

# You Said, We Did

HS2 Calvert Infrastructure Maintenance Depot

In June 2022, we held a series of engagement events to showcase the proposed design for the Calvert Infrastructure Maintenance Depot (IMD) and associated landscape and new wildlife habitats.

During the engagement period, you completed questionnaires and attended in-person events including an online webinar. Thank you for your participation.

Alongside our public events we met with local community groups including:

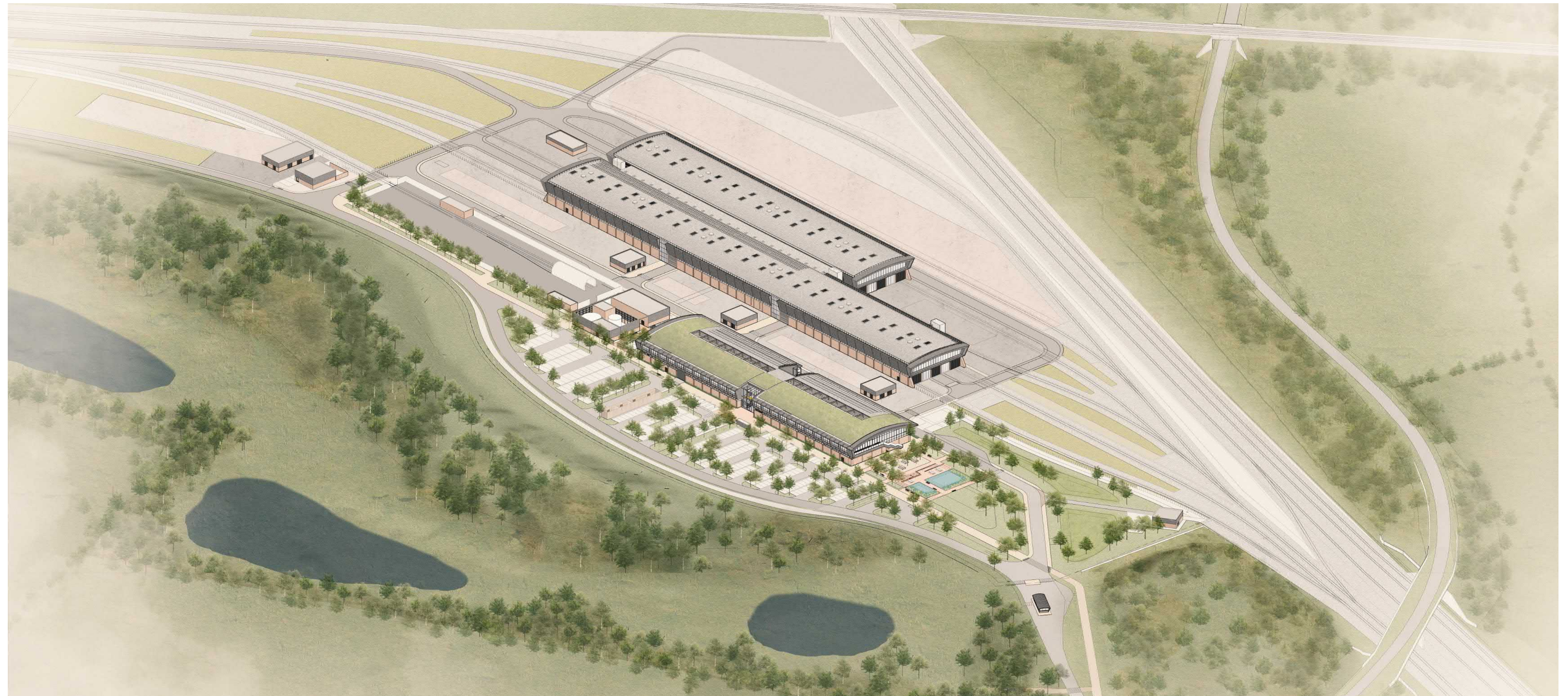
- **Attendees of Calvert Area Liaison Meetings (CALM) – local parish council representatives, ward councillors, representative of the local MP**
- **Claydon House - National Trust**
- **Claydon Estate**

## The purpose of this event

The purpose of this You Said, We Did engagement event is to:

- **Present the feedback received from our June engagement**
- **Show how the design has developed taking your feedback into consideration**
- **Provide an opportunity to have any other questions about the IMD answered**

We are committed to keeping you informed about work on HS2 and to working with local communities so that we can achieve a well and sensitively designed scheme in Calvert and best minimise the disruption and impact of the IMD during construction and operation.



