

### Introduction by Professor Sadie Morgan

HS2 is at a significant design stage across all phases of the project. The Independent Design Panel has been supporting HS2 Ltd Phase One Station and Civil Engineering Contractor design teams as they prepare to submit Schedule 17 applications in 2019. At the same time, it has advised the Phase 2a team as it progresses through the Hybrid Bill process, and the Phase 2b team as it develops proposals ahead of Phase 2b Hybrid Bill submission in 2020.

### HS2 Independent Design Panel Awards

The HS2 Independent Design Panel annual meeting on 20 November 2018 provided an opportunity for panel members and HS2 Ltd staff to reflect on some of the key issues emerging from panel discussions.

With Phase One construction work having recently commenced 'on the ground', the panel felt this year's annual meeting was the right moment to recognise aspects of the project that showcase high quality design - through the inaugural HS2 Independent Design Panel Awards.

As part of the judging process, shortlisted schemes were divided in to four categories - the winning and commended schemes under each category are summarised below.

#### Category One - Phase One Scheme Design:

Phase One is at an important juncture, with the submission of Schedule 17 applications programmed for 2019. While significant work remains to be done, the panel feels it important to recognise those aspects of Phase One which show evidence of robust design thinking and processes. As detailed design work continues towards construction, the panel trusts that this good work is followed through - as well as helping to inspire other parts of the project to achieve similar or even greater levels of design quality.



The panel shortlisted six schemes in this category, and the winning and commended schemes are set out below.

**Award winner** - Small Dean Viaduct, Area Central  
Supply Chain: Eiffage Kier / Moxon Architects

*'The panel warmly welcomes the designs being developed by Eiffage Kier with Moxon Architects - finding much to applaud in how the design team has creatively embraced this sensitive context while meeting the demanding requirements of high speed rail.'*

**Commended** - Curzon Street Station  
Supply Chain: WSP / Grimshaw / Glenn Howells  
Architects / Grant Associates

*'The panel finds much to admire in the designs for Curzon Street Station - welcoming its simplicity and beauty. The team has demonstrated a positive attitude to meeting HS2 sustainability ambition and it is clear that sustainability is being considered as fundamental to the station design.'*

#### Category Two - Phase Two Parliamentary

**Design:** Phase Two is at a strategic design stage - with Hybrid Bill designs for Phase 2a submitted to Parliament in July 2018, and preparations for a Phase 2b Hybrid Bill continuing. Principles will be set through this process that are critical to achieving high quality design. There is an opportunity to learn lessons from Phase One, to streamline and improve the design process for Phase Two. The shortlisted schemes demonstrate an emerging approach that builds

on the most successful aspects of Phase One, or takes innovative approaches.

The panel shortlisted four schemes in this category, and the winning and commended schemes are set out below:

**Award winner** - Manchester Ship Canal Viaduct Supply Chain: Yee Associates / Mott MacDonald

*'The panel welcomes the attention being given to understanding the context / landscape and how this is starting to influence decision making. This viaduct has the potential to be a distinctive and prominent feature of the Phase 2b route.'*

**Commended** - Leeds Station Supply Chain: Arup+

*'The panel welcomes the collaborative approach taken by Leeds City Council and HS2 Ltd. Continuing this joint working will be critical to integrating the station into the city, and maximising the long term benefits for Leeds.'*

**Category Three - HS2 Design Guidance and Requirements:** The scale and significance of HS2 requires clear design guidance and requirements to form the basis of design work by the supply chain. The panel feels it is important to recognise the value of this work - and to ensure the aspirations and ambitions set out in these documents are followed through. There is also potential for this rigorous approach to inspire other infrastructure projects. As design work moves forwards towards construction of Phase One and Parliamentary approval of Phase Two, the design guidance and requirements documents provide a basis for testing design quality.

