

EH Subgroup Minutes

Meeting date	June 6 th 2019, 13:00 to 15.30
Meeting location	Mary Ward House, London, 5-7 Tavistock Place, WC1H 9SN.
Meeting title	Environmental Health (EH) Sub Group Meeting #27
HS2 contact or group	planning.forum@hs2.org.uk
Stakeholder	Environmental Health Sub Group to Planning Forum

External Attendees

Peter Carey – Independent Chair

Ted Allett – Independent Chair of Planning Forum

Nominated Undertaker Attendees

Anthony Coumbe – HS2 Ltd

Matt Dormer – HS2 Ltd

Hannah Pigott – HS2 Ltd

Andrew Medley – HS2 Ltd

Andrea Davidson – HS2 Ltd

Chris Crabtree – HS2 Ltd

EH Attendees

Tom Parkes - London Borough of Camden (LBC)

Camilo Castro - London Borough of Camden (LBC)

Richard Hiscock - Aylesbury Vale District Council (AVDC)

Richard Peers - Staffordshire County Council (SCC)

Alasdair Carlin - London Borough of Hammersmith and Fulham / Royal Borough of Kensington and Chelsea (LBHF + RBKC)

Rizwan Yunus - London Borough of Hammersmith and Fulham / Royal Borough of Kensington and Chelsea (LBHF + RBKC)

John Penny – South Northamptonshire Council (SNC)

Karen Dixon – Stratford on Avon District Council (SDC)

Steve Braund - Chiltern District Council / South Bucks District Council (CDC/SBDC)

Matt Green – North Warwickshire Borough Council (NWBC)

Olayinka Ekundayo – London Borough of Brent (LBB)

Nick Mottram – Oxfordshire County Council (OCC)

Julian Smith – Wycombe District Council (WDC)

Dominic Towey – Solihull District Council (SDC)

Item 1 - Welcome and Introductions

The Chair called the meeting to order, welcomed attendees and introductions were made.

Item 2 - Review of Action Log and Minutes from Previous Meeting

Review of April 2019 EH Subgroup minutes were reviewed and agreed during the June 2019 EH meeting.

Page 1 – Local Authority Contacts List – HS2 to confirm this has been uploaded on the EH Sharepoint.

Page 6 – The Independent Construction Commissioner (ICC) needs to be revised on the HS2 webpage (Sir. Mark Worthington has replaced Gareth Epps for this role). The first ICC report was published in March 2019 which highlighted community concerns for noise insulation at Euston and Hillingdon.

Page 6 – To assist in developing the noise barrier Common Design Element, the Phase 1 authorities agreed that Aylesbury Vale DC act on their behalf in discussing the CDE with HS2. SBDC/CDC Raised a concern that noise mitigation considerations may not be represented at this smaller Forum. TA suggested and HS2 agreed that if a CDE proposal is agreed between HS2 and AVDC (acting on behalf of the other Phase One authorities), the CDE proposal goes back to the CDE Working Group for agreement.

Item 3 - WHO Guidelines Update

The Chair welcomed Andrew Medley (HS2 Noise Lead) to share information on WHO Guidelines Updates.

At least 100 million people in the European Union (EU) are affected by road traffic noise above the assessment threshold specified in the END (55dB Lden). At least 1.6 million healthy years of life are lost due to road traffic noise in Western Europe. The guidelines set out to define recommended exposure levels for environmental noise in order to protect population health.

The three World Health Organisation (WHO) publications provide guidance on environmental noise including: WHO Community Noise Guidelines 1999, WHO Night Noise Guidelines for Europe 2009 and WHO Environmental Noise Guidelines for Europe 2018. The collection of WHO documents have informed policy.

Environmental Noise Guidelines do not cover multiple noise sources which is a limitation because many populations are exposed to more than one source. A German study discovered: 44% of population is annoyed by at least 2-5 noise sources which can incur a risk of double counting health effects.

Health outcomes were classed as either 'critical health outcomes' or 'important health outcomes'. Critical health outcomes include: cardiovascular disease, annoyance, sleep disturbance and cognitive impairments. Important health outcomes included: adverse birth outcomes, quality of life and metabolic impacts.

Presentation Graph – Various studies were conducted for various train noise emissions. The spread of data was massive, therefore the WHO guidelines posited a quadratic regression curve in order to conclude an exposure response function.

HS2 Position on WHO Guidelines – Combining government policy and HS2 Standards, the project aims to minimise noise effects as far as reasonably practical and avoid significant adverse effects on health and quality of life to receptors. In response to Government noise policy, HS2 has set the Lowest Observed Adverse Effect Levels and Significant Observed Adverse Effect Levels for both day and night periods. HS2’s approach remains in line to achieve the WHO guidance requirements.

