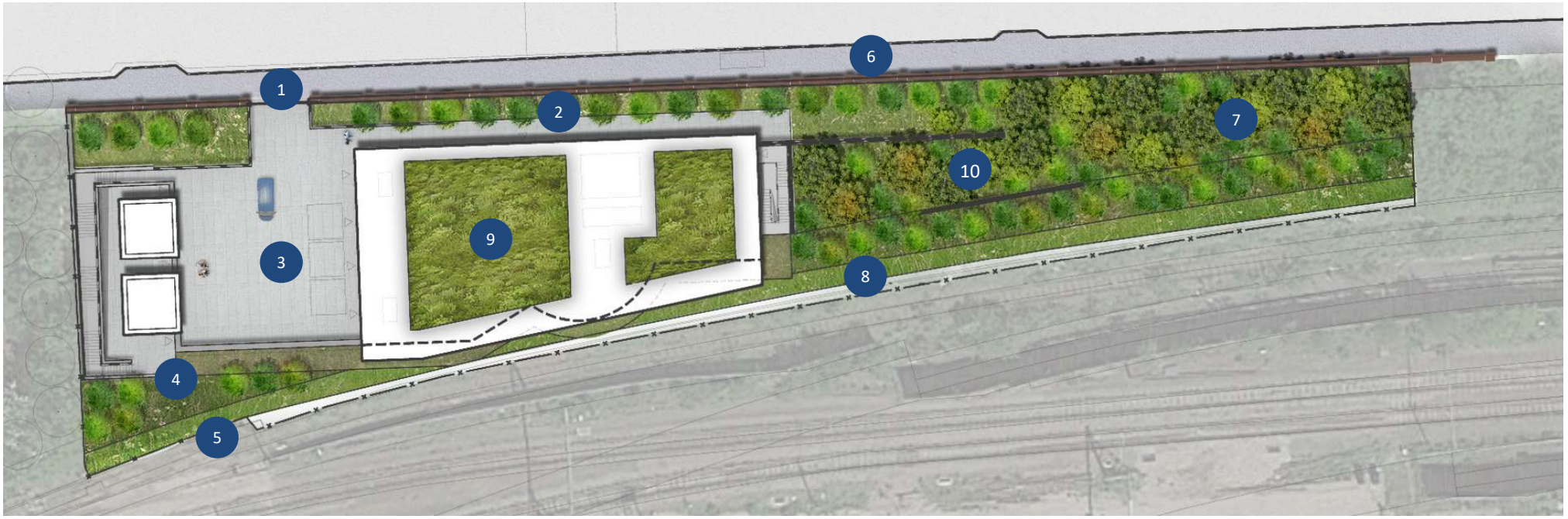
Landscape design

Our future landscape plan for the Adelaide Road site considers local ecology and the vegetation requirements for a site next to a live railway.

Our landscape design includes block / slab paving and trees and scrub habitat planting. We're also planning to install green roofs on the headhouse building.

Key

1. Compound entrance
2. Linear tree planting
3. Concrete block paving
4. Reinforced grass
5. Trees and scrub habitat planting
6. Boundary wall
7. Woodland planting
8. Grassland planting
9. Green roof
10. Vegetated retaining wall or Bio-Active self-healing concrete wall



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Landscape design

Proposed landscape

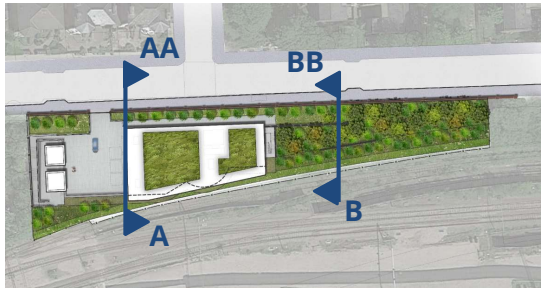
Here you can see our future landscape plans from two different viewpoints.

These images show landscape sections to illustrate building mass and surrounding landscape.

