

Contact our HS2 Helpdesk team on **08081 434 434**

HS2 Update

A46 Main Compound Extension – You said, we did | May 2023

High Speed Two (HS2) is the new high speed railway for Britain. This update provides information on the updated proposals for the A46 compound extension, which follow two public consultation events in December 2022.

Overview of public consultation and updated proposals

In December 2022 we held two public consultation events at Stoneleigh Village Hall to showcase our proposals to temporarily extend our construction compound by the A46 Kenilworth Bypass. The events were an opportunity for you to learn about, and provide feedback on the proposals.

Over 60 people attended our events across the two days where we received nearly 30 completed feedback forms. We have incorporated your feedback where possible to update and refine our proposals.

We have made the following changes to our proposals to extend the A46 Main Compound:

- Reducing the footprint of the compound extension by around one hectare (approximately 38 tennis courts)
- Decreasing the number of soil stockpiles from four to three
- Reducing the area occupied by the tallest soil stockpiles by nearly 50%
- Reconfiguring our site to reduce hedgerow removal by 50%

We are also continuing in our commitment to seeding wildflowers on the outward-facing slopes of stockpile mounds.



A photo taken at our consultation event in December

Useful links

View the webpage for the A46 compound extension [here](#) or scan the QR code.



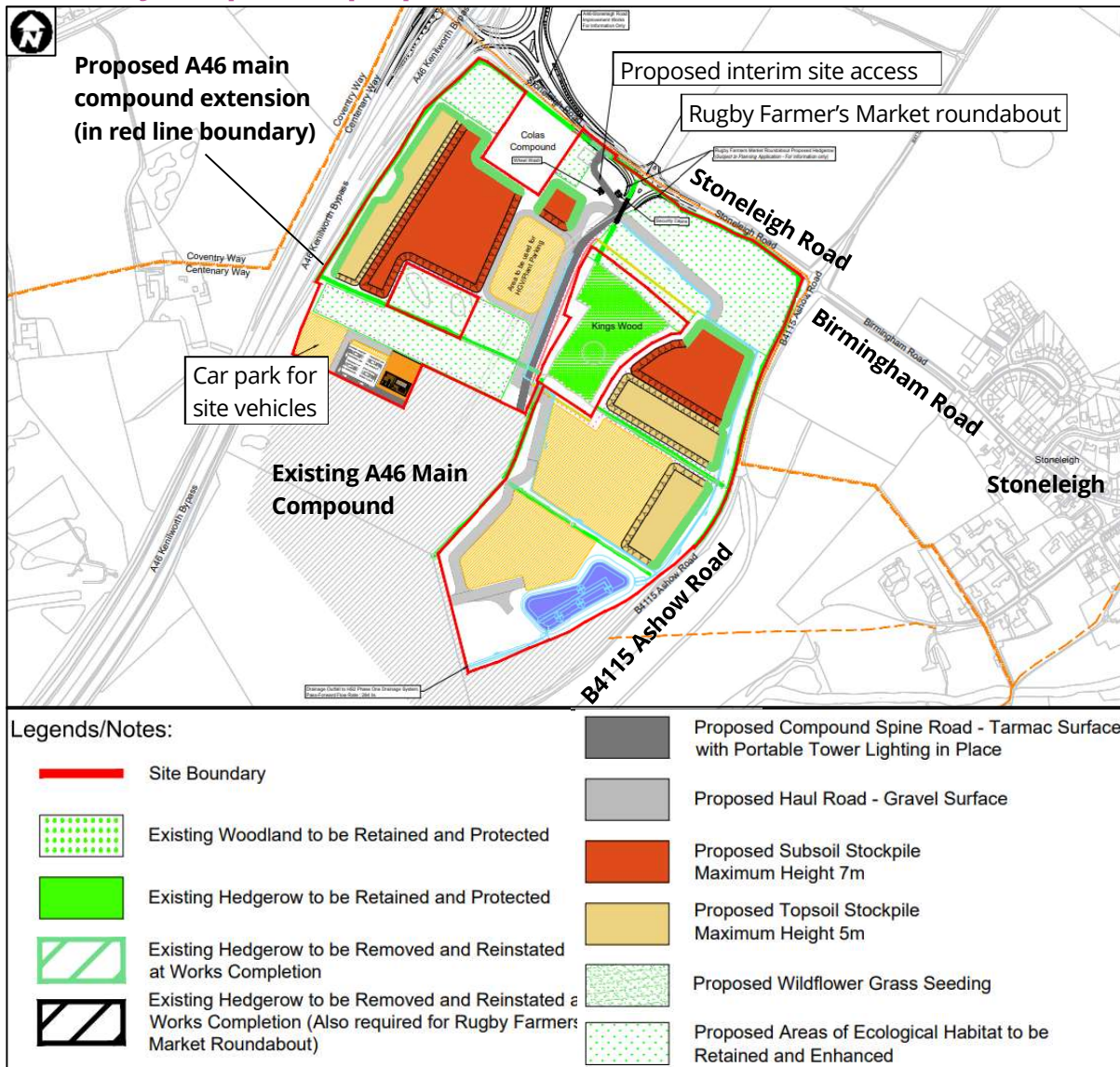
Keep up to date with our employment opportunities [here](#) or scan the QR code.



