

EH Subgroup Minutes

Meeting date	3 rd October 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 #29
HS2 contact or group	planning.forum@hs2.org.uk
Stakeholder	Environmental Health Sub Group to Planning Forum

External Attendees

EH Subgroup Independent Chair

Project Manager – Costain and Skanska Joint Venture (CSJV)

Nominated Undertaker Attendees

Phase 1 Head of Environment – HS2 Ltd

Noise and Vibration Construction Lead – HS2 Ltd

Phase 1 Town and Planning Lead – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Route-wide Head of Environment – HS2 Ltd

Air Quality Lead – HS2 Ltd

Head of Environment Construction South – HS2 Ltd

EH Subgroup Secretary – HS2 Ltd

EH Attendees

Representative from London Borough of Camden (LBC)

Representative from London Borough of Brent (LBB)

Representative from Stratford upon Avon District Council (SDC)

Representative from Aylesbury Vale District Council (AVDC)

Representative from Chiltern District Council/ South Bucks District Council (CDC/SBDC)

Representatives from Solihull Metropolitan Borough Council (SMBC)

Representative from Warwick District Council (WDC)

Representative from London Borough of Camden (LBC)

Representative from South Northamptonshire Council (SNC)

Representative from Staffordshire County Council (SCC)

Representative from North Warwickshire Borough Council (NWBC)

Representative from Lichfield District Council (LDC)

Representatives from London Borough of Hammersmith and Fulham (LBHF)

Apologies

EH Subgroup Planning Forum Chair

Representative from Oxfordshire County Council (OCC)

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

The July 2019 EH Subgroup minutes were reviewed and agreed during the October 2019 EH meeting.

Page 2 – Attendees List – HS2 to update the Council’s names to Solihull Metropolitan Borough Council (SMBC) and London Borough of Hammersmith and Fulham (LBHF).

Page 3 – Update S.B. affiliation to Chiltern District Council/ South Bucks District Council (CDC/SBDC).

Page 3 – HS2 is updating Planning Note 7 with guidance on “Bringing into Use”. Feedback from the Planning Forum has been incorporated into the Note and it is currently in consultation with the Main Works Civils Contractor. HS2 to issue the EH Subgroup with a link to the Planning Forum Note 7 following its publication.

Action: HS2 to circulate Planning Forum Note 7 once ready.

Item 3 – Air Quality Update

The Chair welcomed HS2’s Air Quality Lead to provide a Phase One High Speed Two update on air quality across the route.

All compliance dashboards are updated on the Local Authority SharePoint and the latest monthly air quality reports have been uploaded to gov.uk. The air quality monitoring reports provide a summary of works, monitoring results, complaints received, any trigger alerts received during that month, together with outcomes of the investigations and any actions taken. The reports are per Local Authority and only cover areas where monitoring is undertaken.

Data analysis from the HS2 Non-Road Mobile Machinery (NRMM) emission reduction Innovation Project (refer to June 2019 Meeting Minutes) is ongoing and the results from the Project will be shared to the EH Subgroup once available. The mini portable emissions measuring systems testing (refer to July 2019 Meeting Minutes) is due to commence soon; however, testing is dependent on plant type and project programme.

From 2020 onwards, the HGV Euro 6 requirement outside of London and the LDV Euro 6 (Diesel) and Euro 4 (Petrol) requirements extend across the full Phase 1 route. Regarding NRMM, the Energy Saving Trust is in the process of undertaking an independent review of plant availability across route and considering the opportunities for retrofitting plant to bring them to Stage V equivalence compliance. Feedback from the independent review will be provided to the EH Subgroup at the February meeting.

HS2 presented the vehicle emission compliance figures for August 2019 and year-to-date across Area South, Central and North. Graphs on the percentage compliance of HGV and LDV from 2017 to August 2019 were displayed, with a general positive trend being observed. HS2 is continuing to work with Contractors to increase vehicle emission compliance. The Chair enquired on the likelihood of meeting the 100% compliance requirement by January 2020. HS2 confirmed it is working with its Contractors and supply chain and is confident that the compliance requirement will be adhered to.