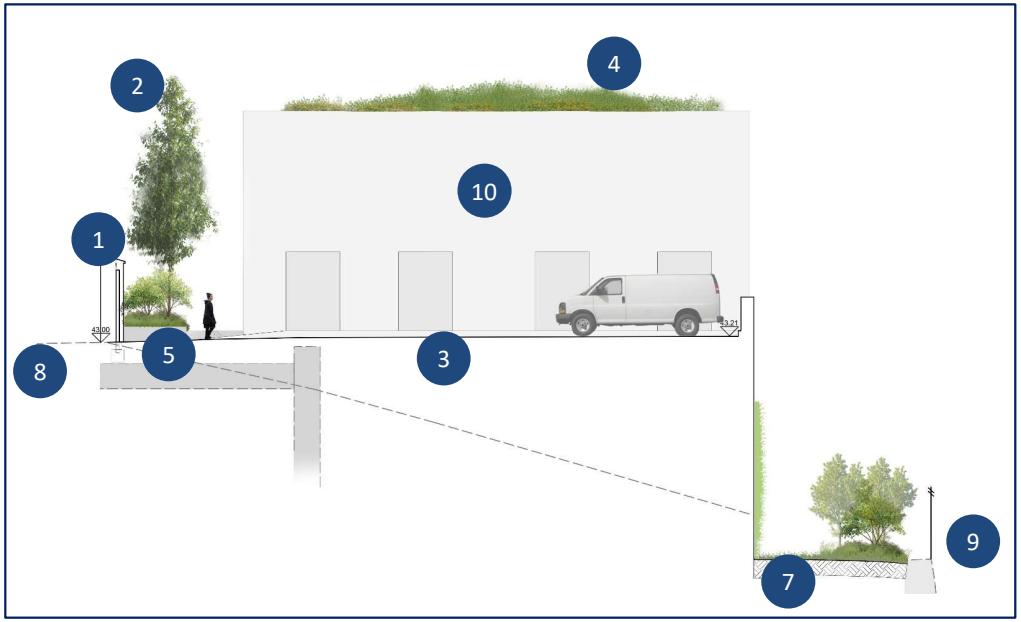
Different layers of landscape are apparent such as low-level grassland planting, higher level scrub and tree planting and green roofs.

Key

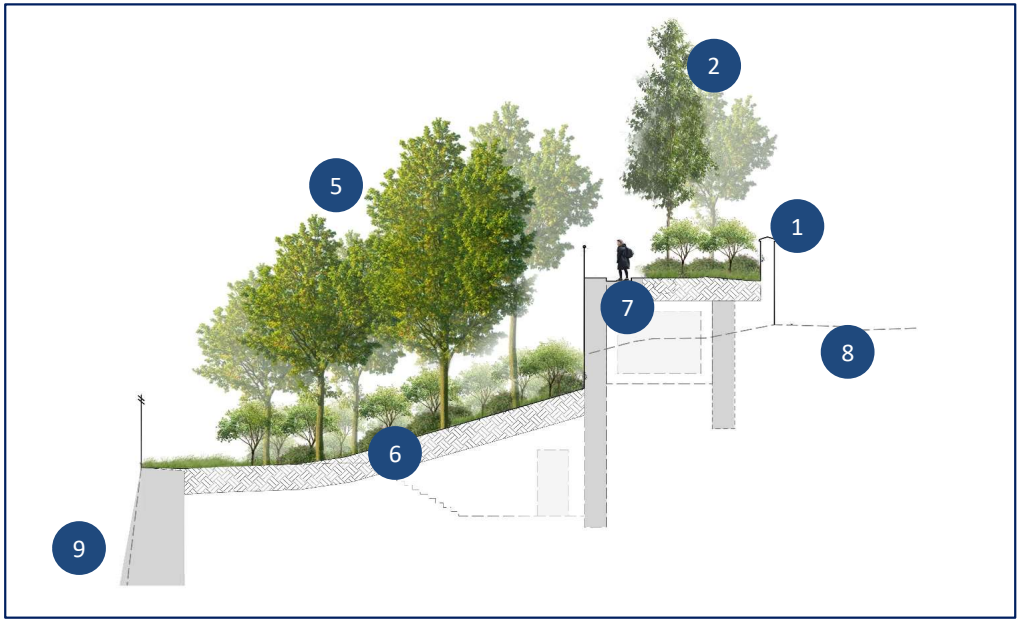
1. 2.8m high boundary wall
2. Linear tree planting
3. Manoeuvring area
4. Green roof on headhouse
5. Tree and scrub planting
6. Woodland planting
7. Access corridor
8. Adelaide Road
9. Network Rail tracks
10. Headhouse