Read about our upcoming works [here](#) or scan the QR code.



Summary of updated proposals



Latest site layout plan following public consultation

The updated proposals also contain the following aspects from our original proposals:

- Providing new temporary access off Stoneleigh Road (T-junction) until we build the access off the new Rugby Farmers Market roundabout
- Clearing the site, including removing some sections of hedgerow. We will replant any lost hedgerow when the compound comes to the end of its lifecycle
- Creating soil stockpiles no higher than seven metres
- Storage space for steel reinforcement, drainage and precast concrete components to improve our organisation and control of construction vehicle movements
- Delivering internal site access and haul roads
- Installing security cabins, wheel wash area and machinery wash area
- The addition of an attenuation pond and drainage
- Retaining and enhancing existing woodland at Kings Wood and wildlife habitats where possible

Feedback summary

We invited attendees at our public consultation events to leave feedback on our proposals. We have included a summary of the responses we received below.

Traffic

Attendees at our events were generally supportive of the traffic benefits provided by our proposals. Around 90% of attendees were in support of the changes that the new access and improved organisational capacity of the compound would bring.

You can see charts summarising the responses to the individual questions below.

Our proposals will mean HS2 construction Heavy Goods Vehicles (HGVs) no longer use the B4115 Ashow Road. Do you support this?



Our proposals mean HS2 construction Light Goods Vehicles (LGVs), and cars will be more likely to access the compound via the A46 Kenilworth Bypass and Stoneleigh Road instead of the B4115 Ashow Road. Do you support this?



Our proposals mean that no HS2 construction HGVs and fewer LGVs and cars will use the B4115 Ashow Road, Stoneleigh Road and Birmingham Road crossroads by Stoneleigh Village. Do you support this?



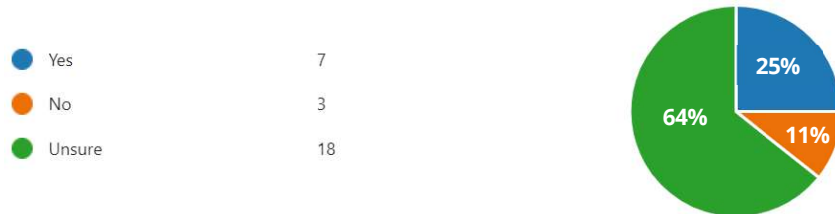
Environment

Although attendees at the events were supportive of our plans to seed wildflowers on the soil stockpiles, respondents were generally unsure whether our plans would be effective in protecting and enhancing the local environment.

Our updated proposals now contain measures to enhance our environmental offering which are detailed in the next section.

You can see charts summarising the responses to individual questions below.

Do you think these proposals will be effective in protecting and enhancing the local environment?



Do you think the outer banks, facing out from our site, should be seeded with wildflowers to improve the look?



Open questions

We also asked attendees some open questions, inviting them to provide feedback on the benefits, raise potential concerns of the proposals and to give other suggestions for improving the look of the stockpiles.