Action: Andrew Medley to respond to Nick Mottram (OCC) and provide information on 1999 Community Noise Guidelines – #1 and #3 supplementary information.

Item 4 – Air Quality Update and World Environment Day

The Chair welcomed Andrea Davidson (HS2 Air Quality Lead) to provide a Phase One High Speed Two update on air quality and World Environment Day highlights across the route.

All compliance dashboards (April 2019 & Q1 year to date) have been uploaded to the Local Authority sharepoint. Monthly reports are being published on *gov.uk* providing a narrative for air quality monitoring across the route, detailing any trigger alerts received in the month and investigations / outcomes thereof. Where triggers are received, HS2 reports these to Local Authorities. With the change in seasons (i.e. to hotter, dryer summers), dust mitigation re-briefings have taken place across areas to remind all of the importance of dust suppression, methods and requirements.

An update on the HS2 NRMM emission reduction Innovation Project (Kings College London & CS-JV). The project kicked-off in January 2019, with the 2nd rounds of personal exposure monitoring (5 x St James’ Garden & 5 x UCL) have been completed. A 3rd round is in progress and 4th round to commence soon. The portable emissions measuring systems (PEMS) testing on retrofit is in discussions with manufacturers on suitable devices. Results of the study will be shared with the group once available.

HS2 are working with contractors to understand NRMM projections going forward and how to ensure 100% commitment by 2020. All areas across the route have experienced an increase in vehicle movements. Data capturing vehicle movements, exemptions and current compliance levels are explained for all area sectors in the presentation slides.

HS2 contractors have sourced four Stage V plant across the route. These are the first pieces of Stage V kit to be used in the EU. National Grid is utilising two excavators in Area Central and Area South CSJV at St. James’ Garden have deployed a telehandler and hydraulic excavator.

Vehicle Tagging Systems (VTS) – HS2 traffic and transport departments are engaging with various stakeholders and systems for the main works delivery phase. Various EH members mentioned specific interests to understand: vehicle movements, traffic flows, and compliant vehicles within individual boroughs.

World Environment Day (WED) took place on 5th June 2019. The focus of 2019 WED was placed on air pollution. HS2 and contractors ran various internal events across the route over the week to raise awareness on how individuals can reduce their impact and exposure to air pollution. HS2 have engaged with

contractors to develop special initiatives to embed into the project to raise awareness of environmental issues and informational opportunities to reduce impacts. Several initiatives include: planting over 7 million new trees, green corridor developments to integrate the project into the wider landscape, landfill diversion targets set to 95%, use of hybrid construction equipment, implementing renewable energy technologies and procurement of low carbon materials.

Item 5 – ‘Bringing Into Use’ Approvals and Approval of Mitigation

The Chair welcomed Matt Dormer (HS2 Planning Lead) to discuss the Bringing Into Use (BIU) Approvals and Approval of Mitigation scheme.

MD gave a presentation outlining the Bringing Into Use (BIU) consent requirements under Sch17 paragraph 9, and the means by which mitigation is approved. The BIU process is currently set out in Planning Forum Note 7.

Paragraph 9 requires that in qualifying authorities no scheduled works above ground, or depots, can be brought into use without the approval of the local authority. The local authority must grant approval if it considers there are no reasonably practicable measures which need to be taken into account for the purposes of mitigating the effect of the work or its operation on the local environment or local amenity.

MD explained that the final mitigation scheme for a scheduled work is likely to comprise details already approved under different provisions of Schedule 17, at previous stages of the project. Examples might include mitigation earthworks previously approved under paragraph 3 and site restoration schemes agreed under paragraph 12 (or the equivalent provision of Schedule 16 where land has been acquired temporarily for construction purposes under Schedule 16).

The Planning Memorandum (paragraph 7.5.2) explains the process for HS2 submitting indicative or outline information on mitigation proposals, prior to the details it intends to submit subsequently under paragraphs 9 or 12. This process is dealt with in Planning Forum Note 10.

There is an action on HS2 to update the existing PFN 7 to provide guidance on the details to be submitted at BIU stage be updated, together with any other improvements the Planning Forum suggests.

TA suggested that the update to PFN 7 addresses the information to be provided in respect of operational noise mitigation.

Item 6 – HS2 Phase One and Phase 2A Update

The Chair welcomed Anthony Coumbe (HS2 Head of Environment and Sustainability, Phase One) to discuss Phase One and Phase 2a updates.

