



# HIGH SPEED TWO PHASE ONE INFORMATION PAPER

## D1: DESIGN POLICY

This paper outlines the design policy for Phase One of HS2 which includes aesthetics and quality.

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the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.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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# D1: DESIGN POLICY

## 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 Bill<sup>1</sup> 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.

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

## 2. Overview

- 2.1. This information paper outlines the design policy for the Proposed Scheme which includes aesthetics and quality. The design policy seeks to enable the Promoter and the nominated undertaker to deliver the railway in an efficient and effective manner.
- 2.2. The design of HS2 will be developed in line with the HS2 Design Vision. In addition, the Secretary of State has established an independent Design Panel, so as to ensure that designs of major stations and structures and other related design aspects of the new railway will complement local aspirations and contribute to the natural and built environment. Sadie Morgan has been appointed Chair of the HS2 Design Panel. A pool of panel members covering all design disciplines has been appointed to independently assist the design challenge. The Design Panel will assist HS2 Ltd through advice, and HS2 Ltd will work in partnership with a range of organisations, including planning authorities. The aim will be to deliver a high standard of design that is also cost-effective and sustainable.

## 3. Design Policy

- 3.1. The Promoter and the nominated undertaker will seek to ensure that:
  - the design is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability;
  - the design contributes to the government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life;
  - the design of all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting;
  - the design cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language;
  - the design is developed through engagement to seek peoples' views and ideas on the aesthetic design of the visible buildings and permanent structures;
  - the design has a culture of cost awareness to give cost/quality decisions which achieve best value for the funders;
  - the design innovation is encouraged to generate best value to funders, users and those affected by the railway; and
  - the design considers the passenger experience.

## 4. Promoter's requirements

- 4.1. The principles support the requirements defined by the Department of Transport (the Promoter) to their Agent, HS2 Ltd. The key requirements are noted below and are not repeated in the design policy:
- to provide an efficient high speed rail network capable of safe construction and operation;
  - to limit adverse environmental and visual impacts during design construction and operation;
  - to deliver value and maintain budget compliance;
  - to develop a sustainable development policy setting out defining principles;
  - trains, stations and associated facilities to be fully accessible to all passengers and provide efficient access to other rail networks and other transport modes;
  - stations to contribute fully to their built environment and to the financial case for HS2 and the overall journey experience;
  - to engage with local authorities and other stakeholders to identify additional potential regeneration opportunities within area planning frameworks;
  - to comply with relevant European Union Technical Specifications for Interoperability;
  - to develop proposals in order to minimise whole life whole system operation, maintenance and renewal costs; and
  - to plan with zero-based targets for accidents and injuries.

## 5. Design development and public engagement

- 5.1. The Promoter recognises the importance of public engagement in the design development process. However, the exact scope and nature of public engagement will depend on the element being designed. For example, the project would expect a higher degree of public engagement on those parts of the railway that have the most significant impact on people, such as stations.
- 5.2. The Promoter plans to adopt the following approach for public engagement in design development:
- Stations - the Promoter will undertake public engagement for stations designs. While the exact form and nature of such engagement will be developed closer to the time, it is likely to be an open engagement exercise, with public exhibitions, leaflet drops, interactive on-line materials and related publicity, reflecting the complexities of station design and the importance of their existing and potential contexts.

- Key design elements - the Promoter will engage the public on the design development of key elements of infrastructure - including main viaducts, depot buildings and key ventilation shafts in sensitive areas. See Table 1 for a list of key design elements. The engagement exercise is likely to include many of the elements outlined for stations, but will focus more on engaging the public in the locality where the infrastructure is located.
- Common design elements - the Promoter will develop standard or common designs for certain permanent structures associated with the railway (such as road-bridges, foot-bridges, noise barriers). The Promoter will undertake wider public engagement on design development for common design elements, including for example interactive on-line materials, with associated local and route-wide publicity.

## 6. More information

- 6.1. More detail on the Bill and related documents can be found at: [www.gov.uk/HS2](http://www.gov.uk/HS2)

Table 1: Key Design Elements

	<b>Key Design Elements for Engagement</b>
1	Granby Terrace Intervention Building, Mornington St Ventilation Building, Euston Portal Headhouse
2	Adelaide Road vent shaft
3	Alexandra Place vent shaft
4	Salisbury Road vent shaft/ Canterbury Works vent shaft
5	Mandeville Road vent shaft
6	Colne Valley Viaduct
7	Chiltern Nth Portal
8	Chalfont St Peter vent shaft
9	Chalfont St Giles vent shaft
10	Amersham vent shaft
11	Little Missenden vent shaft and ATS
12	Chesham vent shaft
13	Wendover Green Tunnel Sth portal
14	Wendover Dean viaduct
15	Small Dean viaduct
16	Thame Valley viaduct
17	Bat structure, Sheephouse Wood
18	Calvert Infrastructure Maintenance Depot
19	Lower Thorpe viaduct
20	Edgcote viaduct
21	Burton Green Cut and Cover Tunnel
22	Water Orton viaducts
23	River Cole viaduct
24	River Tame viaduct
25	Balsall Common Viaduct
26	River Blythe viaduct
27	Saltley Viaduct and Aston Church Road viaduct