Section A-AA is a section viewpoint from the Adelaide Nature Reserve



Section B-BB is a section viewpoint from the Network Rail embankment



We anticipate it will take five to fifteen years for the trees to reach this level of maturity.

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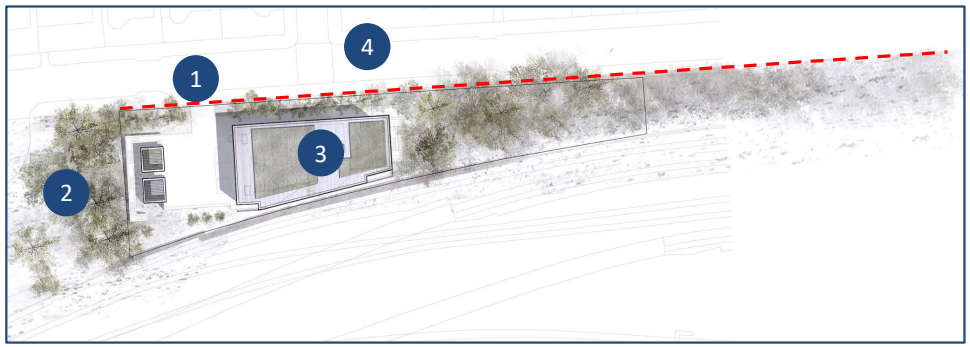
Adelaide Road boundary wall

Here you can see our plans to rebuild the boundary wall on Adelaide Road

The Adelaide Road boundary wall is required to be 2.8 metres high. It is proposed to be red or grey brick with piers and railings, which will increase visibility of the greenery. The HS2 compound will be accessed via a gate in the wall from Adelaide Road.

We welcome your feedback on the proposed boundary wall.

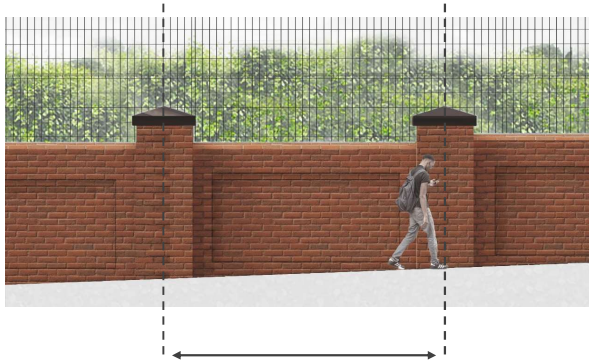


Key

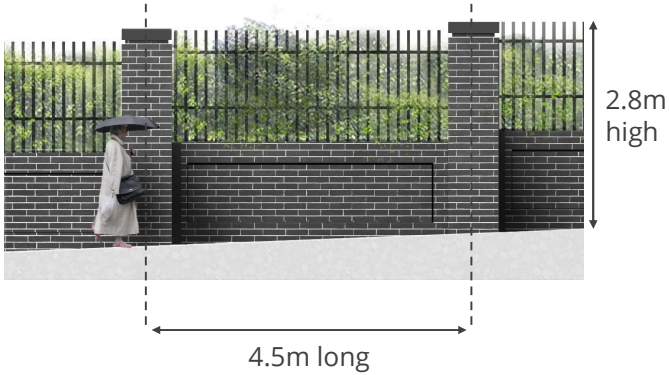
1. Compound Entrance
2. Adelaide Nature Reserve
3. Headhouse
4. Adelaide Road

