



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

E18: APPROACH TO SUSTAINABILITY

This paper outlines HS2 Ltd's approach to sustainability.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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Version 1.4

Last updated 23rd February 2017

E18: APPROACH TO SUSTAINABILITY

1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

2. Principles of Sustainable Development

- 2.1. This information paper explains HS2 Ltd's approach to sustainability.

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

- 2.2. The principles of sustainable development have been, and remain, an important influence on the development of HS2 Phase One of. HS2 Ltd's priority for sustainable design and construction is emphasised and articulated through its Sustainability Policy, which can be found at the end of this document.
- 2.3. The HS2 Sustainability Policy builds on the work of the Phase One appraisal of sustainability (AoS) and sustainable design aims, which supported the Phase One route refinement process, setting out HS2 Ltd's vision for sustainability. It sets out the role of the project in delivering sustainable economic growth and the commitment to balance community, economic and environmental issues in taking the project forward. The link for the AoS can be found at the end of this Information Paper.
- 2.4. HS2 Ltd has signed up to the Infrastructure Carbon Review (ICR) which sets out a series of actions for government, clients and suppliers to reduce carbon from the construction and operation of the UK's infrastructure assets, in line with the UK's climate change commitments. The recommendations of the ICR have the potential to reduce up to 24 million tonnes of carbon and save the UK £1.46 billion a year by 2050. The aim is that by endorsing the review, government and industry will work together to implement, monitor and review progress against these objectives.

3. External assessment

- 3.1. To monitor the commitments made within the Sustainability Policy we will be assessing the design and construction of our Stations, Depots and other railway buildings with BREEAM (Building Research Establishment Environmental Assessment Method) New Construction Non Domestic criteria. BREEAM sets the standard for best practice in sustainable design and has become the de facto measure used to describe environmental performance of buildings. HS2 Ltd has set a target that all its Stations, Depots and other railway buildings will achieve a minimum of an Excellent rating in this standard.
- 3.2. To ensure that our infrastructure is designed and constructed to a similar high standard, HS2 Ltd and several other major infrastructure projects are working with the Building Research Establishment who owns the BREEAM standard, to develop a new assessment method - BREEAM Infrastructure. Infrastructure works – Enabling Works, Main Works Civils and Rail Systems - will be designed and constructed to meet an aspirational 'Excellent' rating under BREEAM Infrastructure (Pilot) scheme.

4. HS2's Independent Design Panel

- 4.1. In November 2015, HS2 Ltd announced the appointment of an independent Design Panel. This builds on the experience of other major projects such as London 2012, Crossrail and Transport for London schemes. The Panel supports HS2 Ltd in realising its aim of applying the best design principles to all its work.

- 4.2. The Panel addresses not only how things look but how they work and the experience of passengers and communities. The Design Panel provides independent challenge to HS2 Ltd to improve both quality and value for money and ensure it creates something of which the nation will be proud.
- 4.3. The Panel, chaired by Sadie Morgan, is the project's independent advisor, helping HS2 to deliver on its key design principles around People, Place and Time, which form the basis of the project's design vision.
- 4.4. Experts in design fields including: urban; landscape; EDI (Equality, Diversity and Inclusion); digital; brand and product work alongside internationally-renowned architects; and engineering specialists to help guide HS2 Phase One's development.
- 4.5. In 2017, the Design Panel took on an extended role, encompassing the previously run HS2 Sustainability Panel, to provide independent advice on sustainability. This involves advising on issues such as carbon, the circular economy, and climate change resilience – in addition to sustainability aspects of stations and civil engineering structures. The Panel's expertise in this area has been strengthened with recruitment of additional panel members.

5. More information

- 5.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2
- 5.2. The Phase One appraisal of sustainability (AoS) can be accessed at: http://assets.hs2.org.uk/sites/default/files/inserts/hs2-aos-report01_0.pdf

Annex 1 HS2 Ltd's Sustainability Policy



Sustainability Policy

HS2's purpose is to create a world class high speed rail network to support sustainable growth in the UK. It is a major opportunity to provide greater choice in the way we travel to help deliver a sustainable transport system for the UK.

Our vision is of a high speed railway network which changes the mode of choice for inter-city journeys, reinvigorates the rail network, supports economy, creates jobs, reduces carbon emissions and provides reliable travel in a changing climate throughout the 21st century and beyond.

This policy sets out HS2 Ltd's commitment to be an exemplar project. Building this network will inevitably cause some local effects on communities, the natural and the built environment. We will strive to limit the negative impacts through design, mitigation and by challenging industry standards and we will look for environmental enhancements and benefits.

Through this policy we aim to support the following Government goals:

- Create a step change improvement in transport link between regional centres and from them to London.
- Enable more equal distribution of opportunity, connect communities and encourage regeneration.
- Stimulate sustainable economic growth through increased capacity and shorter journey times between key cities.
- Support British engineering, create job opportunities and develop skills in the UK.
- Deliver lower carbon long distance travel.
- Maximise integration of HS2 with existing UK and international transport networks.
- Encourage wellbeing and protect the environment.

What we will do

We will promote high speed rail and balance community, environmental and economy issues. We have identified key themes as a focus for our work to:

Growth and regeneration - Support sustainable economic development and the localism agenda for regeneration.

Environmental change - Commit to protection of the environment through seeking to avoid significant adverse effects on communities, businesses and the natural, historic and built environment, including the prevention of pollution. Minimise impacts where they occur and deliver enhancements as far as practicable to attain no net loss to the natural environment.

Skills and employment - Improve skills, jobs, education and the economy through our investment along the length of the route. Act as a driver for improvements in the sustainability of the engineering and construction sector by ensuring that the right workforce is available at the right time with the right skills and behaviours.

Climate change - Minimise the carbon footprint of HS2 as far as practicable and deliver low carbon long distance journeys that are supported by low carbon energy.

Resilience - Build network which is resilient for the long term and seek to minimise the combined effect of the project and climate change on the environment.

Resources and waste - Source and make efficient use of sustainable materials, maximise the proportion of material diverted from landfill and reduce waste.

Integrated transport - Engage with stakeholders to create seamless transport links with other modes and allow accessibility for all.

Equality Diversity and Inclusion (EDI) - Promote EDI in line with the [HS2 EDI Policy](#), to ensure that it is integrated into all business processes.

How we will deliver this

To deliver our vision we will embed sustainability in our business at each phase of the project through:

A clear plan - Setting goals relevant to the stage of the project for design, through development, construction, operation, maintenance and renewal which stimulate innovation and enable long term enhancements. Our plan and this policy will be reviewed biennially.

Robust processes - Ensuring sustainability is integrated into our culture, procedures and processes. This will be managed through the implementation and continual improvement of an Environmental Management System to enhance environmental and sustainability performance. This will include development of Sustainable Design and Delivery Principles as part of a process to enable us to balance the sometimes competing elements of sustainability and to understand whole life cost. We will comply with legal and other obligations.

Procurement - Ensuring sustainability is integral in our procurement processes and is applied to our entire supply chain.

Innovation - Promoting sustainable construction practices, continually focusing ideas and technologies for improving sustainability.

Engagement and reporting - Engaging in dialogue about the project and working with local communities, key stakeholders and our supply chain. Openly reporting our progress in delivering the commitments we make on sustainability regularly and sharing what we learn.

HS2 is determined to embed sustainability in the DNA of this project and integrate it into all of our work