HS2 presented the NRMM compliance figures for year-to-date across Area South, Central and North with compliance figures remaining between 98% - 100%. The 1% - 2% non-compliance is generally attributed to non-compliant plant arriving to site for a day prior to being identified and removed from site and replaced. HS2's supply chain is continuing the deployment of Stage V plant across the Phase 1 route.

HS2's supply chain is continuing to increase the use of electrical, hybrid, solar and hydrogen fuel machinery and welfare units across Phase 1. An enquiry around whether HS2 has considered the use of alternative fuels was raised. HS2 noted that while there are significant claims around the benefits of alternative fuels, there is a lack of scientific evidence of these benefits being realised in real-life situations (i.e. construction site / works).

An enquiry was made on whether the on-road emission requirements for HGVs and LDVs will be extended to include Phase 2a. HS2 noted that this would need to be confirmed*.

* It has been confirmed that both the on-road and off-road emission requirements in Phase 1 will be extended to include Phase 2a.

Action: HS2 to provide the EH Subgroup with a presentation on alternative-energy machinery used across HS2 sites, once more data becomes available.

Item 4 – Construction Best Management Practices

The Chair welcomed a representative from Costain and Skanska Joint Venture (CSJV), Area South Early Works Contractor for High Speed 2 Ltd to discuss best management practices (around noise and dust management) within construction sites. CSJV gave an overview of the works that they are undertaking within Area South.

CSJV gave an overview on how they are reducing emissions from NRMM by using Stage V and electric plant, where possible, and by complying with the HS2 Stage IV and Stage IIIB requirements within the Central Activity Zone and Greater London respectively. Examples were provided of CSJV using electric plant during the St James' Gardens works to minimise emissions in an enclosed space and solar-powered tower lights and welfare units. Prior to works commencing, all site teams are briefed on their HS2 NRMM requirements and what they need to do to ensure compliance. Details of the NRMM arriving to site are pre-registered with accompanying photographic evidence, which is submitted to HS2; and regular HS2 and/or CSJV audits are undertaken to ensure NRMM compliance.

CSJV are exploring using ultra-low emission and electric vehicles and have commenced using a Subcontractor to cycle materials to site.

Regarding construction dust, CSJV explained the challenges faced by reducing dust given the scale of works and the proximity to nearby sensitive receptors. CSJV went on to outline some of the best practice mitigation measures being implemented to reduce dust. Prior to works commencing, a works-specific Dust Risk Assessment is undertaken by an Air Quality Specialist and a live works-specific Environmental Management Plan (that includes a bespoke air quality management section) is produced. CSJV also has an overarching Air Quality Management Plan which is implemented for all works. For all works, there is an Air Quality Champion whom is responsible for receiving and acting on monitor trigger alerts and producing daily dust logs. CSJV gave an overview of some innovated dust management practices that are being explored including the use of the demolition curtain with integrated dust suppression along the top, stabilising stockpiles and exposed areas with polymers and reuse of site crushed material onsite to minimise vehicle movements.

The Chair enquired about community engagement and complaints, CSJV confirmed that there is a Community Engagement Team that discusses the works with the public and holds community events. Complaints regarding dust are directed to the HS2 helpdesk, where they are responded to and feed into the air quality monthly reports. Additionally, the HS2 Helpdesk has the contacts for all Contractors, so they can be informed of any complaints.

Similarly to air quality, CSJV explained the challenges faced by reducing noise given the scale of works with nearby sensitive receptors and outlined how CSJV are improving design to avoid or minimise noisy works. CSJV gave an overview of some innovative management practices that are being undertaken where possible: utilising hydraulic pulverisers for demolition works; pre-weakening concrete by saw-cutting; core drilling and hydraulic bursting; utilising a ripper tooth rather than a breaker; encapsulation of buildings prior to demolition; and, installation of acoustic enclosures and barriers around plant. CSJV noted that they are trialling innovative plant to reduce noise, e.g. electric plant and solar-powered welfare units. CSJV also discussed the benefits of using long-reach demolition techniques at IBIS e.g. it is safer, quicker and quieter; however, they noted the challenges with using long-reach techniques in London due to space limitations.

