

HIGH SPEED TWO PHASE 2a INFORMATION PAPER

D2: CONSTRUCTION COMPOUNDS

This paper outlines the range of construction compounds and the criteria used to select them for the Proposed Scheme.

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 High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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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D2: CONSTRUCTION COMPOUNDS

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 phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 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 July 2017, the Government introduced a hybrid Bill¹ to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe Station. North of this junction with the WCML, the Proposed Scheme continues to a tunnel portal south of Crewe.
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)², which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 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 Proposed Scheme have been reached.

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

² For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

2. Overview

- 2.1. This information paper outlines the criteria used to select construction compounds for the Proposed Scheme.

3. Location and use of compounds

- 3.1. Construction compounds will be required at various places along the route, and will generally be sited alongside or adjacent to the relevant proposed works. Within the Environmental Statement (ES), each Volume 2 Community Area Report³ identifies the location and use of the compounds within that area.
- 3.2. There will be two types of construction compound: main construction compounds and satellite construction compounds.
- 3.3. Main construction compounds will act as strategic hubs for core project management activities (i.e. engineering, planning and construction delivery) and for office based construction personnel. They will include offices, storage for materials (such as aggregates, structural steel, steel reinforcement) and laydown areas, and maintenance and parking facilities (for site plant, lorries and staff cars), together with the main welfare facilities for construction personnel. Workers' accommodation may be provided at some of these construction compounds and these are indicated in the ES in the Volume 2 Community Area Reports where they will be located. Where construction compounds will be used for construction worker accommodation, the arrangements will be subject to approval under Schedule 17 (Conditions of deemed planning permission) of the Bill. Main construction compounds will typically require approximately 4ha of land and will support up to 370 construction personnel.
- 3.4. Satellite construction compounds will generally be smaller, providing office accommodation for a limited number of construction personnel. They will include local storage for plant and materials, welfare facilities, and limited car parking for construction personnel. The satellite construction compounds may require between approximately 0.7 and 3ha of land.
- 3.5. Construction compounds will be required during both the main civil engineering works stage of construction and the railway systems installation works stage. A number of compounds referred to as satellite construction compounds will continue to be used as compounds for railway systems works following the completion of civil engineering works at these locations.
- 3.6. The railway systems compounds will facilitate installation, testing and commissioning of the railway systems, including track, overhead line equipment, communications and signalling equipment and traction power supply. Railway systems satellite compounds and railway systems main compounds will be managed from a railhead or main construction compound.

³ These are available here: <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>

- 3.7. A railhead is a site at a strategic location along the route with connections to the National Rail network. It will be used as a delivery location for the bulk rail-bourne materials, such as ballast, rails and sleepers. The railhead site will be used as a strategic hub for core project management staff (engineering, planning and construction delivery), commercial management staff and administrative staff.
- 3.8. Construction satellite compounds will be managed from an associated main construction compound.
- 3.9. Construction compounds will generally act as the points of entry to the worksites from the public highway. They may also be used for major stockpiling of materials such as top soil, for transfer nodes or the railhead and to facilitate transfer of materials to and from the site. The Community Area Reports describe the use of each compound and its surrounding area and any resulting significant environmental effects.
- 3.10. Buildings within compounds will generally be temporary modular units that will be positioned to maximise construction space and limit the area of land required. In areas where there is limited space, or urban areas, it may be necessary to stack these units.
- 3.11. Where reasonably practicable, temporary connections for construction compounds will be made locally to existing utility services (i.e. electricity, water, data, foul sewers and surface water drainage), to reduce the need for generators, storage tanks and associated traffic movements.
- 3.12. Appropriate security fencing or hoardings will be provided around the perimeter of each construction compound. Within compounds, areas for offices, welfare and storage will generally be demarcated and secured with fences and gates. Fence type and construction will depend on factors such as the level of security required, the likelihood of intruders, and the degree of visual impact. The nature of lighting of construction compounds will seek to reduce the prevalence of light pollution in the surrounding area, in accordance with the requirements of the Code of Construction Practice (CoCP). Construction compounds, including any areas used for access will be returned to the most appropriate use as soon as reasonably practicable after completion of the works.
- 3.13. All works at these sites will be undertaken in accordance with the CoCP.

4. Criteria for selection of sites

- 4.1. The siting of construction compounds has been influenced by a number of factors, including:
 - avoiding proximity to sensitive receptors;
 - proximity to major road network;
 - proximity to local A roads and rail/bus routes;
 - easy accessibility for the local workforce;

- suitable existing topography with minimal requirement for site preparation works;
 - proximity to existing utilities for ease of establishing temporary services;
 - ease of establishing and maintaining security;
 - adequate space;
 - the location of floodplains; and
 - the existing use of the site.
- 4.2. Other environmental effects have been considered, including:
- The effects of changes to the noise levels, light, visual impact and air quality;
 - the presence of all known Sites of Special Scientific Interest (SSSIs); and
 - the location of aquifer, surface water courses and flood plains.

5. Environmental controls

- 5.1. The nominated undertaker will require its contractors to apply, and to comply with, the requirements of the CoCP and will ensure the use of best practicable means to minimise the effect of the construction site on the local environment.
- 5.2. The nominated undertaker and other contractors will comply with the Environmental Minimum Requirements (EMRs) which will set out commitments to mitigate the environmental impact of the Proposed Scheme, which will sit alongside the environmental controls contained in the Bill. Controls on the environmental impacts of construction works include:
- The control of environmental impacts of construction arrangements through planning conditions under Schedule 17 of the Bill. For construction arrangements relating to handling of re-useable spoil or topsoil; storage sites for construction materials, spoil or topsoil; works screening; artificial lighting; dust suppression and road mud control measures approval may be granted through a class approval from the Secretary of State. For construction arrangements relating to road transport and construction compounds, approval will be sought from the relevant qualifying authority who may refuse to grant approval or impose conditions subject to the grounds set out in paragraphs 4(6) and 6 of Schedule 17. Information Paper B2: Main provisions of the planning regime, provides further detail.
 - The requirement to obtain consents from the relevant local authority for the proposed construction works, excluding non-intrusive surveys under Section 61 of the Control of Pollution Act 1974. Further information can be found in the draft CoCP.
- 5.3. The nominated undertaker and other contractors will also prepare and operate an Environmental Management System in accordance with BS EN ISO 14001

appropriate to the scale and nature of the construction works. These will form part of the Local Environment Management Plan (LEMP), which will be prepared in accordance with the CoCP.

- 5.4. LEMPs will include any specific measures relevant to the local community and to any assurances and undertakings given during the passage of the Bill. LEMPs will set out how the contractor will adapt and deliver the required environmental and community protection measures within each community area.
- 5.5. To improve liaison with the regulatory authorities a contact person will be identified for each construction compound.

6. More information

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