

Chiltern Tunnel south portal

During May and June, the Design Panel continued to give its views on emerging Schedule 17 stage designs for structures and landscapes along the Phase One route. This included a meeting to discuss proposals for the Key Design Element Chiltern Tunnel south portal, located within the Colne Valley Regional Park, which incorporates the portal building, associated landscaping earthworks, and the realignment of a local road.

The panel was supportive of the proposals and felt that the designs do meet the aspirations of the HS2 Design Vision. While recognising the risk involved, the panel was excited by the approach to long-term management, and to rewilding the area as wildflower and invertebrate-rich calcareous grassland and woodland pasture. This landscape has the potential to be one of the largest single contributors to net biodiversity gain on the HS2 route. The connection between the landform that will be created and the wider landscape setting will form an important part of the site's eventual success. The panel therefore suggested that the supporting information submitted alongside the future Schedule 17 application should describe the way the landform connects to the site's wider setting in both the Colne Valley Regional Park and the Chilterns.

The panel also supported the proposed designs for the portal and the portal building, and noted



Image of the excavation of the south portal tunnelling machine launch site (due to be launched early next year), HS2 Ltd

the importance of ensuring the adjacent Automated Transformer Station building, which will form part of a separate contract, is integrated with the portal building design and meets the same design quality standards.

The panel also applauded the ambition to create public access to the site, and to introduce viewing platforms. It felt that the design for the viewing platforms, at detailed design stage, should be developed further to ensure the places created are as inviting as possible. It noted this provide an opportunity to involve an artist. Finally, the panel emphasised the need to ensure that the design quality presented is followed through during the detailed design work and construction phases.

Design Panel activities May and June 2020

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- Burton Green cut and cover tunnel
- Mandeville Road headhouse
- Chiltern Tunnel south portal
- Chalfont St Peter headhouse

Schedule 17 stage meetings

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- Water Orton Viaducts (part of the Delta Junction)
- Water Management

Workshop meetings

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- HS2 Independent Design Panel future role and scope

Mentoring meeting

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- May and June monthly team meetings attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff
- Design Panel quarterly senior executive meeting, attended by the HS2 Ltd senior executive and design teams, the Department for Transport (DfT), and the Design Panel.

Governance meetings

Water management

In June the panel met with HS2 Ltd to discuss its approach to water management on HS2. The panel felt that the overall approach being taken by the water team is very positive, and much of the work underway will prove highly beneficial.

Water is of fundamental importance to the project, and so the panel suggested that the technical guidance HS2 Ltd currently has in place could benefit from a mechanism such as a water strategy or approach document. This would allow HS2 Ltd to set overall ambitions that can guide delivery. It could also make connections to the indirect benefits that will be achieved through water management, which can contribute significantly to the project's legacy. Strong leadership will be required to embed this approach across the project, with a senior individual responsible for ensuring assurance processes are used to deliver HS2 Ltd's ambitions in this area.

Water management has significant potential to contribute to the national narrative for HS2, with many projects that have the potential to inspire, through engagement with local communities. The panel encourages HS2 Ltd to explore these further. It is pleased to see that HS2 Ltd is working with a number of environmental organisations where water management can contribute to ecological gain and improved place quality. It suggests the HS2 Ltd expands this programme to explore wider opportunities, including connecting with discussions relating to the green corridor.



Proposed rain gardens at Curzon Street Station, HS2 Ltd



Jason Small
Water Resource
and Flood Risk Manager
HS2 Ltd

People's stories

Jason has over 20 years' experience in hydrology and environmental management. In his current role at HS2 Ltd, he is responsible for setting relevant standards, ensuring compliance and providing technical guidance across the organisation to ensure consistency.

"I work closely with colleagues, the supply chain and a range of statutory bodies to ensure that water resource and flood risk impacts of the HS2 scheme are mitigated. We adopt a holistic approach to the water environment, seeking collaboration with partners to deliver flood mitigation interventions outside Act limits. This not only mitigates the impact of HS2, but also reduces flood risk to existing communities. As part of the HS2 Green Corridor legacy, we are also actively identifying opportunities to deliver enhancements, such as the removal of weir structures to improve fish passage. The Design Panel has been particularly valuable in bringing colleagues together under the banner of holistic and integrated design."

Panel future role and remit

In May the panel met with Kay Hughes, Design Director at HS2 Ltd, to discuss recent work by HS2 Ltd to review the role and remit of the HS2 Independent Design Panel. The panel welcomed the insight provided, and supported the approaches being taken to the review. In particular, it is keen to ensure that lessons are learned from the panel's work date to ensure it can continue to support HS2 Ltd in realising its ambition to deliver a world class railway which maximises national benefit.



Frame Projects
Secretariat to the
HS2 Independent
Design Panel

**HS2 INDEPENDENT
DESIGN PANEL**