Phase One – A Notice To Proceed (NTP) date has still not been formalised for main works contractors to advance works. The indicative programme outlined in the presentation is subject to change. The enabling works contractors are continuing to progress with ecology mitigation, archaeological investigations, and some road realignments works. It is anticipated that NTP will be approved later in 2019 but remains undefined. Approximately 650 utility diversions from small to large scale works will need to take place across the route.

Stations Progress Update: Schedule 17 submissions will be submitted but are each working to individual programmes. Euston Station delivery partners have been appointed: Mace Limited and Dragados S.A.; Old Oak Common construction partner was initially awarded to: Balfour Beatty Group Ltd, Vinci Construction UK Ltd, and Vinci Construction Grands Projects SAS and SYSTRA Ltd but is subsequently undergoing a legal challenge which is as yet unresolved.

Phase 2A – The Commons Select Committee hearings and Third Reading for the House of Commons Report is now complete. The House of Lords petitioning period is set for discussion end June/July 2019 with House of Lords Select Committee hearings projected following summer recess period. HS2 are progressing the Phase 2A development process for a Royal Assent in December 2019 (subject to Parliamentary timetabling); In the interim, the Phase 2A route is undergoing early environment work investigations similar to that undertaken in Phase One in order to catch up to the Phase 1 completion date (expected to open a year behind Phase One). A Phase 2A Environmental Health Subgroup has also now been established and will be formalised following Royal Assent.

U & A Compliance – HS2 explained the process to rectify undertaking and assurance breaches through the newly prescribed process. All potential breaches are to be notified through the HS2 Helpline which would inform the relevant Contractor to ensure the issue was rectified onsite as soon as reasonably practicable. HS2 would then work within Contractor responsible and to investigate the issue and then recommend corrective steps to address any breaches and inform the outcomes to the beneficiary following investigations. If the beneficiary does not agree to the outcome, then the matter can be escalated to the Department of Transport to conclude what reasonable measures need to be enacted. HS2 suggested that the EMR Breach process should mirror this scheme and is nearly finalised.

Action: Anthony Coumbe to further explore the process where escalation scenarios occur beyond DFT.

Item 7 – Planning Forum Feedback

The Chair welcomed Matt Dormer (HS2 Planning Lead) to provide feedback from the May 16th Planning Forum session.

- Mike Lyons (Programme Director, North Area) gave an update on Phase 1-wide milestones and progress. ML said that HS2 continues to work through the project costs and agreeing a baseline for the project.
- A representative of Network Rail gave a presentation of the powers under which Network Rail's works are undertaken.
- There was a presentation on how HS2 manages compliance with undertakings and assurances (U&A's). There was an action to consider how HS2 reports on the status of route-wide U&As.
- Weston Williamson Architects gave a presentation on the development of the noise barrier Common Design Element since the Local Authority Working Group held on 25 April.
- HS2 presented on 'Bring Into Use' approvals.
- There were some queries raised on the Schedule 17 process, including the approvals required to construction camps.
- There was a Community Engagement and Helpdesk Update.
- There is an action on HS2 to issue responses to comments on draft PFN 6 (Appendix A: conditions on lorry route approvals), draft Planning Forum Note 16 and draft Planning Forum Notes 14 and 15 (Pier and Parapet Common Design Elements).

Item 8 – Ongoing Construction and S61 Experience

The Chair welcomed feedback from Local Authorities regarding the S61 experience and HS2 activities.

Camden Local Authority were receiving complaints from residents concerned with vibration and structural damages and wondered if HS2 could formulate a technical note geared to ease concerns of the public. It was recognised that the perception of vibration for individuals is sensitive and does not imply structural damage.

Action: High Speed Two to develop a public facing note on vibration to explain the differences experienced between people and buildings to ease concerns. Camden request.

The Local Authority experience with S61 submissions has been positive. There have been a number of variations to the consents due to programme amendments primarily. A S61 should be resubmitted if material equipment or methodologies change from the original submission. A variation from core to non-core hours is a different scenario altogether and should require a separate S61 consent.

Item 9 – Forward Plan / Meeting Agenda Items

Items for next meeting:

- Operational Noise (Low Frequency Noise) Route Wide
- Richard Greer Noise Update
- HS2 Innovations (Carbon Impacts)

Item 10 – Any Other Business

No outstanding business was raised.

The next EH Subgroup is scheduled for **Wednesday July 24th 2019**.

Actions

Action 3A – Andrew Medley to respond to Nick Mottram (OCC) and provide information on 1999 Community Noise Guidelines –#1 and #3 supplementary information.

Action 6A – Anthony Coumbe to further explore the process where escalation scenarios occur beyond DFT.

Action 8A – High Speed Two to develop a public facing note on vibration to explain the differences experienced between people and buildings to ease concerns. Camden request.