Aerial view of the IMD

## Timeline

**JUNE 2022**

**HS2 Calvert IMD design engagement event**

**You said, we did event**

**SEPTEMBER 2022**

**LATE 2022**

**Schedule 17 submission to Buckinghamshire Council**

**(Schedule 17 is the type of planning application that is submitted to the council for certain elements of the railway, as part of the HS2 Act)**



# IMD building design

## You said:

“We would like the IMD to integrate into the landscape as much as possible”.

## We did:

We have adapted the IMD material finishes and colours to further integrate into the local surroundings.

During our engagements in June, we received overall positive feedback about the proposed IMD design and 33% reduction in the land required for the IMD.

From the feedback we received, we have enhanced the design of the IMD to further integrate the buildings into the surrounding landscape, by choosing materials that blend with the earth and sky to soften the view of the IMD.

We will now be using a brick colour across all our buildings that is earthier, and the zinc wall cladding on the On Track Maintenance machine (OTM) sheds will also be a lighter colour.

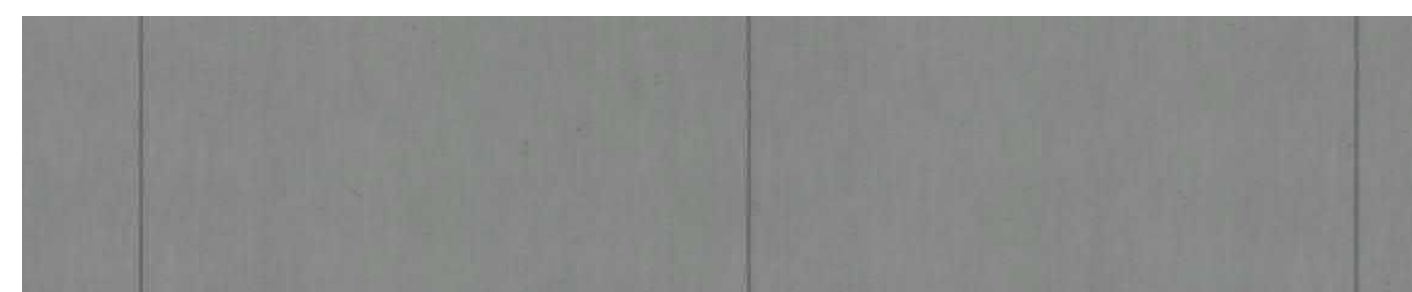


Indicative view of the IMD from Portway Farm, winter, year 0

Link to sky tones -----



Grey zinc -----



Earthy brick -----



Link to ground tones -----



Previous design with dark zinc cladding: Indicative view from Church End, winter, year 0



Updated design with lighter zinc cladding: Indicative view from Church End, winter, year 0



# Landscape design & integration

## You said:

“We would prefer less of the building to be visible”.  
“I would like to see as little of the building as possible (current plans look encouraging)”.

## We did:

We are designing a landscaped earthwork to both screen the IMD buildings and reflect the gently undulating land across to Steeple Claydon.

In addition to the improved IMD, materials, finishes and colours to soften the view of the buildings, we are designing the landscaped earthwork (bund) to provide visual screening of the carpark, ancillary buildings, lighting and fence line around the IMD. Along with the green roof, the bund will further soften the appearance of the building.

Since our initial design proposal, the landscape earthworks has also been introduced adjacent to Perry Hill Overbridge. This will mask the overbridge from rural views to the east of the IMD.

