



Leeds Station

In 2013 the government launched a consultation on the route for Phase Two of HS2 which included a proposal for a station at Leeds. In November 2015, 'the Yorkshire Hub' report was released, which after engagement with key stakeholders identified a preferred option for the configuration of the HS2 station at Leeds.

In July the HS2 Independent Design Panel met to discuss the Leeds integrated station masterplan being developed by Gensler and Atkins. This has been commissioned to inform the station design. The panel praised the quality of collaboration between the different stakeholders involved, through a Joint Working Group (JWC) and warmly supported an approach driven by place.

The panel made a number of suggestions to inform the continued development of the masterplan. It encouraged the JWC to explore opportunities to introduce space between the existing rail station and the proposed HS2 station. This could provide a generosity of space for interchange whilst also presenting an opportunity to celebrate the civic role of the station in the city.

Given the complexity of the site, the variety of levels, and with HS2 arriving on a viaduct from the south, the panel encouraged the JWC to explore a three dimensional spatial vision for the area around the station. This will be critical to understanding the impact of the proposals, the quality of spaces being created, and developing a strong sense of place.

Phase 2a hybrid bill

On 17 July 2017, the government introduced the High Speed Rail (West Midlands to Crewe) Bill into Parliament. This hybrid bill is to authorise the next part of the HS2 railway network, known as Phase 2a. This will run between Fradley in the West Midlands and Crewe in Cheshire. Consultation on the proposed route is now underway, with the deadline for responses on 30 September 2017. A programme of future HS2 Independent Design Panel meetings to comment on aspects of the route with particular design challenges, social or environmental impacts has also been agreed.

Panel activities July 2017

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- Meeting to discuss an integrated station masterplan, being developed by Gensler and Atkins on behalf of the Leeds Station Joint Working Group

Full review

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- Euston Master Development Partner - ITT
- Sustainability - water resources
- Sustainability - whole life value
- Phase One civil engineering contractor 'hot starts'
- Design aspects of civil engineering contractor 'hot starts'
- Martin Stockley lunchtime talk

Workshops / mentoring sessions

There is a difference
between 'resources' and
'resourcefulness'



Image from talk by Martin Stockley with the title 'Design - complexity, collaboration, priority and resourcefulness'

Martin Stockley lunchtime talk to HS2 Ltd staff

Lunchtime talks are an opportunity for a broader audience at HS2 Ltd to hear panel members talk about a range of topics, to inform and inspire their work.

In July panel member Martin Stockley delivered a lunchtime talk to staff at HS2 Ltd's Snowhill offices. Martin is a leading authority on the application of engineering in the design of the built environment. As a practising engineer he has worked on the design of major civil engineering, on buildings (both new and historic) and on streets, parks and public spaces.

Martin gave his talk the title 'Design - complexity, collaboration, priority and resourcefulness'. His message was that, whilst the concept of HS2 is simple, the detail in delivering it is extraordinarily complex - design is the key to resolving that complexity. Martin highlighted that collaboration will be a crucial part of this process and must be embedded in the way HS2 Ltd works to deliver on its aim - a world class railway.

Martin also talked about the importance of preparing for the unforeseeable. Design is about: resolving complex requirements; trying to avoid things that will demotivate a team; only having one priority in any particular circumstance; being resourceful; and understanding a team's skills



Chris Pybus
Phase One Stations
Procurement Lead, HS2 Ltd

People's stories

Chris Pybus is the Phase One Stations Procurement Lead for HS2 Ltd. He joined the company from Network Rail in September 2015 where he led a number of major infrastructure projects and managed a range of initiatives to facilitate better supply chain collaboration.

At HS2 Ltd Chris has worked closely with the architecture team to develop a procurement strategy for station design teams and construction contracts. He recognises the opportunity for stations to exploit contemporary design and new operational practices in order to maximise the HS2 customer experience and business value. His aim has been to ensure the aspirations of the HS2 Design Vision are embedded in the procurement process for each of the Phase One Stations at Euston, Old Oak Common, Birmingham Interchange and Curzon Street.

Chris has involved the HS2 Independent Design Panel, as a critical friend, throughout the development of the overarching stations procurement strategy.

MWCC are now on board

17 July marked a critical moment in the delivery of HS2. The four consortiums responsible for designing and delivering the Main Works Civils Contracts (MWCC) for Phase One were appointed. Mobilisation of these contractors is under way, including training on HS2's aspirations for high quality design.



Frame Projects
Secretariat to the
HS2 Independent
Design Panel

**HS2 INDEPENDENT
DESIGN PANEL**