

HS2

Construction compounds

This factsheet outlines the emerging criteria that would be used to select construction compounds for the Proposed Scheme.

Version 3.0

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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 'Proposed Scheme').
- 1.2 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act (2017). In July 2017, the Government introduced a hybrid Bill to Parliament to seek powers for the construction and operation of Phase 2a. A hybrid Bill to seek powers for the construction and operation of Phase 2b is expected to be introduced to Parliament in 2020.
- 1.3 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.
- 1.4 The work to produce the Phase 2b Bill will include an Environmental Impact Assessment (EIA), the results of which will then be reported in an Environmental Statement (ES). The ES would be submitted alongside the Phase 2b Bill when it is introduced to Parliament. The emerging findings of the EIA were reported in a working draft Environmental Statement (WDES)¹ that was consulted on in late 2018.
- 1.5 As was the case with Phase One and Phase 2a, when the Phase 2b Bill is introduced to Parliament, the Secretary of State will also publish draft Environmental Minimum Requirements (EMRs). The EMRs will set out the environmental and sustainability commitments that will be observed in the construction and operation of Phase 2b.
- 1.6 A series of information papers were produced for the Phase One and Phase 2a hybrid Bills, explaining the commitments made in those Bills and EMRs. It is the Secretary of State's intention to follow a similar process for the Phase 2b Bill. These information papers for Phase 2b will be used to provide information about Phase 2b itself, the powers contained in the Phase 2b Bill when it is introduced to Parliament and how decisions on Phase 2b have been reached. It is currently proposed that these information papers for Phase 2b will be published at the time the Phase 2b Bill is introduced in Parliament.

¹ The WDES presented draft environmental information based on a stage in the ongoing design and assessment process for the Proposed Scheme. It included a description of the existing environment; an evaluation of the anticipated environmental impacts of the Proposed Scheme; and the measures being proposed at the time to manage the anticipated impacts. The ES submitted alongside the hybrid Bill will reflect any changes made following further work on the design and EIA, the WDES consultation, and any further consultation on the Proposed Scheme.

- 1.7 The Secretary of State for Transport will be ‘the Promoter’ of the Phase 2b Bill. The Promoter will also eventually appoint a body responsible for delivering the Proposed Scheme under the powers to be granted by the Phase 2b Bill. This body will be known as the ‘nominated undertaker’. There may well be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Phase 2b Bill, the policies established in the Phase 2b EMRs and any commitments provided in the Phase 2b information papers.
- 1.8 These Phase 2b Factsheets have been produced to provide information on the emerging proposals for measures to manage the design process for Phase 2b and to control impacts which may arise from the construction and operation of the Proposed Scheme. These measures may then be applied to Phase 2b as commitments made through the eventual Phase 2b Bill, EMRs or information papers.

2 Overview

- 2.1.1 The purpose of this factsheet is to outline the emerging criteria that would be used to select construction compounds for the Proposed Scheme.

3 Location and use of compounds

- 3.1.1 Construction compounds will be required at various places along the route of the Proposed Scheme, and will generally be sited alongside or adjacent to the relevant proposed works. The ES for the Proposed Scheme will identify the location and use of such construction compounds².
- 3.1.2 It is expected that there will be two types of construction compound on the Proposed Scheme: main construction compounds and satellite construction compounds.
- 3.1.3 Main construction compounds would act as strategic hubs for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel. They would 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. Construction workers’ accommodation may be provided at some of these construction compounds. Main construction compounds would typically require

² The WDES that was consulted on in late 2018 showed emerging proposals for the location and use of such construction compounds. These proposed locations are being reviewed in light of consultation feedback and ongoing design development work.

approximately 4ha of land and would support up to 370 construction personnel. Where construction compounds are used for construction worker accommodation, it is expected that the arrangements for these facilities would be subject to approval by the local qualifying planning authority through the planning regime that would be applied to the Proposed Scheme by the eventual Phase 2b Bill.

