



# HIGH SPEED TWO PHASE ONE INFORMATION PAPER

## D2: SELECTION OF THE LOCATION OF CONSTRUCTION COMPOUNDS

This paper outlines the range of construction compounds and the criteria used to select them for Phase One of HS2.

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the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.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

**The Helpdesk can be reached at:**

**High Speed Two (HS2) Limited  
Two Snowhill, Snow Hill Queensway  
Birmingham, B4 6GA**

by email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

or by phone: 08081 434 434 (lines are open 24 hours)

# D2: SELECTION OF THE LOCATION OF 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 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.

---

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

## 2. Overview

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

## 3. Location 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, each Community Forum Area (CFA) report (Volume 2) identifies the location of the compounds within its area.
- 3.2. There will be two types of construction compounds: main construction compounds and satellite construction compounds. 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' sleeping accommodation may be provided at some of these construction compounds and these are indicated in the CFA reports where they are expected to occur. Where construction compounds are used for residential 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 3ha of land and will support up to 260 construction personnel. 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 are up to approximately 0.75ha of land and will support up to 100 construction personnel.
- 3.3. Construction compounds, will generally act as the points of entry to the worksites from the public highway. Construction compounds may also be used for major stockpiling of materials such as top soil, for road heads or railheads and to facilitate transfer of materials to and from the site. The CFA reports describe the use of the compound and surrounding area and any resulting significant environmental effects.
- 3.4. 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 urban areas, or elsewhere where there is limited space, it may be necessary to stack these units.
- 3.5. 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.

- 3.6. 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. Lighting of construction compounds will seek to reduce light pollution to the surrounding area, in accordance with the requirements of the draft 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.
- 3.7. All works at these sites will be undertaken in accordance with the CoCP.

#### **4. Criteria for selection of sites**

- 4.1. The primary criteria for the selection of sites was their proximity to sensitive receptors.
- 4.2. The selection of the location of the site has been influenced by the following factors:
- proximity to major road network;
  - proximity to rail/bus routes for sustainable travel;
  - accessibility for local workforce;
  - strategic position in relation to the work front;
  - existing local requisite facilities;
  - sufficiency of land for the storage of materials to enable the project to expeditiously perform;
  - space for maintenance workshops and stores;
  - the existing availability of localised utility connections;
  - the security threat potential of the site;
  - the topography of the site to minimise works required to level the site;
  - previous land use of the site; and
  - location to maximise the site potential to manage a significant section of the works whilst still providing the requisite facilities for the workforce.
- 4.3. The effects of changes to the noise levels, light, visual impact and air quality have been considered when choosing the construction site location. In addition the presence of all known Sites of Special Scientific Interest (SSSIs), aquifer, surface water courses and flood plains have been accounted for when choosing the location.

## 5. Assessment against the criteria

- 5.1. The nominated undertaker will require its contractors to apply and comply with the requirements of the CoCP and will ensure the use of best practical 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 (see Information Paper E1 Control of Environmental Impacts). They will prepare and operate an Environmental Management System in accordance with BS EN ISO 14001 appropriate to the scale and nature of the construction works as part of the Local Environment Management Plan (LEMP) to be prepared in accordance with the CoCP.
- 5.3. 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.
- 5.4. 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](http://www.gov.uk/HS2)