

SKANSKA



STRABAG

Working in
partnership with

HS2

Hampstead Road bridge extension

18 April 2024

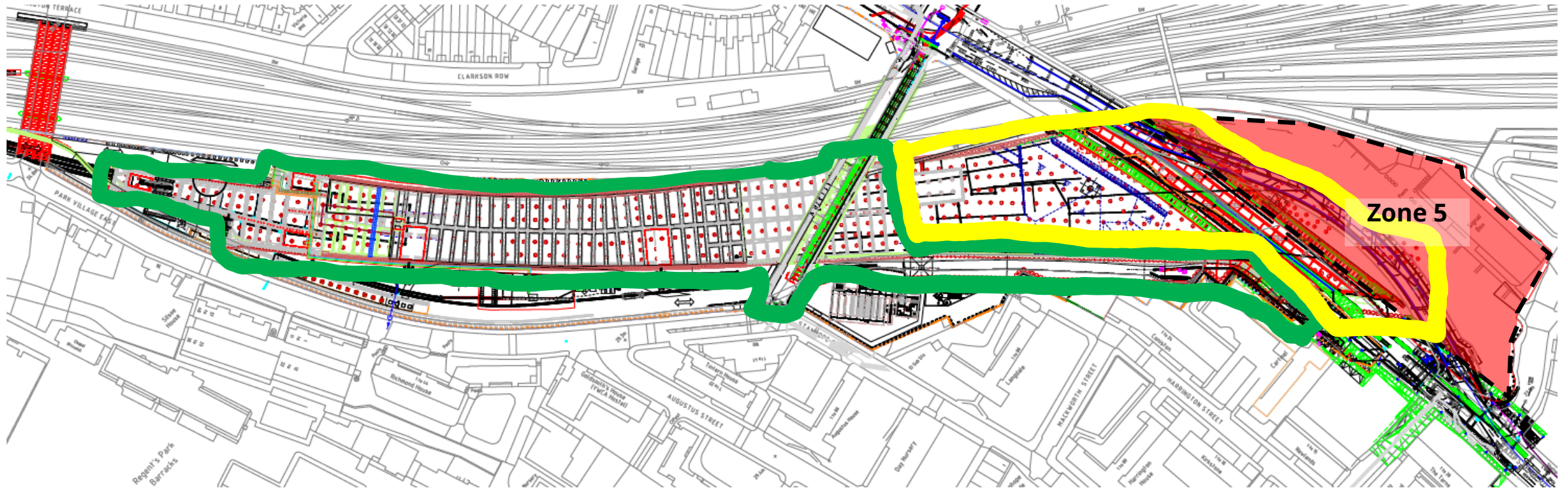
Exam question/action arising

MH asked for clarification on the assumptions regarding platform numbers at the HS2 station in the planning application for Hampstead Road Bridge.

ACTION: HS2 to provide clarification at next CRP.