The panel shortlisted nine schemes in this category, and the winning and commended entries are set out below:

**Award winner** - Customer Experience Vision HS2 Ltd Team: Customer Experience

*'The panel congratulates HS2 Ltd on the Customer Experience Vision - an exciting and*

*truly sector-changing vision for the future of rail travel. We look forward to seeing the ambition of this vision come to life.'*

**Award winner** - Virtual Reality Tool HS2 Ltd Team: Design Team

*'The HS2 Independent Design Panel commends HS2 Ltd, and the team at Arup, for work undertaken to develop a virtual reality simulation of the Phase One passenger experience. This is an extremely valuable and innovative tool which provides an immersive experience that can be used across the wider project to influence decision making and inform iterative design development processes.'*

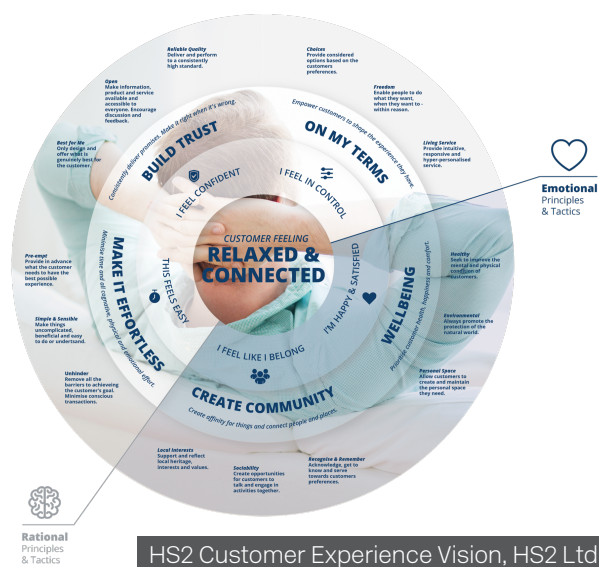
**Commended** - Art Approach HS2 Ltd Team: Design Team

**Commended** - Rolling Stock Concept HS2 Ltd Team: Customer Experience

**Commended** - Sustainability Documents HS2 Ltd Teams: Environment and Town Planning

**Category Four - Supply Chain Design Teams:** The HS2 Independent Design Panel acts as a critical friend to HS2 Ltd - helping supporting it in the delivery of the HS2 Design Vision. While

#### HS2 CUSTOMER EXPERIENCE STRATEGIC RESPONSE



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there is a long way to go before construction of HS2 is complete, the panel feels it is important to recognise the contractors / supply chain who have grasped the ambition of the Design Vision and integrated it into their contribution to the project. From the skills and collaborative approaches they bring, to the innovative thinking applied to the complex range of HS2 requirements, having a design led mindset will be crucial to the delivery of this 21st century railway

The panel shortlisted seven schemes in this category, and the winning and commended teams are set out below:

**Award winner** - Eiffage Kier/ Moxon Architects  
Work Area: Civil Contractor in Area Central

*'The panel congratulates Eiffage Kier and Moxon Architects on the way they have embraced the HS2 Design Vision - and looked to respond creatively to both the complex requirements of HS2 and the variety of contexts along their section of the Phase One route. Their design led approach has been evident to the panel - and is resulting in some compelling structures.'*

**Award winner** - DK&A  
Work Area: Design Guidance and Training

*'The panel congratulates DK&A on the contribution it has made in helping evolve the level of design thinking across the HS2 project - highlighting the benefits of a design led approach'*

**Commended** - New Territory  
Work Area: Rolling Stock Concept

**Commended** - Engine Service Design  
Work Area: HS2 Customer Experience Vision

HS2 is a once in a generation project, and it is essential that we grasp the opportunity to deliver exceptional 21st century engineering, architecture, and service design.

We hope that the HS2 Independent Design Panel Awards not only provide a platform to celebrate achievements so far but crucially inspire other HS2 Ltd staff and design teams, as well as individuals and groups beyond HS2 Ltd, to deliver high quality design.

## Looking ahead

2019 will be a hugely significant year as Phase One Schedule 17 submissions begin to be made. For all the key design elements, the panel will have a Schedule 17 review to advise on whether the design quality championed by the HS2 Design Vision has been achieved. The relevant local planning authority will be invited, with the report of these reviews being made public on submission of the Schedule 17 application.

Next year will also be crucial to Phase Two, with opportunities for lessons learned from Phase One to help set design principles and ambitions for the HS2 route to Manchester and Leeds.



Prof. Sadie Morgan with award winners Eiffage Kier / Moxon Architects (left); and Tony Burton leading a discussion (right), HS2 Ltd



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