



Calvert IMD view from site fence (Year 15), HS2 Ltd

## Calvert Depot

Calvert Infrastructure Maintenance Depot (IMD) will be located approximately half way along the Phase One route in Aylesbury Vale District, Buckinghamshire. Before it becomes a depot, the site will be used as a construction compound by the Main Works Civils Contractor, and as a construction railhead by the Rail Systems Service Contractor.

In May, the Design Panel met to discuss proposals for the site's final operational state as an IMD. The scale and complexity of the depot is enormous, and the panel highlights that its integration with its setting will be critical to its success. The panel welcomes many of the design changes made since the previous meeting (in May 2021). Including

the team's efforts to reduce the site area and the scale of the buildings, and thereby free up space for other purposes.

The panel feels positively about the overall design approach, particularly the emerging landscape-led design narrative which it considers both clear and compelling. It will be important to make this aspect of the design approach fully evident in future drawings and images.

As a strategic hub for HS2, the Calvert IMD will be visited by a variety of people – employees and visitors. The panel urges the team to further consider the depot's arrival sequence to ensure that it creates a positive and uplifting experience. This will make an important contribution both to the success of the depot and the public impression of HS2.

## Design Panel activities April and May 2022

# 1

· River Blythe Viaduct

**Civils meeting**

# 1

· Amersham Headhouse

**Schedule 17 stage meeting**

# 2

· Calvert Infrastructure Maintenance Depot  
· Interchange Station Car Park

**Phase One meetings**

# 3

· May monthly team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd  
· Department for Transport (DfT) Design Leadership meeting, attended by the DfT, the Design Panel, and HS2 Ltd  
· Design Panel quarterly senior executive meeting, attended by the HS2 Ltd senior executive, the DfT, and the Design Panel

**Governance meetings**

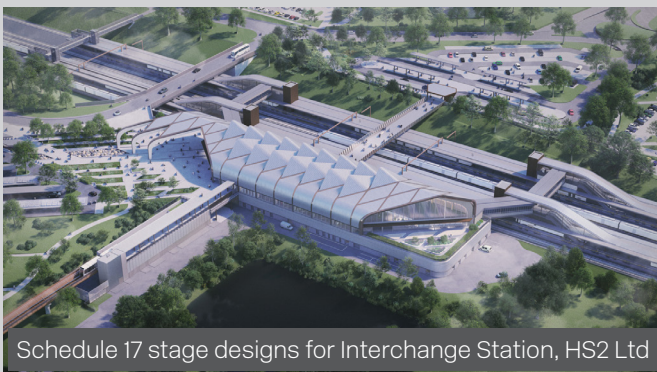
# Interchange Car Park

As part of the High-Speed Rail (London – West Midlands) Act 2017, HS2 Ltd is required to deliver approximately 7,500 parking spaces at Interchange Station. The consented HS2 scheme for Interchange (approved by Solihull Metropolitan Borough Council in 2020) provides these spaces as surface level car parking.

In April, the Interchange Station Design Panel met to discuss the alternative proposals being developed by Solihull's Urban Growth Company, to provide the parking in two multi-storey car park buildings. This approach would help make land available for potential development as part of the masterplan for Arden Cross.

The panel considers the multi-storey car parks to be preferable to the previously proposed surface parking at Interchange Station. However, the huge number of car parking spaces required will have a dramatic impact on the quality of the surroundings. The car parks risk dominating the townscape and dwarfing the station building, which should be the centre point of the area.

A significant amount of time and attention has been spent on developing a high-quality design for Interchange Station, including careful consideration of HS2's design and sustainability ambitions. The panel feels that further work is needed to better justify the car park proposals, including information on how they will integrate with the wider plans for Arden Cross, and a demonstration of the same commitment to design quality made for Interchange Station.



Nigel Rawson  
*Lead Architect*  
HS2 Ltd

## People's stories

Nigel Rawson is Lead Architect for Interchange Station. He is responsible for ensuring that the architectural design meets both HS2's technical requirements and the three pillars of HS2's Design Vision - People, Place and Time.

"As an architect it is a privilege to be contributing towards the delivery of a sustainable and reduced carbon future through a superb new railway. In doing so, HS2 can also be an exemplar benchmark for the rail transport industry and the wider construction sector.

As a result of the Interchange station, there is a major opportunity for growth in the wider local area of Solihull. The Design Panel provide an essential guiding hand to help ensure that the standard of design is always of the highest quality possible."

## Amersham Headhouse

In May, the panel met to discuss Schedule 17 stage designs for Amersham Headhouse in Buckinghamshire. Since the previous meeting (May 2021), a decision has been made to apply a more recessive approach. The panel recognises the considerable effort and careful consideration that has been put into responding to the new brief. It also welcomes many of the design choices made, such as the reprofiling of landform and the retention of existing woodland. However, it highlighted several aspects of the design that require further work to be resolved to ensure the proposed approach is coherent and deliverable.



Frame Projects  
Secretariat to the  
HS2 Independent  
Design Panel

**HS2 INDEPENDENT  
DESIGN PANEL**