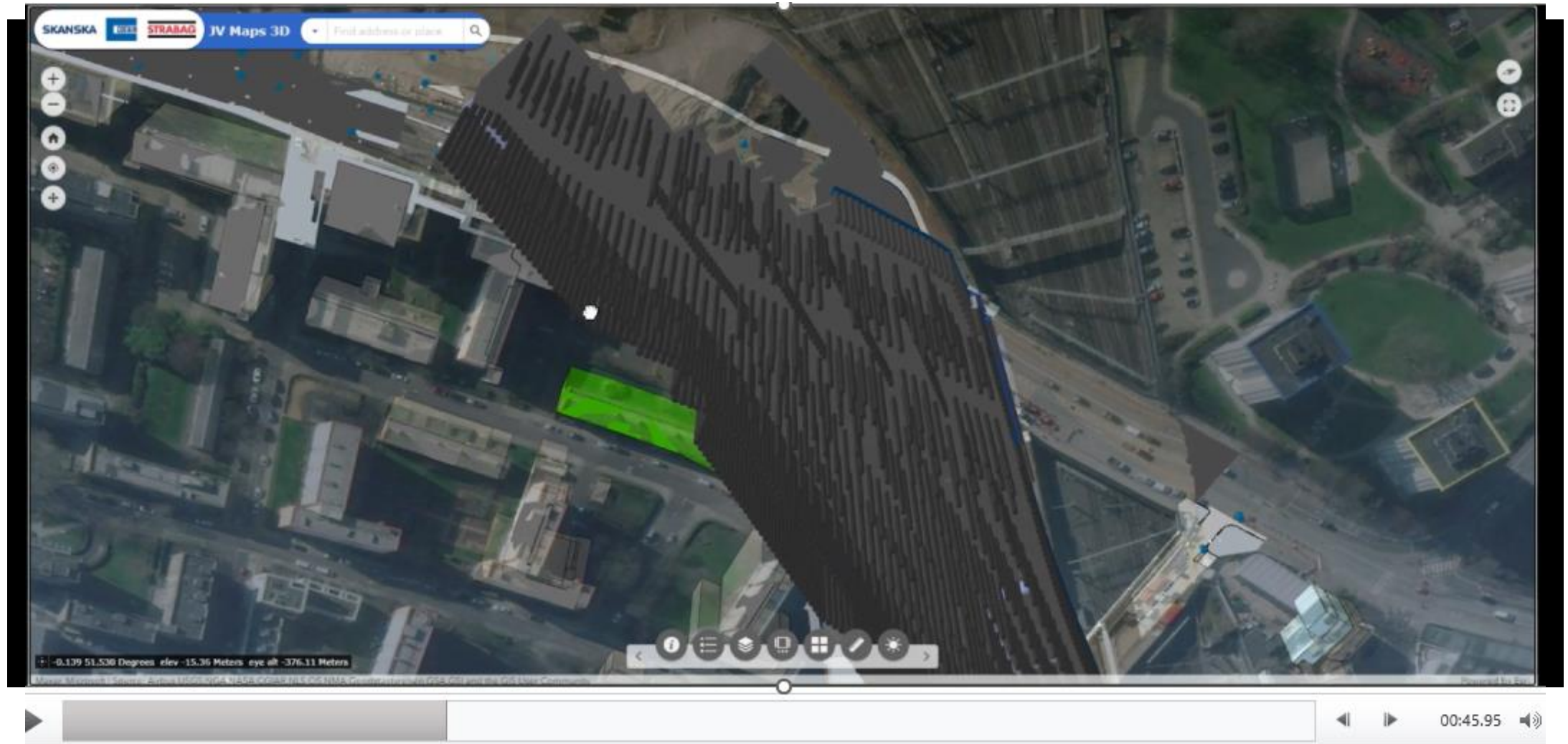
Euston Approaches - progress

- Approx 2000 piles installed across the site (Green area) Approx 400 to complete (Yellow Area)
- The piles are up to 1800mm in diameter and up to a drilled depth of 50mts



*The Zone 5 layout highlighted in the RED shape is indicative and subject to change

