



Site visit to Sheephouse Wood

Protecting bats

Inevitably, HS2 is going to have an impact on the British countryside and its inhabitants – including bats. In July, Eiffage Kier, main works civil contractor for Area Central, gave the Design Panel an overview of how design work is progressing for the Sheephouse Wood bat mitigation structure. This complex structure, nearly 850m in length, is being designed to protect the flight path of bats, in particular the rare Bechstein Bat, which crosses the HS2 route.

Handling the sensitivities of the bats' habitats requires rigorous and careful consideration.

However, being adjacent to Sheephouse Wood – an ancient woodland and Site of Special Scientific Interest (SSSI) – an active landfill site, and network rail tracks, the challenge becomes particularly complex.

Overall, the panel was impressed with the creative thinking being applied to this challenge – but highlighted the need for a focus on developing a holistic landscape vision for the wider area. This will provide a framework to collaborate with different land owners and stakeholders and ensure that a rich and long-term approach is taken to the transformation of this landscape, helping to protect this rare species of bat and enhance the wider landscape for generations to come.

Design Panel activities July 2018

1

- site visit of and panel meeting to discuss the Measham area in Leicestershire

Site visit and review meeting

2

- Curzon Street Station – commercialisation
- Curzon Street Station – public realm

Mentoring sessions

3

- HS2 Customer Experience Vision
- Phase One Area Central – Sheephouse Wood bat mitigation structure
- New Sharlston to Leeds & Garforth (Phase 2b)

Full reviews

2

- Design Panel monthly team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff
- Chair's review meeting to discuss HS2 integration with the conventional network

Governance meetings

Taking a 'place-based' approach to Phase 2b

In July, the panel continued its series of reviews exploring sections of the Phase 2b route – attending a site visit and review focussing on Measham in Leicestershire. The panel also attended a meeting to discuss the New Sharlston to Leeds & Garforth section of the route.

The landscape around Measham is a characterful section of the Phase 2b route and includes rolling countryside, a river recognised by the EU as a special area of conservation, and a canal restoration project. It presents an opportunity to deliver something truly special as HS2 travels through this community.

The panel urged HS2 Ltd to take a place-based approach – developing an understanding of the context and exploring how it could influence the design. It suggested that the development of a masterplan could help tie ideas together and support collaborative engagement with the community. This could include identifying existing challenges and potential opportunities to deliver real benefits to the community – for example, developing new public space, and contributing to the restoration of the canal.

The planned submission of the Phase 2b Hybrid Bill is scheduled for late 2020 – making the most of this 'time to design' to develop a truly holistic approach will therefore be critical.



Jason Pacey, HS2 Ltd, describing proposals for Measham



Jason Pacey
Senior Engagement Manager
for HS2 Ltd

People's stories

Jason Pacey works on Phase 2b of HS2. He is part of the engagement team responsible for the section of the route between Birmingham and Kegworth, in Leicestershire.

Jason joined HS2 Ltd just over 13 months ago having spent more than 10 years working for a communications and engagement consultancy on various energy infrastructure projects – such as new high voltage overhead power lines and energy from waste facilities.

As Senior Engagement Manager, he leads the team in establishing and building relationships with all the communities and stakeholders potentially affected by the construction and operation of HS2. Jason and his team also fly the flag for the communities along the line of HS2 to ensure that all elements of the design of the railway consider how people who live and work in the area might be affected.

HS2 and conventional rail

HS2 will involve the construction of a substantial amount of new track and other associated infrastructure. HS2 trains will also join the conventional rail network beyond Phase Two to allow travel through northern England and on to Scotland. This presents complex challenges, which could fundamentally impact the perception of HS2 and rail network. In a meeting in July, the panel highlighted the need for leadership. It urged the Department for Transport to take up this role – leading discussions from the perspective of long term ambitions, including freight.



Frame Projects
Secretariat to the
HS2 Independent
Design Panel

**HS2 INDEPENDENT
DESIGN PANEL**