

### Introduction by Professor Sadie Morgan

The panel plays an advisory role, providing impartial and objective advice, to support the design process and champion design quality. Since its establishment in 2015 we have been involved in wide ranging aspects of the project, including the development of design guidance, technical requirements, and proposals for specific stations and structures along the route.

HS2 is now at a significant design stage, both for Phase One from London to Birmingham, and Phase Two onward to Crewe, Manchester and Leeds.

The Phase 2a Hybrid Bill is progressing through the parliamentary process with the aim of gaining Royal Assent by the end of the year. Proposals for Phase 2b are being developed ahead of Hybrid Bill submission in 2020.

Phase One civil engineering contractors and station designers will also start to submit Schedule 17 applications this year. This is the process through which local planning authorities give approval to specific aspects of the design, before construction can begin.

During this critical time, the Design Panel will continue to support HS2 Ltd in its aim to design 'a transformational rail system that is admired around the world' (HS2 Design Vision).

### Panel involvement at Schedule 17 stage

In Autumn 2017 Phase One civil engineering contractors were appointed to design and build the new railway. In March 2018 station designers were appointed for the four Phase One Stations in Birmingham, Solihull, Old Oak Common and Euston. The Design Panel have been involved in commenting on both engineering structures and stations as their designs have evolved. These teams are now beginning to submit Schedule 17 applications, and the Design Panel is being invited to comment on these.

For each 'scheme' that the panel has previously reviewed, there will be a Schedule 17 stage Design Panel meeting. This will allow the panel to assess the way designs have progressed in response to its previous comments, and provide a response to the submitted scheme.

Reports of Schedule 17 stage Design Panel meetings will provide a clear and concise comments on the submitted scheme and whether the panel feels that the aspirations of the HS2 Design Vision have been achieved.

However, the panel will not state whether or not Schedule 17 approval should be granted, as this is a decision for the planning authority based on specific grounds for determination as set out in the HS2 Act, which may take into account further issues than the panel can consider.

Design work will continue post Schedule 17 approval, to resolve detailing and construction, therefore the panel report may refer to opportunities for refinement through this process.



Wendover Dean Viaduct, Eiffage Kier and HS2 Ltd

# Programme of Schedule 17 Design Panel meetings

The first Schedule 17 stage Design Panel meetings took place in March 2019. This marked the beginning of a two / three year period during which applications will continue to be made, depending on the asset and when it is programmed to be constructed.

A programme of Schedule 17 stage Design Panel meetings has been established, with reviews taking place approximately six to eight weeks in advance of an application being submitted to the local planning authority.

The panel has been keen to highlight the importance of Schedule 17 submissions giving clarity and assurance on the design quality of the scheme that will be delivered - including elements such as landscape.

The first two Schedule 17 stage Design Panel meetings in March focused on the Wendover Dean Viaduct in Area Central, and Old Oak Common Station in Area South - both scheduled to submit relevant applications in Spring 2019. Both meetings included representatives from the relevant local planning authority, who were able to brief the panel on their views and relevant policy context.

Overall, the panel found much to support in both the approach for Wendover Dean Viaduct and the designs for the Old Oak Common Station building. In both schemes the panel noted areas for further work, and stressed the importance of design quality being followed through during detailed design work and construction.

Once Schedule 17 submissions are made, HS2 Ltd will include a public copy of the Schedule 17 stage Design Panel report. The Design and Access statement will also clarify how the contractor has responded to the panel's comments, and any changes made to the design or the information submitted since the panel meeting.



Old Oak Common Station Building, HS2 Ltd

## Looking ahead

From across the Phase One route there are examples of high quality design emerging from the work of civil engineering and station design contractors. There is an opportunity for the first Schedule 17 application schemes to set a benchmark for the design quality that HS2 Ltd has committed to delivering through its Design Vision.

It will be equally important that post Schedule 17, a continuing commitment to safeguarding design quality endures as detailed design work progresses towards construction. There will be a need for strong design assurance to ensure that this is achieved.

Aspects of design assurance have been delegated to contractors, but it is essential that HS2 Ltd takes responsibility for confirming design work is of sufficient quality - meeting the ambitions of the HS2 Design Vision.

There is also a need to consider what lessons can be learned from Phase One, to refine the design process for Phase Two. Examples include considering how the success of 'specimen designs' for structures such as the Colne Valley Viaduct could be applied on Phase Two, and maximising opportunities for HS2 to contribute to raising the quality of life of the people it will serve.



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Secretariat to the  
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