The most common themes raised in these open-ended questions were:

- Attendees felt that the proposals would improve the traffic in the local area
- Attendees were concerned about what would happen to the land after the construction compound comes to the end of its lifecycle
- Attendees considered the wildflower and grass seeding to be a crucial element of the proposals
- Some attendees were also concerned that the new proposals would increase the amount of traffic and workers on site

Responding to feedback

Construction vehicle movements

Vehicle movements during construction and while the extended compound is operational

In your feedback, you highlighted that you were concerned that these proposals would increase traffic and workers on site.

We have made sure that our updated proposals do not alter construction workforce numbers. We forecast in [Community Forum Area report for Stoneleigh, Kenilworth and Burton Green](#) (which can be accessed through the QR code to the right) that the compound as a whole will accommodate an average of approximately 70 workers each day throughout the works period, rising to approximately 130 during periods of peak activity.

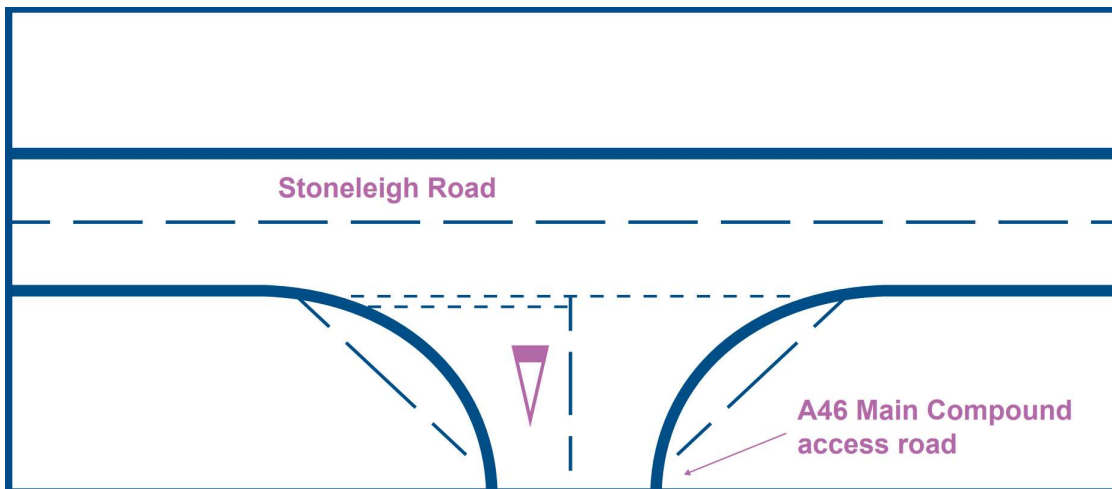


Our proposals also do not increase the peak average daily two-way construction traffic movements of the overall compound. This will not exceed a maximum of 272 HGVs and 190 LGVs during the construction phase.

Vehicle movements on Stoneleigh Road

In your feedback you supported the new access to the compound on Stoneleigh Road, which will reduce the amount of construction traffic on smaller, local roads.

Our updated proposals also still include this additional access to the compound, via the extension. We have conducted initial design and traffic analysis and found that it will be best to deliver a T-junction without an additional lane. Our traffic analysis indicates that a T-junction is sufficient based on the number of construction traffic movements associated with the compound and other traffic using the local road network. The T-junction layout is sufficient to accommodate the construction traffic movements. A T-junction will also require much less work on Stoneleigh Road and will cause less disruption than the other alternatives.



Indicative T-junction layout plan

The T-junction is proposed as a short-term measure which we are aiming to replace with access off the new roundabout on Stoneleigh Road (Rugby Farmer's Market roundabout) by Summer 2024. Our junction plan is subject to consideration from Warwickshire County Council's highways team who are advising on our proposals accordingly.

Environment

Plant more vegetation to boost the project's environmental benefits

In your feedback you highlighted that you were unsure of whether the proposals would be effective in protecting and enhancing the environment.

We have therefore changed the layout of haul roads and storage areas in the compound extension to reduce hedgerow clearance by nearly 50% to reduce the project's impact on biodiversity.



Examples of wildflowers that we will be seeding to boost biodiversity

You highlighted that seeding wildflowers was an important part of the proposal, and we shall still be seeding on the outer slopes of soil stockpiles to boost biodiversity during site operation. We also will be potentially (subject to landowner agreement) enhancing hedgerows when they are replanted. This could include planting more hedgerow trees and carefully selecting native trees and shrubs for the replanting.