Brick wall 2.8m high

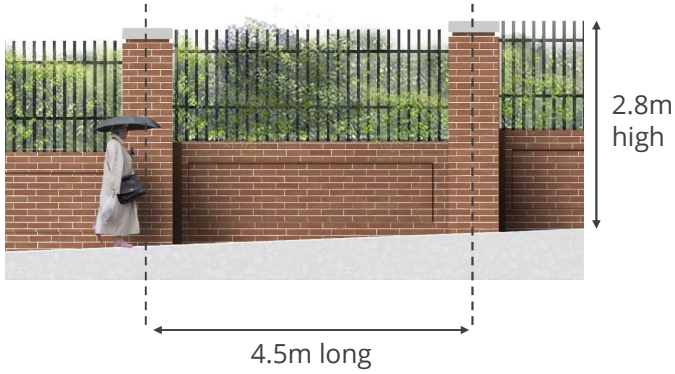
Previous boundary wall and fence on Adelaide Road



Option 1 - new boundary wall with piers and railings (grey brick) on Adelaide Road



Option 2 - new boundary wall with piers and railings (red brick) on Adelaide Road



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Seeking your feedback

Do you think the materials used for the future headhouse will help integrate the building with the local context?

Do you think tree and shrub planting to partially screen the headhouse building from Adelaide Road is a good idea?

The proposal is to incorporate railings into the boundary wall to increase visibility of the greenery behind. Do you agree with this approach?

We are proposing a red or grey brick wall. Which colour of brick do you think is most appropriate for the boundary wall?

We would like to hear from you

Please provide us with your feedback by 30 September 2021. It is important that we receive your comments by this date so that we can consider your feedback in the next stage of review for the vent shaft and headhouse design.

You can provide feedback in the ways listed below:

Online survey

Complete our online survey at www.hs2incamden.co.uk

Freepost

Send your feedback via post to Freepost SCS RAILWAYS for the attention of SCSJV Community Engagement (Central)

Questions about our ongoing works at our Adelaide Road

If you have any questions about our ongoing works at the Adelaide Road site, you can contact the HS2 Helpdesk all day, every day of the year via phone on 08081 434 434 or email HS2enquiries@hs2.org.uk

Next steps

1

CONSIDER YOUR FEEDBACK

We will consider the comments and feedback received to see what can be included in our final design

2

YOU SAID, WE DID

We will provide information and hold an event to let you know how the comments and feedback have been included in our final design

3

SUBMIT PLANNING APPLICATION (SCHEDULE 17)

We will request for approval of the planning application for the design from Camden Council

4

CONTINUE OUR ENGAGEMENT WITH YOU

We will keep the local community updated about the design and our ongoing construction at the Adelaide Road site