The crest of the bund will be a maximum height of 5m above ground level to provide adequate visual screening. The use of knolls and undulation integrated along the crest of the bund will help to reflect the rural character of the site and surrounding landscape, such as the gently undulating land across to Steeple Claydon.

The outward face of the bund is being designed into the existing contours of the landscape, which will result in a more natural landscape feature whilst providing sufficient visual screening of the IMD from the north.



Indicative view of IMD from new footpath, year 0



Indicative view of IMD from arable land adjacent to Queen Catherine Road, Steeple Claydon summer, year 0

## You said:

“Use existing trees, hedgerow and new planting to conceal structures as far as possible”.

## We did:

We will start planting early so that vegetation has time to establish before IMD operations begin.

A key aim of the landscape design is to integrate the IMD into the existing landscape.

Early planting along the entire landscape earthworks will give time for the vegetation to establish before the IMD opens for operation.

Native shrub planting will be introduced to roll over the crest of the bund, integrating with the woodland planting on the outward facing slope. Low lying wetland woodland will be planted in the space between the bund and the outer hedge line to the north, to match the low lying vale landscape. This will also improve habitat connectivity. Hedge lines to the north will be reinforced to strengthen the existing field pattern.



# Landscape & environment

## You said:

“We would like to see space for walking”.

## We did:

There will be footpaths in the landscaped area outside the bund, connected to existing footpaths in the wider area.

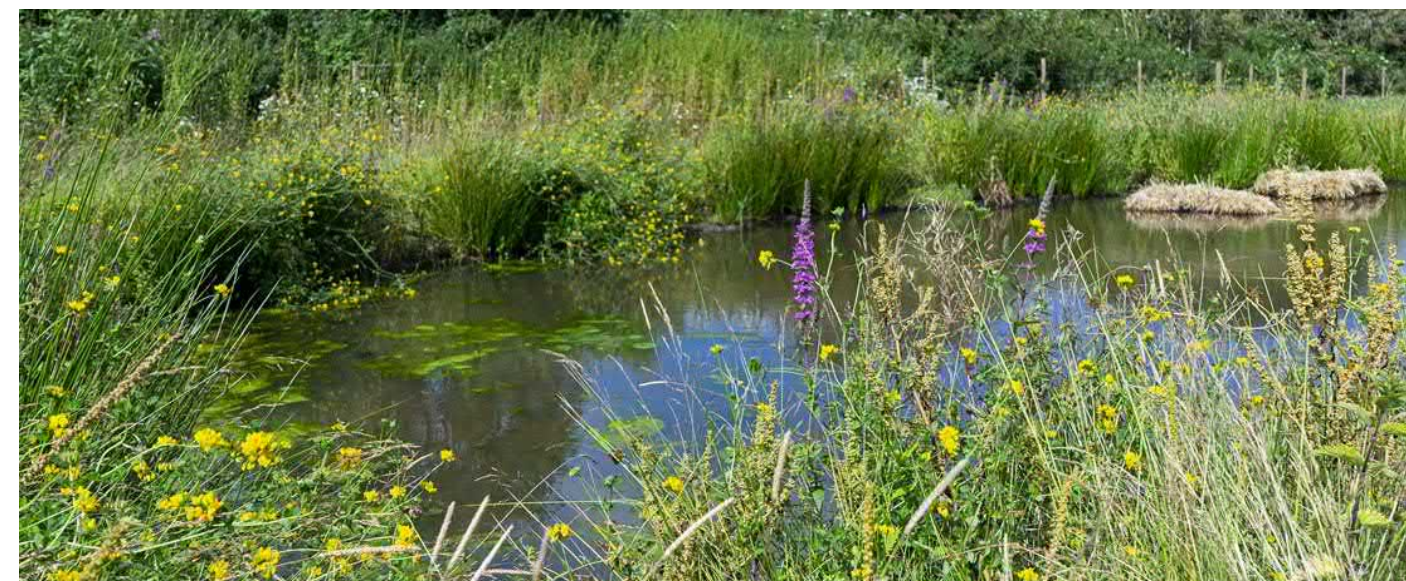
There will be space around the ponds for recreational use with footpaths linking to the wider area. Whilst the height of the landscape earthworks provide good visual screening of the IMD, the width of the earthworks has been reduced to minimise land take of adjacent farm land and provide for more recreational space around each pond.