Impact on existing agricultural land

You mentioned in your feedback that you were concerned about what would happen to the land after the compound is decommissioned.

As we do not own the land we will be return it to the landowner, reinstating it as agricultural land once we have finished construction.

Construction impact

At the events, you also raised concerns over the general impact of construction on the community. We have ensured that our updated proposals include a variety of mitigations which minimise the impact of the compound on local people.

Soil stockpiles as eyesore and creating noise and dust

Some soil stockpiles will be visible from the road, but we will make them more visually appealing by planting wildflowers. There are also mature trees along both sides of the B4115 Ashow Road, and there is a belt of woodland on the eastern side of the road which will also help to screen the site from the road.

In our updated proposals, we have decreased the number of soil stockpiles from four to three and reduced the surface area of the tallest stockpiles by nearly 50%. As mentioned above, these will also be seeded with wildflowers on the outer slopes which will integrate the stockpiles with the surrounding countryside and improve the look from local roads and residential areas.

The seeded wildflowers will also help minimise dust created on site, by reducing wind erosion of the topsoil stockpiles they are seeded on.

Our proposals include a wheel wash station to make sure our vehicles track less mud and dust on local roads, and we shall damp down dust when necessary to minimise the spread.

The soil stockpiles around the site perimeter will act as noise barriers by blocking out some of the noise we make during construction. We are planning to create the outer stockpiles first and remove them last to mitigate noise as much as possible.

We will carefully control noise at source by selecting appropriate equipment, such as quieter hybrid generators and acoustic barriers which absorb noise from our equipment.



An example of dust suppression on site

Monitoring

In addition to the mitigation measures outlined above, we continuously monitor noise, vibration, and dust levels at our sites where people could be disturbed by construction. In line with best practice, our noise, vibration, and dust monitors have set trigger alerts, which provide real-time feedback to us, allowing us to respond quickly to exceedances wherever and whenever they occur.

HS2 Code of Construction Practice

Throughout construction of the compound and during its operation we will make sure to carefully manage the impacts from construction by adhering to the [HS2 Code of Construction Practice](#).

Next steps and construction considerations



**Subject to planning approval*

Timeline of A46 compound extension proposal

We will be submitting our planning application to Warwick District Council (WDC) in the summer of 2023. This will then be heard by the Warwick District Council Planning Committee within sixteen weeks of submission. Subject to planning approval we will then begin construction later in 2023. The compound extension will then be operational from 2023 to 2028 and then we will return it to the landowner, reinstated as agricultural land, as per our agreement with the landowner.

Further public feedback

We are now seeking your feedback on our changes to the application. Please can you fill out the online feedback form to let us know what you think of our updated proposals. You can access the form via the QR code to the right or [via this link](#).



Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help you.

The Residents' Commissioner

The independent Residents' Commissioner oversees and monitors our commitments to you.

The commissioner's reports and our responses can be found at www.gov.uk/government/collections/hs2-ltd-residents-commissioner

The Residents' Commissioner makes sure we fulfil the commitments in the HS2 Community Engagement Strategy (<https://bit.ly/3oOA25j>).

The Residents' Commissioner can be contacted on: residentscommissioner@hs2.org.uk

Construction Commissioner

The independent Construction Commissioner regularly meets our Chief Executive Officer to raise any concerns or emerging trends across HS2.

The Construction Commissioner's role has been developed to monitor the way we manage and respond to construction complaints.

The commissioner mediates on disputes about construction, involving individuals and organisations, that we can't resolve. The commissioner advises members of the public about how to make a complaint about construction.

The Construction Commissioner can be contacted on: complaints@hs2-cc.org.uk

Property and compensation

You can find out about HS2 and properties along the route by visiting:

www.gov.uk/government/collections/hs2-property

Find out if you can claim compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason you can make a complaint by contacting the HS2 Helpdesk. For more details on our complaints process, please visit:

www.hs2.org.uk/in-your-area/contact-us/how-to-complain/

Reference number: HS2-MW-BBV-Ph1-Ar-No-N1-CR-09-24/02/2023

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Write to:

FREEPOST

HS2 Community Engagement

Website **www.hs2.org.uk**

To keep up to date with what is happening in your local area, visit: **www.HS2inyourarea.co.uk**

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