

Introduction by Professor Sadie Morgan

2018 is an important year for the design of civil engineering and stations for Phase One of HS2.

Work by Main Works Civil Contractors (MWCC) is well underway, developing designs for the civil engineering structures that will create the HS2 Phase One route from London to Birmingham. Schedule 17 applications will be submitted to local planning authorities later this year – with construction expected to start in early 2019.

In a significant milestone for HS2, design teams for the four Phase One stations were appointed in February. Each team is now developing station designs and preparing for submission of Schedule 17 applications in early 2019.

In April, a Master Development Partner (MDP) was appointed to develop proposals for the Euston area. With HS2, Crossrail, London Underground, Network Rail services coming together at Euston station – and with enormous potential for mixed use oversite development – this part of London will be transformed. Design work for oversite development has now begun.

MWCC – assessing progress

The HS2 Independent Design Panel has reviewed work developed so far by the four Phase One Main Works Civil Contractors: Eiffage Kier; Balfour Beatty VINCI; Align; and Skanska Costain Strabag. The opportunity to comment on design work in progress has allowed the panel to make recommendations for improvements to the civil engineering proposals being developed:

#Design ambition: the panel has called for stronger creative design thinking that focuses on 'place based' approaches and responds to HS2 Ltd guidance documents.

#Creative landscape design: the panel has highlighted the potential for creative approaches to landscape design to deliver benefits to local communities.

#Designing beyond the 'red line': there are clear opportunities for HS2 Ltd to go beyond its core remit, such as the potential of a 'green corridor', and the panel has encouraged constructive conversations with local planning authorities to achieve this.

#Noise mitigation: a strategic approach to noise mitigation is needed – and the panel has asked HS2 Ltd to identify innovative solutions across the project, for example, tracks and rolling stock.

#Community engagement: the panel has championed the importance of community engagement to inform the design process, with HS2 Ltd taking responsibility for a co-ordinated approach, involving contractors and planning authorities.

#Passenger experience: design decisions on civil engineering elements such as noise barriers, which may obstruct views from the train, will have an impact on the quality of passenger experience – the panel has asked for this to inform decisions.

Curzon Street Viaducts

Designs by Balfour Beatty VINCI (BBV) for the Curzon Street Viaducts have the potential not only to display outstanding engineering, but also to bring significant value to the city of Birmingham. The panel stressed the importance of ensuring that the local community has a real opportunity to contribute as the design is taken forward. The station, viaducts and associated public realm must come together seamlessly.

The panel urged BBV and HS2 Ltd to look at how the design thinking, robust and compelling narrative and promised quality evident in the approach to the Curzon Streets Viaducts might be replicated across Area North.

The Chilterns

The panel also found much to commend in the work developed by Eiffage Kier in the Chilterns: in particular the Wendover Dean Viaduct and the Wendover Green Tunnel south portal.

Wendover Dean is one of the most sensitive locations on the Phase One route – and the proposed Wendover Dean Viaduct is a suitably sympathetic and elegant structure. A creative approach has been taken to the Wendover Green Tunnel South Portal – one that promises to respond well to the specific landscape and technical opportunities presented by the site.

HS2 Ltd design team strengthened

Since the early days of its work, the panel has stressed the need for strong urban design expertise within HS2 Ltd. The appointment in February of Joanna Averley as Head of Urban Design and Integration is therefore a significant step forward. The creation of this new role will help achieve stronger integration of stations with the public realm and developments around them.

The HS2 Art Approach documents set out strong ambitions – and to make sure that these are realised a new Head of Arts and Culture has been appointed.

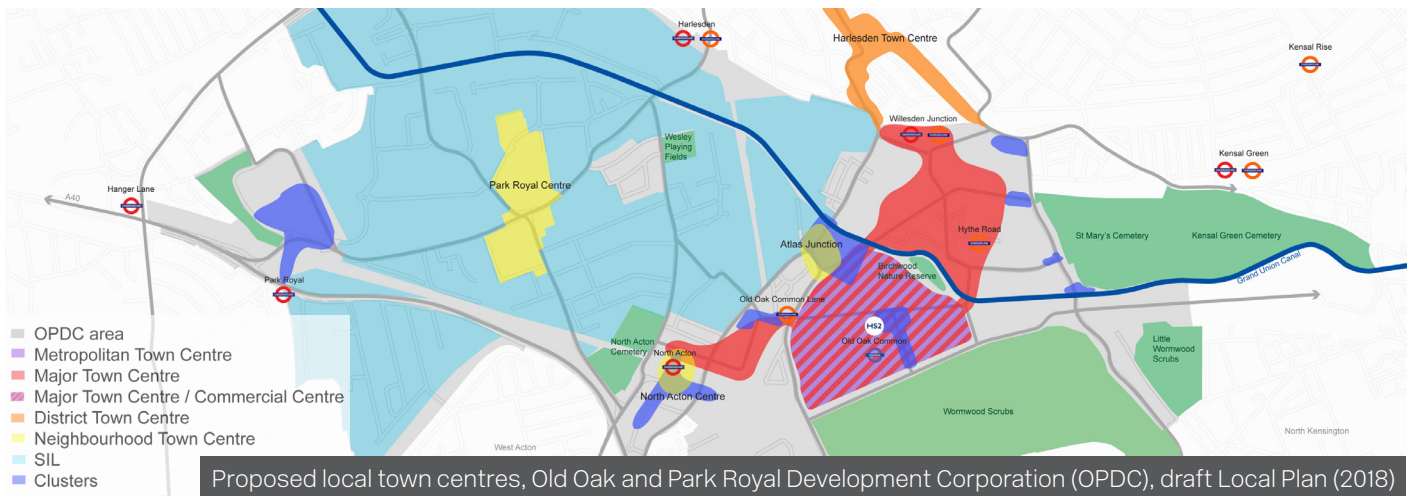
Anne Mullins joins the HS2 Ltd from Nine Elms Vauxhall where she was Head of Culture.

Euston MDP appointed

In April the HS2 Independent Design Panel met Lendlease, the newly appointed Master Development Partner for Euston. It is encouraged by its approach to creating a vibrant and thriving new part of the city around Euston station. Design work is now under way – and an outline planning application is expected to be submitted in 2020.

Station design teams appointed

In February design teams were appointed for the four Phase One stations, due to open in 2026. The panel met each design team in March and was encouraged by initial thinking around how to respond to the complex challenge of stitching each station successfully into its context and forging regeneration.



Looking ahead

As HS2 civil engineering contractors and station design teams develop their designs, the panel will continue to advise on whether these are delivering on the aspirations set out in the HS2 Design Vision. As Phase One Schedule 17 planning submissions begin to be made in late 2018 for civil engineering, and in 2019 for stations, the panel's

comments on these will be shared with local planning authorities and made public. This will be a significant step forwards towards delivery – when the public will begin to be able to gauge whether HS2 will live up to its ambitions to be a world class railway, and as well as a 'catalyst for growth'.



Frame Projects
Secretariat to the
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