

## Beyond the Hybrid Bill

The Hybrid Bill process establishes an outline design for HS2 and gives clarity on its impact. Once Royal Assent has been received, the focus moves to developing detailed design proposals and preparation for construction, to bring to life the ambitions for the project.

In November the Design Panel attended meetings to discuss a number of thematic topics, including cuttings and embankments, sustainability, and car parking. The primary focus being to understand HS2 Ltd ambitions for these aspects of the railway, and how they are driving the design of HS2.

Overall, the panel broadly welcomes the ambitions HS2 Ltd has set itself in areas such as landscape, customer experience, sustainability and architecture. However, it has highlighted that the requirements of the Hybrid Bill process are continuing to direct the design of HS2 beyond Royal Assent. While the panel fully understands that the Hybrid Bill process rightly focusses on setting 'minimum requirements' to give assurances on its impact, it strongly feels that post Royal Assent the project and the organisation must encourage creative and innovative design approaches to delivering its ambitions.

The recommendations of the Oakervee Review and any subsequent decision making by the government is not yet known. But it is clear that



the nation is reflecting on the value of HS2. The Design Panel continues to champion work to capture the broader value of HS2 - for example through a focus on urban integration. The panel also acts as a critical friend to HS2 Ltd, challenging it to question the assumptions made during the Hybrid Bill process on topics such as car parking, to ensure a 'best case' scenario is achieved.

HS2 Ltd must ensure 'value' is at the heart of the project's narrative and approach. This should include articulating its contribution to the nation's climate change agenda by changing transport behaviours. The conversations it has with communities, and its role in enabling other infrastructure projects, such as Northern Powerhouse Rail, will be essential to achieving this.

An ongoing focus on the value of HS2 will help to ensure the 'minimum requirements' set during the Hybrid Bill process does not become the default.

## Design Panel activities November and December 2019

# 2

- Small Dean Viaduct and Wendover Green Tunnel south portal - full review meeting
- Burton Green cut and cover tunnel - full review meeting

**Schedule 17 stage meetings**

# 5

- Cuttings and embankments - workshop meeting
- Car parking - workshop meeting
- Common Design Elements - workshop meeting
- Noise approach - workshop meeting
- Phase 2a scheme design preparation - workshop meeting

**Workshop meetings**

# 1

- Sustainability - mentoring meeting

**Mentoring meeting**

# 4

- November and December Design Panel monthly team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff
- HS2 quarterly meeting attended by HS2 Ltd senior management, Design Panel chair, vice chair and secretariat
- HS2 Independent Design Panel annual meeting, including representatives from HS2 Ltd and external stakeholders

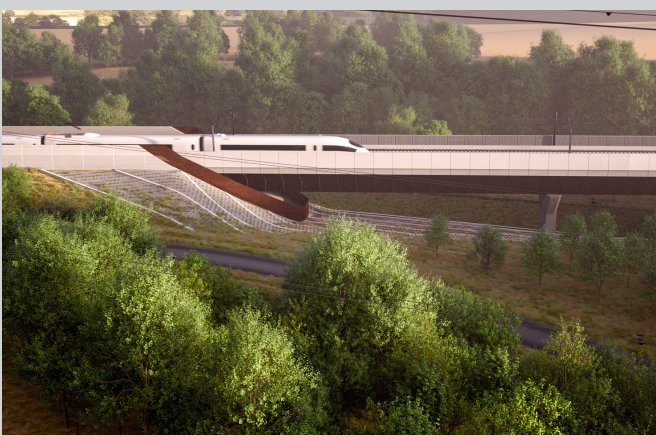
**Governance meetings**

## Schedule 17 stage designs for Area Central structures

During November and December, the Design Panel continued to give its view on emerging Schedule 17 stage designs for structures and stations along the Phase One route. This included a meeting to discuss proposals for two Key Design Elements (identified within the HS2 Phase One information paper D1 - Design Policy), Small Dean viaduct and Wendover Green Tunnel south portal.

The panel considers the design of Small Dean Viaduct to be successful: it is an elegant structure, enhanced by well crafted details, and the landscaped approach to Wendover Green Tunnel south portal, and the simple design of the portal building also works well. Both elements have the potential to meet the aspirations of the HS2 Design Vision, and the panel commended the progress made by Eiffage Kier's design team, including Moxon Architects.

The success of the HS2 project in the Chilterns - an Area of Outstanding Natural Beauty - will depend on the effective delivery, management and maintenance of the proposed landscape design. While impressed by the approach to landscape illustrated as part of the Schedule 17 information, the panel highlights the importance of putting in place mechanisms to guarantee its implementation, and to secure its long term future.



Schedule 17 stage design for Small Dean Viaduct, HS2 Ltd



Ben Addy  
Architecture Lead for  
Eiffage Kier Joint Venture, Main  
Works Civils Contractor (MWCC)

## People's stories

Ben is Managing Director of Moxon Architects who are working with Eiffage Kier Joint Venture, on proposals for viaducts, tunnels and bridges on the central sections of Phase One.

“We have been part of the Eiffage Kier team since the tendering stage in 2016. The HS2 Design Vision has been a crucial guide for our collective approach since then, with engineers, construction specialists and architects working closely together in one integrated team.

Now that we are in the process of finalising our first Schedule 17 submissions it has been fascinating to reflect on how those designs have developed since Contract Award in 2017. The Design Panel have been instrumental in this process – presenting challenges and affording support during the review process, as well as providing a corrective to conventional thinking. Their engagement has had a critical and positive effect on the design of the structures as well as the landscape proposals that will help to embed the scheme in their rural context.”

## Annual meeting

On the 28 November 2019, the panel held its fourth annual meeting. With the project waiting on the outcome of the Oakervee Review, the theme for this year's meeting was on HS2 Ltd delivering 'More Than a Railway'. How the project communicates and delivers maximum value for the public investment being made, will be a key area of the panel's focus in 2020.



Frame Projects  
Secretariat to the  
HS2 Independent  
Design Panel

**HS2 INDEPENDENT  
DESIGN PANEL**