



Sheephouse Wood bat mitigation structure, HS2 Ltd

## Sheephouse Wood

In February, the panel met to discuss designs for Sheephouse Wood bat protection structure, near to the village of Calvert. A structure designed to help protect the rare Bechstein's bat.

The meeting followed three previous discussions and focussed on the Schedule 17 stage designs due to be submitted to Buckinghamshire Council.

Overall, the panel applauds the work done to provide the best means of protecting the fragile bat community. It considers the proposals to promise to be a remarkable and carefully crafted structure in a sensitive location.

It welcomes the further reduction in the amount of structure, the simplification and rhythm of the architecture, the inclusion of a viewing area and the change to small service enclosures.

The panel supports the wider vision for the landscape. It considers its delivery to be integral to the success of the Sheephouse Wood bat protection structure proposals.

The panel urges EKFB to develop a series of design principles, in collaboration with the different landowners and operators, to secure the long-term landscape vision for the area, including any management and maintenance requirements.

## Design Panel activities February and March 2023

# 3

### Phase One Station meetings

- Euston Station - Northern Area
- Euston Station - Western Area
- Euston Station - Southern Area

# 4

### Workshop meetings

- HS2 Local Growth Action Plan
- Interchange Station - car parking
- Rolling stock - colour, materials and finishes
- HS2 Customer Experience refresh

# 3

### Schedule 17 stage meetings

- Sheephouse Wood bat mitigation structure
- Chiltern Tunnel north portal
- River Blythe Viaduct

# 2

### Governance meetings

- March team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd
- Design Panel programme workshop

# River Blythe Viaduct

In March, the panel met to discuss the Schedule 17 stage designs for River Blythe Viaduct – a 475m low-lying structure, crossing the River Blythe and Meriden Road in Solihull.

The meeting took place in advance of a Plans and Specifications Schedule 17 submission being made to Solihull Metropolitan Borough Council.

Overall, the panel strongly supports the Schedule 17 stage designs for the viaduct. While in a challenging context, with several significant constraints, the panel applauds the thoughtful and thorough work done in response to this difficult brief. It feels the proposals successfully achieve the central aim of delivering a low, calm and horizontal viaduct skimming across the landscape.

The panel welcomes the response to its previous recommendations, and supports key choices, such as for span length and the response to Meriden Road, and the refinement of the piers, parapets and abutments. It also supports the wider vision for the landscape and notes that its delivery will be integral to the success of the River Blythe Viaduct proposals.

It is also essential that the design quality presented is maintained throughout detailed design and construction. The panel highlights the importance of demonstrating that the quality of finish described will be achievable.



Schedule 17 stage designs for River Blythe Viaduct, HS2 Ltd



## People's stories

As an architect and bridge designer, Joris Smits' career has been strongly influenced by his civil engineering background. As managing director of Ney & Partners, he is responsible for the branch in the Netherlands, based in Delft.

His understanding of structural design has profoundly defined him as an architect. Since the start of his career Joris has designed 325 bridges and other civil structures. He is also an Associate Professor at Delft University of Technology, faculty of Architecture.

"I am delighted to be part of the HS2 Independent Design Panel and to support HS2 Ltd achieve its ambition to deliver the highest standards in civil engineering and architecture – building an extraordinary legacy for the United Kingdom."

## Design Panel programme

In March the panel met to discuss its forward programme for 2023 - 24. Its involvement with Phase One, pre- and post-Schedule 17 stage, and aspects such as HS2 rolling stock will continue to be areas of focus. The implications of the Transport Secretary's recent announcement (9 March) are still being understood. While it is understood that the construction of Phase 2a will be delayed, the panel is keen to support HS2 Ltd in making the most of the time to design. It is important that design quality and maximising the benefits of HS2 remain at the heart of decision making alongside cost and programme.



Frame Projects  
Secretariat to the  
HS2 Independent  
Design Panel

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