

Introduction by Professor Sadie Morgan

Summer 2018 has been a particularly intensive period for Phase One civil engineering and station design development, with Schedule 17 submissions beginning in early 2019. The Design Panel has provided comments to support this process, through a series of meetings on each station, and each section of the route. The aim of this process has been to hold HS2 Ltd, their design teams and delivery partners to meeting the aspirations of the HS2 Design Vision.

In parallel with this, the panel has continued to advise on the Phase Two route – from West Midlands to Leeds, Manchester and Crewe. In particular, the panel has been involved in discussions about strategic design decisions for the Phase 2b route, in preparation for the submission of a Hybrid Bill to Parliament in 2020. HS2 Ltd design work on this section of the route includes considering the integration between HS2 and Northern Powerhouse Rail.

The panel has also emphasised the importance of learning lessons from Phase One to make the most of opportunities for high quality station and engineering design on Phase Two. Workshop sessions involving those leading on design from HS2 Ltd and the Design Panel are planned to explore opportunities for continual improvement, and to share best practice.

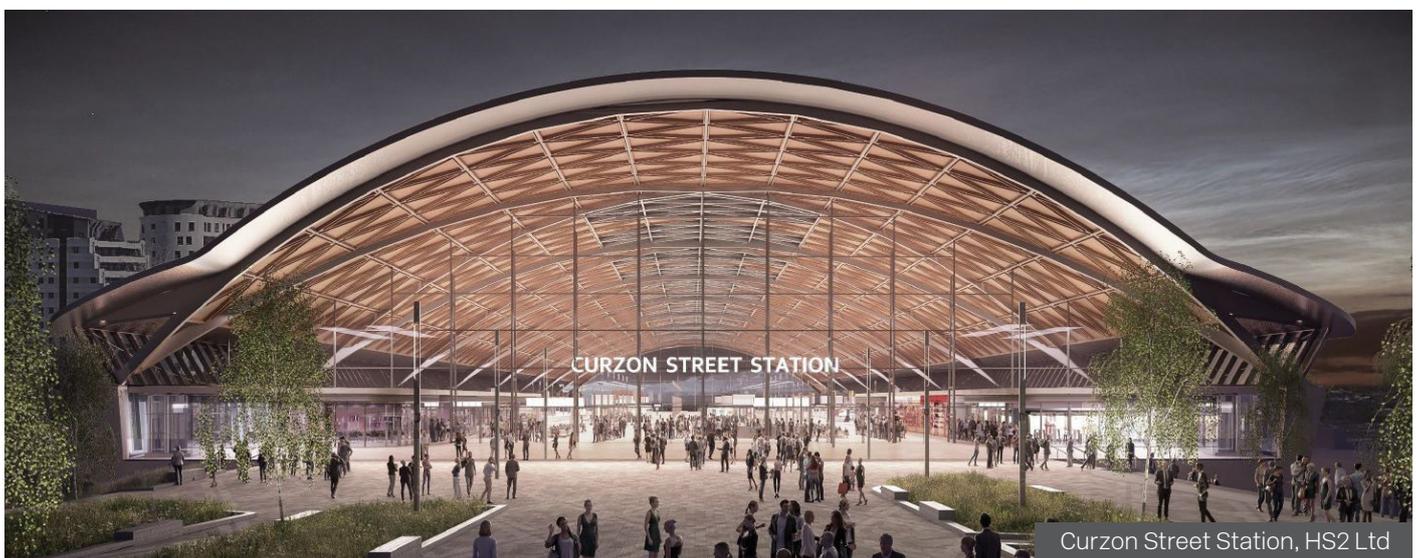
Phase One stations

Phase One stations are advancing through the design development stage – with Schedule 17 applications due to begin being submitted in early 2019. Two to three formal review meetings have now taken place for each of these stations, and it has been apparent that each station has its own unique design opportunities and challenges.

Old Oak Common Station: the design of Old Oak Common Station is being developed in the context of a masterplan, led by the Old Oak and Park Royal Development Corporation (OPDC), for a new urban neighbourhood providing a minimum of 24,000 new homes, and 55,000 new jobs (figures provided by OPDC). The panel has called for world class station architecture to support these ambitious regeneration plans.

Interchange Station: one of the key design issues for Interchange Station will be integration between different modes of transport, including an Automated People Mover (APM). This will connect the HS2 Station with Birmingham International Airport, via the existing International Station and National Exhibition Centre (NEC).

Curzon Street Station: the panel has highlighted the importance of high quality public spaces being created around Curzon Street Station, and collaborative working with Birmingham City Council to achieve this.



Euston Station: HS2 Ltd have appointed Lendlease as their development partner for Euston, to lead the planning and development of up to 1,700 new homes and 19,000 jobs around the wider station site. With Network Rail also planning improvements to Euston Station, the panel has emphasised the critical importance of strong design leadership, to achieving a co-ordinated design approach, and high quality place making.

Phase Two

Starting in Spring 2018, the HS2 Independent Design Panel began a series of reviews looking at different sections of the Phase Two route – so far this has focused on the Phase 2b, with future reviews on Phase 2a planned to begin in the Autumn. These reviews has allowed the panel to make a number of recommendations – key themes are outlined below:

Place-based: HS2 passes through an enormous variety of places, each with their own qualities, challenges, needs and ambitions. This necessitates a comprehensive place-based approach to design of the railway. Collaborative and creative working with communities and stakeholders will be critical to achieving this. The panel have encouraged HS2 Ltd to focus on enhancement rather than mitigation – ensuring HS2 is perceived as an opportunity for positive change.

Landscape led: the panel has highlighted the opportunity for landscape enhancements to be a key legacy for HS2. The scale of HS2, including its construction, will have an enormous impact on the landscapes it passes through. Capturing and responding to the unique qualities of each landscape will be essential to integrating HS2 with its environment, for example through creative approaches to water management.

Learning lessons: Phase One is well into the scheme design stage, developing detailed designs that will begin being delivered in 2019. With Phase 2b design work being progressed towards Hybrid Bill submission, there is an opportunity to reflect on the key lessons learnt

from design work on Phase One to inform the way in which designs for Phase Two develop. The Design Panel will support this process by taking part in workshop sessions with HS2 Ltd staff.

Making the most of the time to design: the panel firmly believes that to make the most of this huge piece of 21st civil engineering, we must celebrate and capture the opportunities it presents. From ensuring we build beautiful structures and buildings and deliver a world class customer experience, to unlocking regeneration opportunities and integrating Northern Powerhouse Rail - making the most of the time to design, as set out in the HS2 Design Vision, is essential.

Customer Experience

In July, the Design Panel continued their involvement with the work of HS2 Ltd Customer Experience team with a review focusing on the HS2 Customer Experience Vision.

While the panel made some suggestions to help strengthen the vision, overall the panel found it a compelling and robust vision for the future experience of HS2. With the West Coast Partner coming on board in April 2019, broad HS2 Ltd and Department for Transport support for this work will be critical to ensuring this exciting vision for 21st Century rail travel is realised.

Looking ahead

The HS2 Independent Design Panel will continue to support Phase One design teams as they work towards the submission of Schedule 17 applications. This will include providing comments on the designs submitted to local planning authorities, and these reports will be the panel's public response to the submissions. In the Autumn the Design Panel will also begin a series of reviews looking at Phase 2a – with HS2 Ltd aiming for royal assent in late 2019, the panel is keen to support HS2 Ltd in preparing for the procurement and appointment of the contractors who will develop designs for the Phase 2a route.



Frame Projects
Secretariat to the
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