Prior to works commencing, a Noise and Vibration Risk Assessment and a Noise Insulation Assessment are undertaken where it is deemed necessary. There is a live works-specific Environmental Management Plan (that includes a bespoke noise and vibration management section) and an overarching Noise and Vibration Management Plan. CSJV undertake noise monitoring across their sites and assess the outputs against trigger values, which are reported monthly. For all works, there is a Noise Champion whom is responsible for receiving and acting on triggers and for briefing the site teams.

There was an enquiry regarding the process after a property is identified for potential noise insulation following the Noise Insulation Assessment. HS2 discussed that once a property is identified, the procedures set out in Information Paper E23: Control of Construction Noise and Vibration are followed.

Item 5 – Operational Noise – deriving Significant Effects

The Chair welcomed HS2's Head of Noise Assessment to discuss deriving Significant Effects from operational noise.

HS2 presentation covered:

- Different types of significant effect - residential effects and non-residential effects;
- Observed Adverse Effect Levels and significant effects on health and quality of life on individual properties;
- Noise change criteria and community effects;
- Other factors considered when determining effects on communities;
- Criteria and considerations for determining effects including type of effect; number and grouping of receptors; magnitude of the impacts and available dose-response information; existing sound environment; any unique features of the Proposed Scheme's sound; combined impacts of sound and vibration; duration; and, proposed mitigation; and
- Criteria and considerations for determining significant effects at non-residential buildings.

Further information on the methodology for assessing significant effects on a community basis can be found in Volume 5 Technical Appendices, Appendix SV-001-000: Annex A.

HS2 gave an overview of how significant effects for operational noise were assessed for properties adjacent to the Colne Valley Viaduct and the number of dwellings identified in the Phase 1 Environmental Statement that were likely to have either a minor, moderate or major significant noise effects on communities.

HS2 gave an example of how significant effects for two different types of office buildings both exceeding the screening criteria would be determined, i.e. a low-rise building with open windows and low background noise would have a significant effect; however, a high-rise building with mechanical ventilation and near a road would not have a significant effect.

Regarding Section 1.1.3 of the Environmental Minimum Requirements, impacts which have been assessed in the Environmental Statement (ES) will not be exceeded unless any new impact or impacts exceeding those assessed in the ES would not be likely to be environmentally significant. AVDC enquired how environmentally significance is determined in indicative noise assessments. HS2 is to consider how to best explain the process for determining environmental significance to the EH Subgroup and to determine if HS2 needs to talk the process through with the relevant Local Authority on a case-by-case basis.

An enquiry was made regarding the consistency between different Design Joint Venture's (DJV's) when determining community effects and how outputs from the DARN tool (GIS tool) are obtained. HS2 confirmed that all the DJV's are required to use the same model, have training on the models use, and that all noise assessments are assured by HS2 prior to submission to the Local Authority to ensure consistency in approach and predictions. HS2 will provide a presentation to the EH Subgroup on how DJV's are deriving the noise prediction and on the outputs from the DARN tool.

Action: HS2 is to consider how to best explain the process for determining environmental significance to the EH Subgroup and an update will be provided at the February 2019 Subgroup meeting.

Item 6 – Prolonged Disruption Compensation Scheme

The Chair welcomed HS2's Noise and Vibration Construction Lead to discuss the prolonged disruption compensation scheme.

The Prolonged Disruption Compensation Scheme was announced 28th August 2019 and offers eligible households in urban areas compensation in addition to any statutory remedy for which they may be eligible. HS2 gave an overview on the history of how the Prolonged Disruption Compensation Scheme was conceived following the House of Lords December 2016 Report and how the Policy developed from the original House of Lords recommendations through the initial draft Scheme and followed by community and stakeholder's engagement, to the finalised Scheme.