Areas around each pond will be sown with grass mix with minimal cutting to allow a natural track to develop.

We have explored better footpath connections from and around the IMD to the wider area to support residents, IMD staff and visitors along their journeys.



Indicative view of footpath and bund in the landscape area to the north of the IMD, year 0



Pond habitat example

## You said:

“It’s important to create habitats that support local wildlife”.

## We did:

Areas both outside and within the IMD vicinity will be planted with a variety of native plant species to encourage the development of habitat corridors.



Indicative view of Calvert IMD in the wider landscape



Wildflower example

We are designing the Sustainable Drainage Systems (SuDS) to ensure there is permanent water content in four of the six ponds to provide a consistent habitat type. The connection between the ponds will enrich the diversity of the wetland habitat.

A variety of native shrubs, woodland and wetland woodland will be planted to improve the surrounding low lying vale and enhance habitat connectivity. The landscape is designed to sustain habitat corridors to Calvert Jubilee Nature Reserve, Sheephouse Wood, the chain of woodlands within Claydon Bowl and the wider habitat network.

A wildflower grassland will be introduced on the inward facing slope of the bund. Open areas around permanent water ponds will also be seeded with a mixture of wet meadow grass and wildflower. Pond embankments will be shallow to encourage marginal vegetation to colonise.



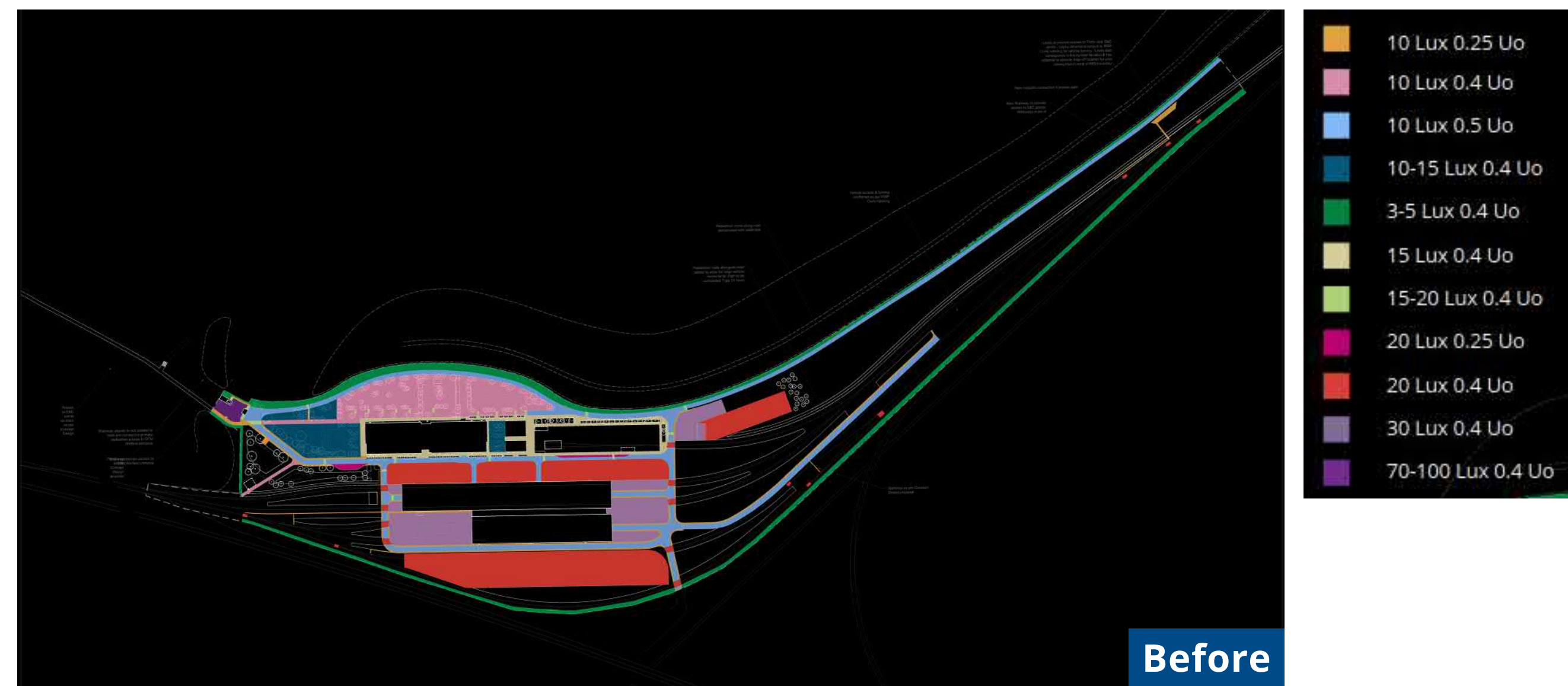
# Noise & lighting

## You said:

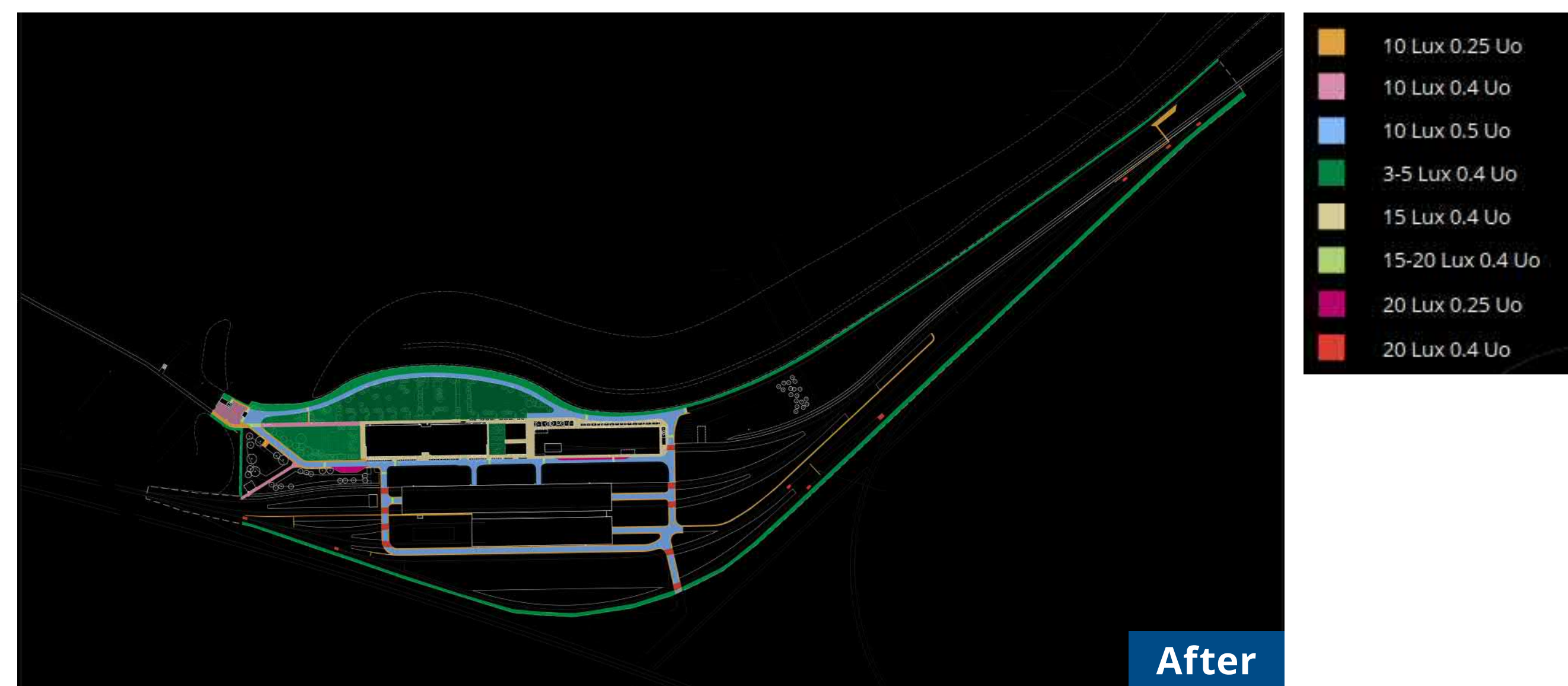
“Can the noise and light spill from the IMD be minimised?”