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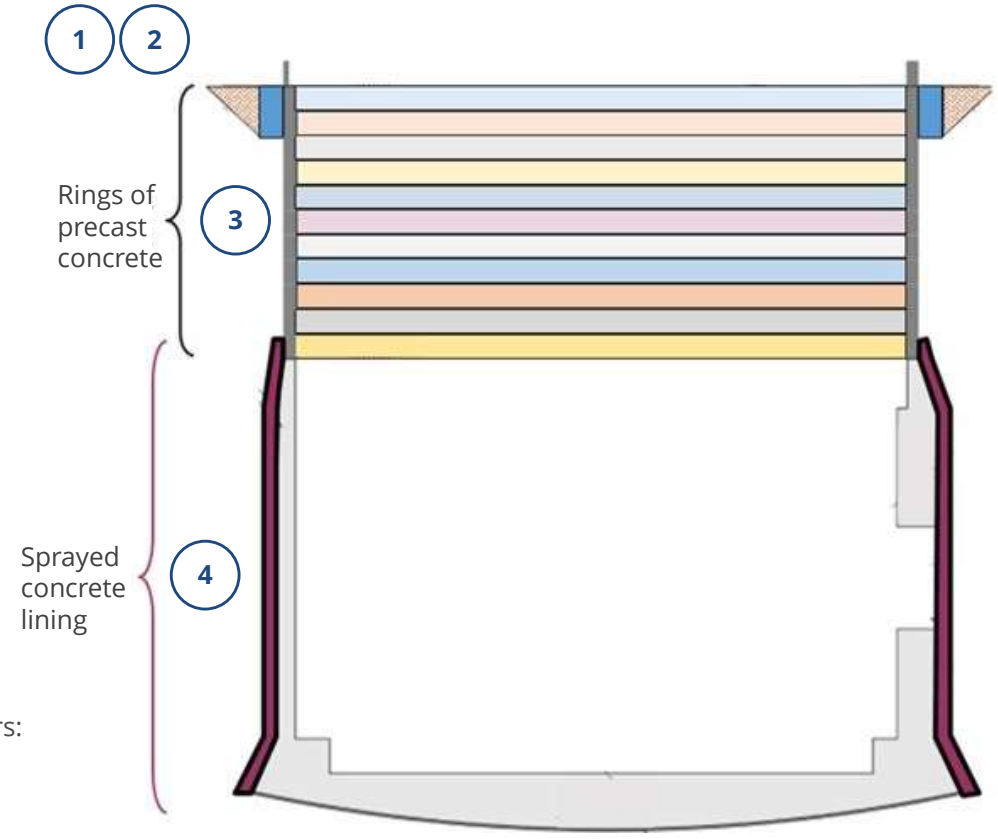
Building the Adelaide Road vent shaft

We plan to start building the Adelaide Road vent shaft from 2023 and the headhouse from 2024, but these dates may change. We'll keep local community updated about our works at the Adelaide Road site.

Stages of ventilation shaft construction

1. Excavate and install two rings of precast concrete segments
2. Install a concrete collar at ground level around the first two rings
3. Continue to excavate in one metre layers and install concrete rings
4. Continue excavations in layers applying sprayed concrete lining



Minimising disruption to you

We will have the following measures in place to reduce disruption to our neighbours:

- Use water sprays to minimise dust on-site
- Use a wheel wash the wheels of vehicles before they exit the site
- Monitor noise, dust and vibration
- Use noise reducing barriers
- Keep lighting to a minimum
- Keep you informed about our works

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Lorry routes

We will transport materials and equipment to and from the Adelaide Road site using agreed lorry routes

Heavy Goods Vehicles (HGVs) will enter the site from the west of the Adelaide Road and exit the site heading east towards Chalk Farm.

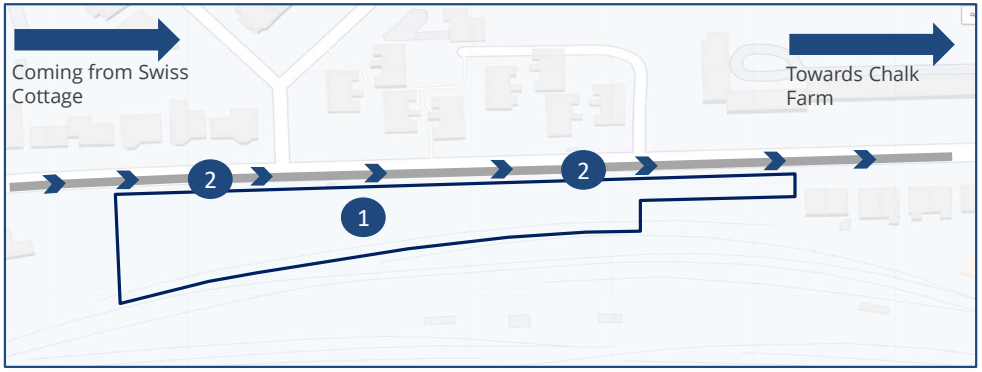
Our lorry routes have been agreed with Camden Council. We have provided information about our lorry routes to local communities.

