

Euston Cavern headhouse

In August, the Design Panel met to discuss designs for Euston Cavern Shaft headhouse. This is a significant structure, which will be contained in a deep, wide cutting, adjacent to the Camden Town and Regent's Park Conservation Areas, with listed buildings on both sides of the cutting.

Since the previous Design Panel meeting in 2018, the design team from Skanska, Costain and Strabag (Main Works Civils Contractor for the Area South section of Phase One) have been engaging with key stakeholders to develop the proposals. Feedback has emphasised the importance of achieving a high quality design that is responsive to the sensitive, historic context.

The panel gave its support to particular design options from a number presented, with a grey brick building maintaining a low profile towards Park Village East, and textured brickwork to relieve the much larger elevation towards the railway. It noted that designs promise to be a successful response to a historically significant and prominent site. It also welcomed the collaborative dialogue the team is undertaking with Camden Council.

The attention and effort being given to minimising the height of the headhouse, and aspects of the design approach such as the avoidance of conspicuous security measures, were also



Canterbury Works Headhouse, SCS Railways / HS2 Ltd

warmly supported by the panel. The panel also suggested that the design team considers the feasibility of providing public access to the proposed hardstanding area at street level, for example as a viewing platform or even a café.

The way that HS2 integrates and enhances the landscapes along its route will make an important contribution to the perception of the project's success. The panel therefore asked the team to give further thought to how the landscape designs could enhance the headhouse proposals.

It is expected that a 'plans and specifications' Schedule 17 submission will be made in December 2020. The panel encouraged the team to provide as much contextual information, and as much certainty, as possible about what will be delivered, including the relationship of the headhouse to any future oversite development at Euston.

Design Panel activities July and August 2020

2

Main works civils meetings

- Aston Church Road and Saltley Viaduct (Phase One)
- Euston Cavern Headhouse (Phase One)

1

Mentoring meeting

- Update to the HS2 Independent Design Panel Terms of Reference

1

Phase One station meeting

- Euston Station Senior Responsible Owner options study workshop meeting

2

Governance meetings

- July monthly team meetings attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff
- Governance Advisory Panel meeting attended by the Design Panel chair, vice chair, deputy chairs and secretariat

Delivery of Euston

Prompted by the Oakervee Review report, the government announced in February 2020 that a study, led by the Senior Responsible Owner (SRO), would be undertaken to review the delivery arrangements for Euston.

In August, the Euston Station Design Panel, an independent design panel comprised of both HS2 Independent Design Panel and Camden Design Review Panel members, met to discuss the study.

The government's decision to review the delivery of Euston Station was welcomed by the panel. The SRO study represents a key decision making moment, which will have significant impacts on aspirations for a world class station at Euston, as well as for regeneration of the wider area.

The panel supports the 'One Euston' concept, which offers potential for both cost and design integration benefits through a coordinated and integrated approach across Euston. It stressed that this must be grasped now by all parties, as the basis for a clear brief and vision. The panel emphasised that maximising the public value of investment in Euston and delivering an inspiring new rail terminus for London must remain key objectives.

Any decision made by the SRO on the study must allow flexibility for continuing dialogue and exploration, to help ensure the best outcomes are achieved both for the station and the wider Euston area.



Aerial showing the Euston Area, Draft Euston Planning Brief (2020), Camden Council



Carolina Delgado
Lead Architect (Euston Station)
HS2 Ltd

People's stories

Carolina moved to the UK from Spain approximately 10 years ago to be part of the Heathrow Terminal 2 programme. Since, then she has been involved with a number of major rail infrastructure projects, such as Crossrail and the Northern Line Extension.

As Lead Architect at HS2 Ltd she acts as Design Guardian for the Euston Station Concept, developed by the supply chain in response to the HS2 Design Vision. A key part of her role is to work with delivery teams and partners to preserve design quality, which will be a key part of the HS2 legacy. While the complexity of Euston presents challenges, it is this that fuels her motivation to ensure HS2 delivers on the project's ambitions.

"The Design Panel has been instrumental during the nearly 3 years I have been working in Euston, acting as a reliable compass and helping this project stay focused on what will be its legacy - delivering more than a railway".

Terms of Reference

HS2 Ltd is updating the Terms of Reference for the Design Panel. The changes are aimed at strengthening the role of the panel, and more defining the panel's role clearly in advising on different aspects of the HS2. At the Governance Advisory Group meeting in August, the panel was generally supportive of the proposed changes. It highlighted that it is most effective when it is able to complement the tools and mechanisms within HS2 Ltd that are in place to help identify and respond to design issues and advocate the Design Vision.



Frame Projects
Secretariat to the
HS2 Independent
Design Panel

**HS2 INDEPENDENT
DESIGN PANEL**