The sensitive location of Calvert IMD has been a driving factor for many design decisions, including lighting and noise levels. During our engagement events in June, we received positive feedback on the mitigation strategies to reduce the impact of these.

The plans below show how the light level has been reduced as a result of these mitigation strategies. Explanation is provided on the text to the right.



Light level plan with no dimming or switching



Light level plan with dimming and switching

## We did:

We are ensuring that the operational lighting seen and the road and rail noise heard from nearby residential areas will be minimal.

### Light:

The lighting is designed to be sensitive to the rural location of the site, whilst also creating a safe and functional space for all IMD operations. To fully understand how we could further mitigate the impact of lighting we visualised the depot masterplan in its surroundings. This helped us to reduce areas where lighting was needed for security or safety reasons.

The interior light spill from the office building has been reduced by the introduction of fully automated blackout blinds. We have developed glazing techniques called “fritting”, which have been designed for the skylights to reduce the upward glow. The windows of the OTM sheds have also been designed with fritting to reduce light output at night.

All light fixtures will have the capability for dimming, and an integrated intelligent control system will allow for interior and exterior lighting to be zoned so that we can minimise the level of light in areas not in use. The diagrams show how the light levels are significantly reduced using dimming and switching.

For security reasons, there will be some lighting on the perimeter fence, but this has been reduced to approximately 5 lux – the amount of light you see 60cm from a single candle.

Most of the area that is lit will also be screened by the bund. The bund is also very important in reducing the noise people will hear outside the site.

### Noise:

We have committed to reducing operational road and rail noise as far as reasonably practicable. Both day and night noise levels will be less than the limits set by government.

The OTM vehicles will not be powered by diesel engines. When travelling from the IMD to the HS2 train lines, they will be battery powered. This will eliminate the rumbling sound around the IMD. Once on the railway lines, they will be powered by the overhead cables.

We have also removed the need for operational train horn testing at night, to reduce the impact of noise on the community. This will significantly reduce any adverse effects from OTM horn noise on bat flight paths and roosts.

During the daytime, the predicted noise level associated with rail and road sources from the IMD at nearby residential areas at Addison Road, Briar Hill, Twyford Road and West Street is between 40-50dB. This equates to the sound of a refrigerator or light rain.

During the night, noise levels are predicted to be between 7-25dB. This is similar to the sound of rustling leaves. This will help to reduce the impact on the community.



# Construction & operations

## You said:

“Reduce lorry movements on local roads”.  
“The roads in our area are in a very poor state. Please ensure they do not get worse”.

## We did:

We are constructing a railhead to allow materials to be delivered by rail, reducing pressure on local roads.



HS2 is taking lorries off the road by transporting freight by rail

We appreciate that there are one of a number of projects in the Calvert area which causes disruption to the community. We are working to ensure that the construction of the IMD, due to start in 2025, causes as little additional disruption to the local community as possible.

We will be maximising the operation of the railhead to reduce the traffic on the roads, whilst utilising the construction road that is already built, to bring materials straight into the railhead. Railhead construction will start late 2023.

Our HGVs are only permitted to use approved routes agreed with Buckinghamshire Council. All other traffic including office staff and small delivery vehicles are also encouraged to use these routes.

### HS2 Safety and Environmental Standards

HS2 Ltd has set out high standards for Heavy Goods Vehicle safety measures that reflect industry best practice. These measures set the standards for aspects such as mirrors, audible warnings and vehicle signage. HGVs will be Euro 6 compliant, which means that the vehicles will meet low emission standards.