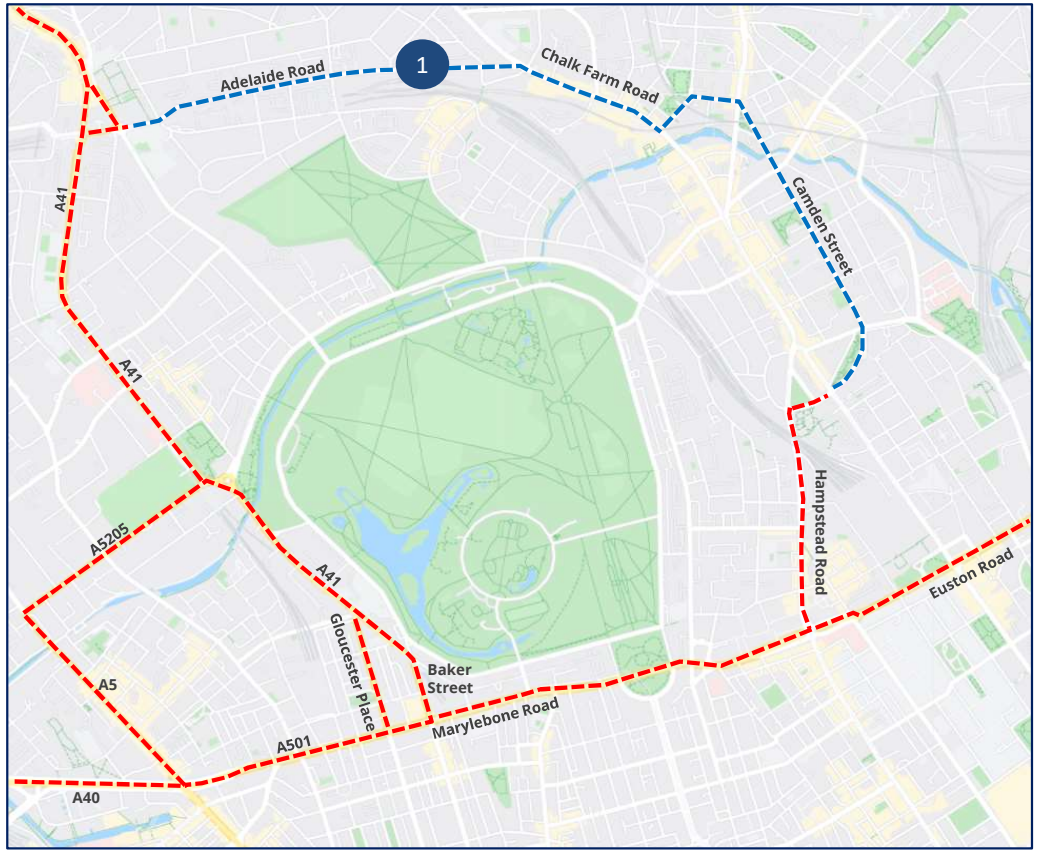
How many HGVs will access and exit Adelaide Road?

During phases of high activity on site, such as piling, excavation and construction of the vent shaft, up to 60 – 80 lorry movements per day.

We will have a Vehicle Management System (VMS) in place to ensure construction vehicles arrive at site when they are required. This will help us to ensure there is no queuing on Adelaide Road.

During non-peak periods, fewer vehicles will enter and exit the site each day.