3D Model snip



Schedule 17

Schedule 17 recently submitted.
Available via LBC planning portal

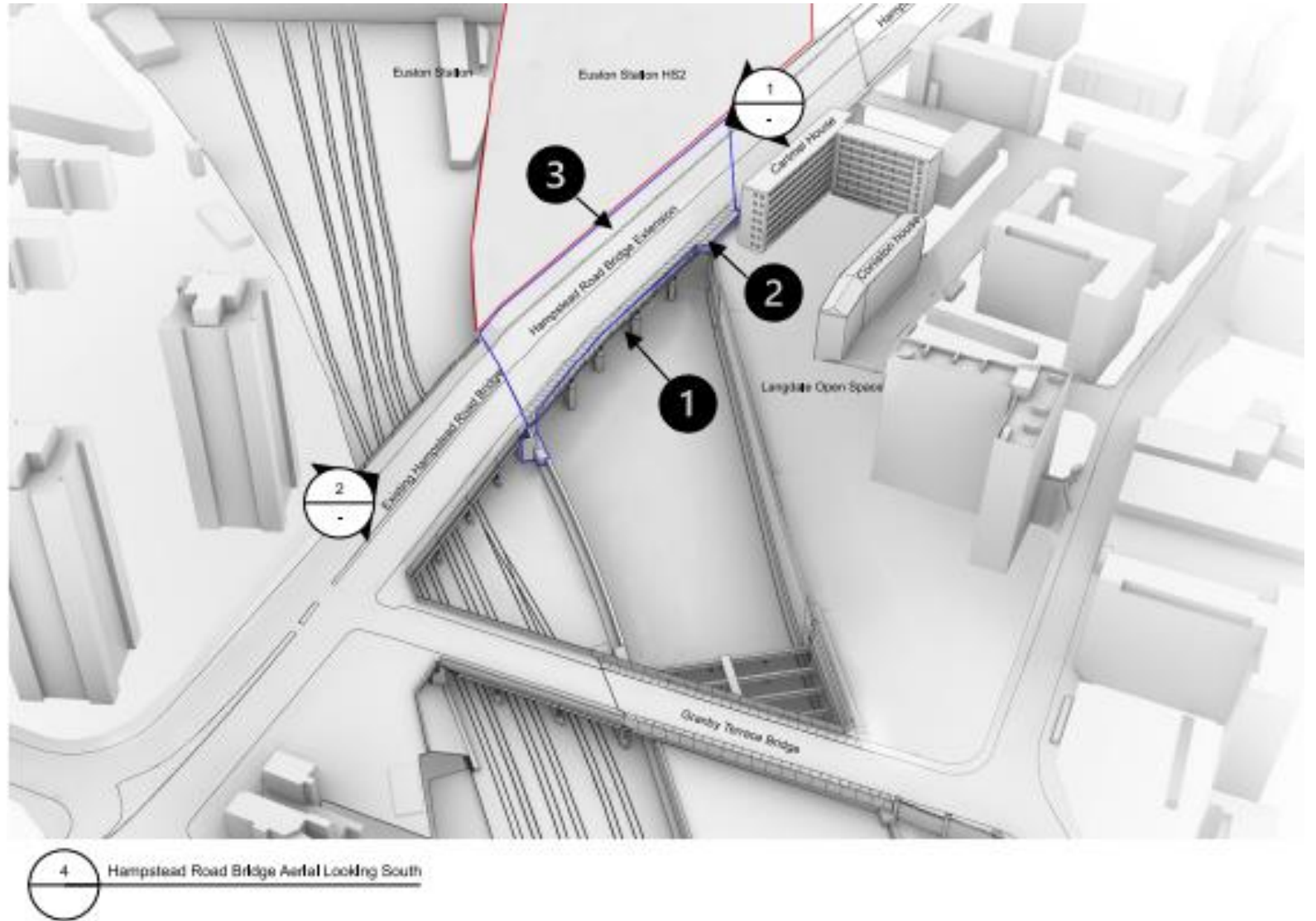
Application ref 2024/0309/HS2
Registered 30/1/2024

Schedule 17 Plans and
Specifications Written Statement -
Hampstead Road Bridge S1
Document no.: 1MC03-SCJ-IN-
STA-SS01_SL12-000003



The proposed bridge extension

- The new bridge deck structure will be supported on 4 piers and 2 new abutments, at the northern and southern ends of the bridge
- 5 span continuous overbridge to extend the existing Hampstead Road bridge
- The overbridge extension will have an approx. length of 138m
- Bridge extension supports Hampstead Road highway over the new HS2 railway
- 1.8m high precast concrete parapets will be installed



HS2 Network North & Euston Station

Following Government's 'Network North' announcement in October 2023, HS2 Ltd continue to work to determine the specific layout of Euston Station, its platforms and the associated approach tracks which, as noted, pass underneath Hampstead Road Bridge to the immediate north of the station.

The Schedule 17 application for Hampstead Road Bridge is a significant and critical milestone for the delivery of a revised bridge which provides the infrastructure for the trains entering Euston Station. It is also critical in enabling the construction of Euston Station itself, including various enabling works at the north of the station site.

It is therefore proposed that the submitted design is taken forward to delivery to provide full flexibility in light of this ongoing design activity for the station and to avoid the significant delay, associated extra cost and potentially nugatory work (on already constructed assets) associated with revising designs for the bridge.

Key points



The submitted bridge design will provide full flexibility in support of ongoing design activity for the station, avoiding delays and minimising costs



The design incorporates the location of the London Underground Northern Line tunnels which run below the positioning of the proposed piers. Operation of existing National Rail and London Underground lines maintained throughout construction period



Why construct now? Bridge length already set by Euston throat retaining wall piling. Changes would require rework of design with time and cost impact. Potential delay to future station construction

Q&A