### Driver training

Drivers regularly working on the HS2 project will undertake the HS2 Professional Driver Course, a bespoke course set up by HS2 with a strong emphasis on risks in rural areas to vulnerable road users.

### Coordinating work

Traffic meetings take place regularly and involve traffic specialists from HS2 Ltd, contractors, emergency services and highways authorities in order to coordinate traffic plans.

### Managing HS2 vehicles

HS2 HGV movements are tracked from a dedicated control centre to help manage the flow of construction traffic and reduce the impact on the road network and local community. All deliveries will be pre-arranged and HGV drivers will only use designated routes. Their vehicles will be clearly identified by an A4 sign stating 'HS2'. All staff using personal vehicles are encouraged to sign-up to Liftshare to reduce solo car journeys. Levels of uptake have been good.

### Respect for people and places

We hold daily Tool Box Talks and 'Respect for people and places' is a regular topic. All staff recently attended a 'safety stand down' in which more than 3000 staff received a personalised message delivered face-to-face by the engagement team about the impact of our work and the need to behave respectfully in rural areas.

2023

Construction of the railhead platform begins

Railhead construction begins

LATE 2023

2025

IMD construction begins

2029

IMD trial operations begin

IMD construction complete

2028

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.



# Ongoing engagement

## You said:

“We would like to see education boards in the landscape outside the bund with information about plants, birds and aquatic species, and about the depot and how it operates”.

## We did:

We will develop content on these topics to display in the landscape.

We commit to including education boards in the wider landscape with information about the IMD and how it operates.

We will engage with the local Berks, Bucks and Oxon Wildlife Trust (BBOWT) on the content of education boards for the landscape outside of the bund.

We see this as an opportunity to continue to involve and inform you once the IMD opens for operation.



Apprenticeship roles at HS2 provide individuals with the opportunity to learn from the very best in the industry

## You said:

“It’s important for HS2 Calvert IMD to engage with the community for educational purposes”.

## We did:

We commit to introducing engagement activities including depot maintenance team visits to schools and colleges, employment of school leavers, apprenticeship schemes and graduate schemes.



Example education board

As we plan and build HS2, we want to involve you in opportunities to benefit and learn, including jobs, skills, education and employment.

We are looking to recruit apprentices on a railway apprenticeship scheme for Calvert.



# What happens next

We are moving forward with the design, incorporating the feedback we received during our public engagement in May and June 2022.

We continue to work closely with Buckinghamshire Council and other organisations, local stakeholders and community groups to ensure that the IMD integrates with the local surroundings. We are working to ensure that the landscape around the IMD is beneficial to the local community and environment, and the construction and operation of the IMD causes as little disruption as possible.

We are currently preparing a Schedule 17 application for the design of the IMD buildings, earthwork, car park, lighting and fence locations, which will be submitted to Buckinghamshire Council.

Further information on the HS2 Act planning approvals process can be found at [www.gov.uk/government/publications/information-papers-understanding-the-hybrid-bill](http://www.gov.uk/government/publications/information-papers-understanding-the-hybrid-bill)



HS2 is committed to keeping you informed about works in your area

- 1 PUBLIC ENGAGEMENT EVENT**  
We held public engagement events in June 2022 to seek your feedback on the design of the IMD
- 2 CONSIDER RESPONSES**  
We considered the responses we received and incorporated them into the final proposed design
- 3 "YOU SAID, WE DID"**  
We are sharing with you the feedback that we received, and any changes made to the design
- 4 FEEDBACK REPORT**  
We will summarise the comments received and confirm how they informed the final design. This will be publicly available.
- 5 SUBMIT SCHEDULE 17**  
A Schedule 17 is the type of planning application we submit to the council for certain elements of the railway, as part of the HS2 Act
- 6 CONSTRUCTION ENGAGEMENT**  
We will continue engagement with the local community to describe and discuss the construction impacts and the mitigation that we will put in place