Key

1 Adelaide Road	Local Authority Road
2 Access and exit to and from site	Transport for London Road Network (TLRN)

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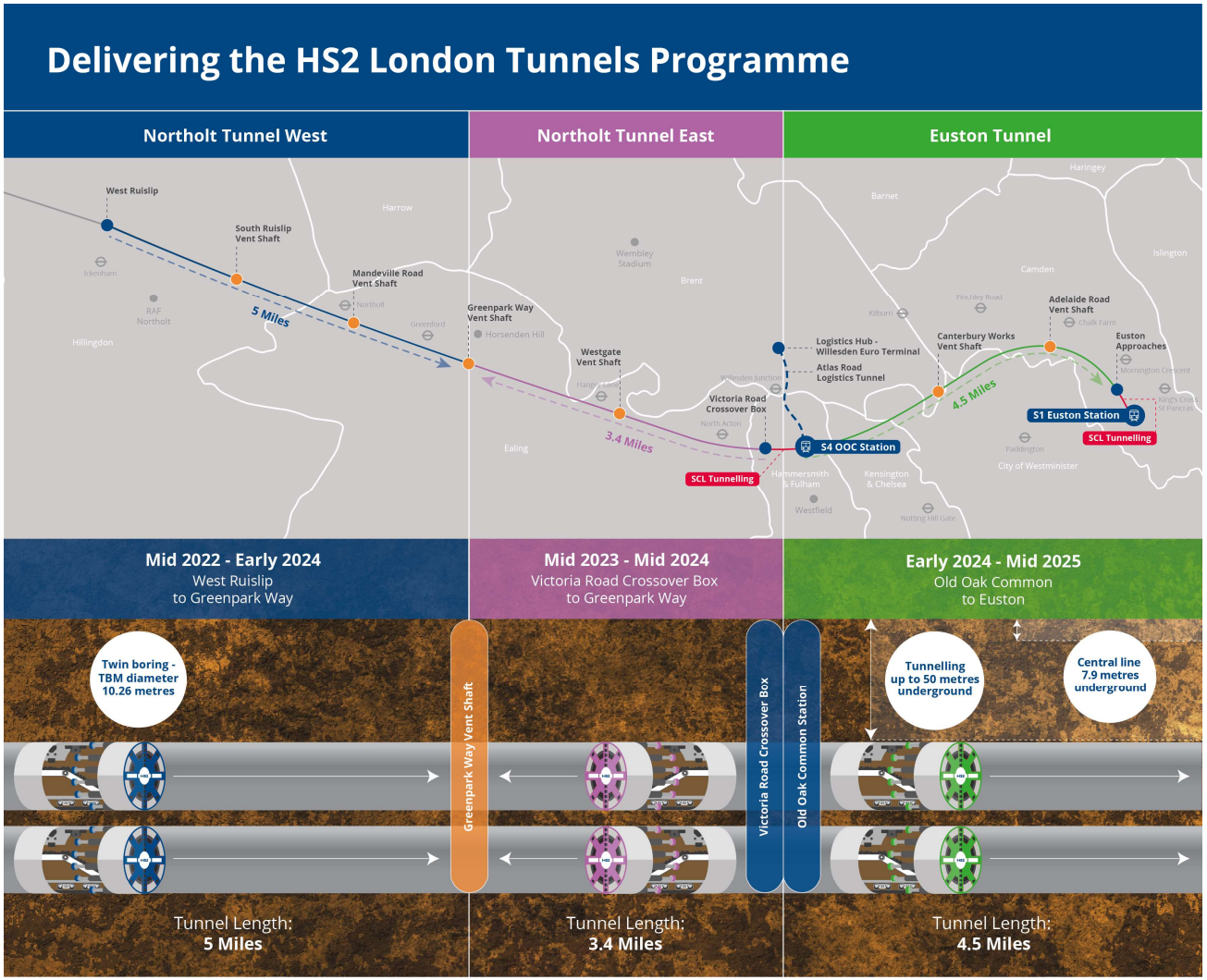
Tunnelling in your local area

SCSJV will build the HS2 tunnels between Euston and Old Oak Common

We will launch two TBMs (tunnel boring machines) from Old Oak Common towards Euston. Construction of the tunnels between Old Oak Common and Euston is currently planned from early 2024 to mid 2025.

We will provide more information to local communities about the future tunnelling works. You will be able to ask us more about the tunnelling works in your local area at future engagement events.

TBM (tunnel boring machine)



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