

Summary of HS2's proposed new design for the Cutting, aka "Euston Mitigation Measures"

Report by Luisa Auletta (CCG co-chair) from meeting with HS2 on 10th March

HS2 have developed a new scheme which they believe is better than the AP03 scheme, and presented this to the Design Development Working Group today, as it has now been approved by the HS2 Board. There are many caveats and much detail they still don't know including programme sequence for the works. They will have a better idea of ramifications by August. This scheme is fully within the Bill powers and results in less disruption to the NR station and lines than the Bill Scheme did.

With the particular method of procurement that HS2 has adopted, the Contractor is fully responsible for the design and only needs to meet the "employers requirements" as set out in the tender - therefore, in theory, an appointed Contractor could produce their own design that fits the constraints imposed, sits within the Bill limits, and that would be acceptable to HS2. What this means is that there is no certainty that the solution now being proposed is what will eventually get built - just a likelihood that it will be something close to this.

The revised scheme shifts the portals (tunnel entrances) to the south between Mornington St. Bridge and Granby Terrace Bridge. There will be three portals - one down and two up-lines - all sitting within the carriage shed zone within the existing cutting, 15m lower than the current tracks. The HS2 station will also be 0.5m lower than previously proposed. From around Richmond House southwards, the retaining wall on Park Village East (PVE) will need to be rebuilt completely to accommodate this change of level and the widened alignment (where some of the blocks in Regents Park Estate are still to be demolished as per AP03).

There will be an underground cavern (enlarged tunnel constructed using excavation and consolidation with sprayed concrete) where the up line splits into two, starting just to the northwest of the Parkway junction, and extending to approx. 14 PVE that will be partly dug out using equipment lowered via what was the headhouse structure on PVE and is now an access point for this construction. The operation to dig the cavern is likely to take around 3 years and needs to happen before the TBMs (tunneling machines) come through. We have concerns about spoil from this work and stressed the need to plan to take this out at rail level and not by road. However HS2 have said that the amount of spoil to be removed between Parkway and HRB was no more than under AP03 (but that there will be more to the South of HRB with the deeper station, however). They also indicated that PVE would remain open with only half the road closed at this worksite.

This revised scheme means that there is no longer any need to have all the piling works 24/7 between the HS2 tracks and NR tracks, and adjacent to the PVE wall, and quite a bit less NR enabling works too which is very good news. The PVE retaining wall will stay but will need some additional support at the base (berming), plus they will have to do some

anchoring back underneath the PVE houses to ensure stability above the tunnels which are aligned under the wall, the road and the cutting on the PVE side, but all at a lower level than previously indicated within the open concrete box structure that was to be constructed here.

Mornington Street Bridge will not need rebuilding - only strengthening in some way to ensure it can cope with possible differential movement (thus, at the moment, they cannot confirm that there will be no compound needed on Mornington Terrace but it looks hopeful that there will be less work here, and I am fairly certain no need for the temporary pedestrian bridge).

Granby and Hampstead Road bridges will also not be demolished - being extended at the western / southern ends (respectively) instead, on their existing alignment and at the same height as now which is excellent news and means that we won't be climbing a hill to get to Camden Town from Euston and vice versa. Also therefore that Mornington Crescent will not be blocked off at one end for a long period, or have the road built up as a ramp at the southern end. Granby Terrace bridge will be closed completely for approx. 2 years early on in the programme however as it is too narrow to keep one lane open.

There will continue to be some utilities diversions, including the 42" water main from PVE to Albany St. but it should be quite a bit less than AP03. Also there will continue to be headhouses at the portal entrance (so a bit further south than MS bridge, at Parkway on PVE and also at Granby Terrace but these may be less visible than previously.

Re. the programme - the contractors will be appointed this summer. They will have a year to develop their designs and the programme sequence will therefore be firmed up in Summer 2018. In the meantime the carriage shed demolition will go ahead as planned from July 2017, and various utilities works will be taking place. Also Granby Terrace works will start prior to 2018. There will need to be strengthening works to Line X (the existing dive-under in the cutting) prior to the start of the cavern excavation and that will have to happen fairly early on. Line X and E (existing NR lines) will be out of action for 6 weeks at some point - not the 3 years proposed for AP03.