- 3.1.4 Satellite construction compounds would generally be smaller, providing office accommodation for a limited number of construction personnel. They would include local storage for plant and materials, welfare facilities, and limited car parking for construction personnel. Satellite construction compounds would typically require between approximately 0.7 and 3ha of land.
- 3.1.5 Satellite construction compounds would be managed from an associated main construction compound.
- 3.1.6 Construction compounds would be required during both the main civil engineering works stage of construction and the railway systems installation works stage. A number of the construction compounds used during the main civil engineering works stage are expected to continue to be used as compounds for railway systems works following the completion of the civil engineering works at these locations.
- 3.1.7 The railway systems compounds would 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 would be managed from a railhead or main construction compound.
- 3.1.8 A railhead would be a site at a strategic location along the route of the Proposed Scheme with connections to the conventional rail network. A railhead would be used as a delivery location for the bulk rail-borne materials, such as ballast, rails and sleepers. A railhead site would be used as a strategic hub for core project management staff (engineering, planning and construction delivery), commercial management staff and administrative staff. For further information on railheads, see the Phase 2b Factsheet: Infrastructure Maintenance and Rail Systems Construction Facilities.
- 3.1.9 Construction compounds would 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 topsoil, to facilitate transfer of materials to and from worksites and as transfer nodes.
- 3.1.10 It is expected that the buildings within compounds would generally be temporary modular units that would 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.

- 3.1.11 Where reasonably practicable, temporary connections for construction compounds would 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.
- 3.1.12 Appropriate security fencing or hoardings would be provided around the perimeter of each construction compound. Within compounds, areas for offices, welfare and storage would generally be demarcated and secured with fences and gates. Fence type and construction would 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 would 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, would be returned to the most appropriate use as soon as reasonably practicable after completion of the works.
- 3.1.13 All works at these sites will be undertaken in accordance with the CoCP. For more information on the CoCP see the Phase 2b Factsheet: Draft Code of Construction Practice.

4 Criteria for selection of sites

- 4.1.1 The siting of construction compounds will be influenced by a number of factors, which include:
- avoiding proximity to sensitive receptors;
 - proximity to the 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.
- 4.1.2 Other environmental effects will be considered, which include:
- 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

- 5.1.1 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.
- 5.1.2 The nominated undertaker and other contractors will comply with the EMRs which will set out commitments to mitigate the environmental impact of the Proposed Scheme, and which will sit alongside the environmental controls to be applied to the Proposed Scheme in the eventual Phase 2b Bill. Controls on the environmental impacts of construction works are expected to include the below:
- Construction arrangements, such as: the handling of re-useable spoil or topsoil; storage sites for construction materials, spoil or topsoil; works screening; artificial lighting; dust suppression; road mud control measures; arrangements relating to construction road transport; and construction accommodation camps would require approval by the local qualifying planning authority or, by a class approval made by the Secretary of State, through the planning regime that would be applied to the Proposed Scheme by the eventual Phase 2b Bill.
 - 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 on this would be included in the draft CoCP which will be published alongside the Phase 2b Bill. The Phase 2b Factsheet: Draft Code of Construction of Construction Practice explains the steps that will be taken in terms of producing and publishing a CoCP for the Proposed Scheme.
- 5.1.3 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 would be prepared in accordance with requirements set out in the CoCP.
- 5.1.4 LEMPs would include any specific measures relevant to the local community and to any assurances and undertakings that may be given by the Promoter during the Parliamentary passage of the Phase 2b Bill. LEMPs would also set out how the contractor will adapt and deliver the required environmental and community protection measures within each area affected by the Proposed Scheme.

- 5.1.5 To improve liaison with the regulatory authorities, it is expected that a contact person would be identified for each construction compound.

6 More information

- 6.1.1 Further factsheets and details on the Proposed Scheme can be found at:
www.hs2.org.uk/phase2b