

Tunnelling welfare and office building in the northern end of Camden Cutting worksite

FEBRUARY 2023

Frequently asked questions (FAQs)

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

Skanska Costain STRABAG (SCS) is the main works contractor building the section of HS2 between Parkway and Hampstead Road, known as Euston Approaches.

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WHY DO YOU NEED TO INSTALL A TUNNELLING WELFARE AND OFFICE BUILDING?

We need to provide a welfare and office building at the northern end of our worksite for our team constructing the Euston Approaches tunnels. 'Welfare' includes bathrooms, changing rooms, a kitchen, and a medical room. We need to install this building as close as possible to the tunnel entrance, so our teams working inside the tunnels can access it during breaks, accidents, and emergencies.

This building will also include a small office for our lead tunnelling team who will monitor and oversee our day-to-day tunnelling operations.

WHERE WILL THE WELFARE AND OFFICE BUILDING BE ACCESSED FROM?

Our team will access the tunnel worksite and building via a new pedestrian access at the northern end of Park Village East. We will extend the lorry lay-by at the northern end of Park Village East and install a new site access through the brick wall within the extended area of our lay-by.

Our staff will pass through security turnstiles onto site and take a staircase up to the welfare facility and offices or down to the working area. We will ensure our workforce is fully briefed and considerate to residents when entering and leaving the worksite.



WHAT WILL IT LOOK LIKE?

The three-storey building will sit on top of a large steel frame. The top of the frame, or 'the deck', will be visible above the wall on Park Village East. The building will then sit on top, extending to a height of approximately 12 metres above street level.

There will be a covered staircase to each of the floors at the northern end of the building and a covered walkway around the building for access and emergencies.

Please note, we are still finalising the design and continue to look for ways to reduce the impact on residents, including issues such as noise and light. We understand this is a significant impact and would like to hear your feedback as we continue working on the design.



WHAT HOURS WILL THE WELFARE AND OFFICE BUILDING BE IN USE?

Our tunnelling works will be ongoing 24 hours a day, 7 days a week. The building will also be operational 24 hours a day, 7 days a week, to support our team constructing the tunnels. We understand this will have a significant impact on residents and we will respond appropriately to reduce the impact where possible. We are still finalising the design and continue to look for ways to reduce the impact on residents, including issues such as noise and light.

WHY CAN'T YOU USE THE BUILDING AT THE SOUTHERN END OF SITE?

The building at the southern end of site is too far away from the tunnelling worksite for our team to access during breaks, accidents, or emergencies. The team work deep underground and need to be able to access the welfare facility within a short walk from the tunnel entrance.

WHAT OTHER LOCATIONS HAVE BEEN CONSIDERED?

We considered several distinct locations for the welfare and office building. There is limited space on site, which means we are unable to fit the building at track-level.

We decided that the space within the Vehicle Holding Area was unsuitable due to extensive preparation works needed with the existing facilities already in place. Also, the increased foot traffic and noise from site operatives travelling between the building and the worksite would have been highly impactful on residents.

We also considered extending the lay-by towards Park Village East South. This would have involved taking up additional space within an already narrow road, which would have resulted in increased traffic on Park Village East. We decided that this option would be a greater disruption to the community and so we also ruled it out.

We also explored the option of using Mornington Street bridge, however, this was not fit for purpose. Housing the welfare and office building on the overhead crane was the least impactful option to residents.

WHY DO YOU NEED TO PUT THE BUILDING ABOVE THE WORKSITE?

Our working area at the northern end of site is small and narrow. Located between the retaining wall and the rail tracks, there isn't enough space to install the building at site-level. Instead, we will suspend the building above the worksite, on top of a large frame (a gantry crane).

This ensures the building is as close as possible to the tunnel worksite where our site teams can access the site and welfare facility. It also ensures our engineers are on site where they can oversee the works and respond to any issues.

WHY DO YOU NEED THREE STOREYS?

We have reduced the size of the building as much as possible. However, the building must be three storeys to accommodate the services, facilities, and desks needed to support our tunnelling team.

WHY IS THE FRAME THE BUILDING SITS ON SO BIG?

The frame the building sits on is a large gantry crane used to lift and move equipment and materials. The frame must be big to ensure there is enough space underneath for us to use the large machinery and equipment we need to build the tunnels. This is the lowest gantry height we can use.

HOW LONG WILL THE BUILDING BE THERE?

The building will be there for at least five years while we construct the Euston Approaches tunnels. Once removed, we will build the Euston Cavern Headhouse within the northern section of our site as part of the permanent HS2 railway infrastructure.

WHEN WILL THE BUILDING BE INSTALLED AND HOW LONG WILL IT TAKE?

We will start preparations for the office building in early spring. Firstly, we will extend the lorry lay-by at the northern end of Park Village East and install the new site access through the brick wall within the extended area of our lay-by.

In summer, we will install the frame (gantry crane) and office building. The building is made up of individual cabins joined together. Lorries will deliver the cabins to the lay-by over several weeks and the tower crane will lift them into place. For safety, some of the cabins on the track side of the building may be lifted during extended hours when the tracks are not in use.

We will then assemble the building, including internal and external fixtures and fittings. For safety, because we are working above the railway, some of this work may need to be during extended hours.

We expect the building to be complete in September 2023. We will start using the office and welfare 24 hours a day, 7 days a week as soon as it is ready.