A summary of the Prolonged Disruption Compensation Scheme is as follows:

- The eligibility criteria for the Scheme is based on the temporary rehousing (TRH) thresholds. Additionally, to be eligible you must own or occupy a residential dwelling and have accepted and installed noise insulation;
- Where the predicted or actual noise exceeds the TRH threshold for 10 or more days in any consecutive 15-day period, residents (including rental and social tenants) will have the choice of either being temporarily rehoused or being offered compensation;
- There is a cap of £30,000 (or £50,000 for residents in Greater London) for rental tenants and owner occupiers alike;
- The compensation is paid monthly derived using Council Tax Bands and will equate to 100% of the average local property rental value as determined by HS2 Ltd on advice from an independent expert to ensure they are locally relevant;
- Where noise levels are predicted to exceed the TRH threshold for more than 3 consecutive months, these households will have the option of requiring the Secretary of State to purchase the property for its un-blighted value;
- Compensation will be paid to residents regardless of when they moved into the property if they are affected by the construction work (there is no "prior knowledge date");
- The effectiveness of the policy will be reviewed 6 months and 12 months after the start of main construction works.

The Prolonged Disruption Compensation Scheme complements a wider package of environmental controls set out in the HS2 Phase 1 Environmental Minimum Requirements and adds to the noise insulation and TRH measures set out in Information Paper E23: Control of Construction Noise and Vibration. The policy modifies and enhances measures to give people more choice to remain in their homes, help avoid the disruption of being temporarily re-housed and support them with cash compensation to provide alternative respite from such works. Additionally, under special circumstances, it gives owner-occupiers of residential dwellings the option of requiring the Secretary of State to purchase their property.

The Policy Paper can be found here: <https://www.gov.uk/government/publications/hs2-prolonged-disruption-compensation-scheme/prolonged-disruption-compensation-scheme>

SDC enquired if the Prolonged Disruption Compensation Scheme considers businesses. HS2 confirmed that businesses are not eligible to uptake the Scheme.

The Independent Chair asked if people on benefits can enrol in the Scheme without their benefits being affected. HS2 responded that the Governmental rules mean that this Scheme may result in a potential reduction in benefits if taken up. HS2 is working to address this issue.

Item 7 – HS2 Phase One and Phase Two Update

The Chair welcomed HS2's Head of Environment, Phase One, to discuss HS2 Phase One and Phase 2a updates.

The Chairman's stocktake report has been issued with seven key recommendations that HS2 will be enacting. The Chairman's view was that HS2 should be doing more to build up its business case and to promote the wider benefits of the project. The Government has instructed us to continue with all works and there should be no delays to procurement processes, contract delivery or any scheduled works.

The independently-led government "Oakervee" review will look at whether and how HS2 should proceed by using all existing evidence on the project to consider: its benefits and impacts; affordability and efficiency; deliverability and scope; its phasing, including its relationship with Northern Powerhouse Rail. A final report will be sent to the Secretary of State, with oversight from the Prime Minister and Chancellor of the Exchequer, by the autumn. HS2 has confirmed that all works on ancient woodland translocation will be deferred until after the Oakervee review has concluded.

HS2 gave an overview of the updated 2019/2020 programme. Enabling works, including non-ancient woodland vegetation clearance and exhumations are still ongoing. The Phase 1 Notice-to-Proceed date for Main Works Civils is still expected in December 2019.

HS2 gave a quick update on some key milestones. HS2 CEF and BLEF has been awarded over £4 million to projects across the Phase 1 route and the benefits of this scheme are starting to be seen. The Construction Partner for Old Oak Common has been awarded to Balfour Beatty Group Ltd, VINCI Construction UK Ltd, VINCI Construction Grands Projects SAS and SYSTRA Ltd. Works on the Curzon Station exhumations have completed and a time-lapse of exhumations has been released.

Phase 2a - The House of Lords second reading passed on 9 September 2019. The House of Lords Select Committee petitions will be heard at the end of the month and Royal Assent is programmed for the end of the year. HS2 gave an overview of the proposed programme for Phase 2a with a focus to have Early Environment Works (EEW) commencing following Royal Assent.

Item 8 – Planning Forum Feedback

The Chair welcomed HS2's Town Planning Lead, Phase One to provide feedback on the Phase 1 Planning Forum held on 26 September.

- The Schedule 17 submissions for the Colne Valley Viaduct have been submitted to the Local Planning Authorities (LB Hillingdon and South Bucks).
- Planning Forum Note 17 (PFN17) – There was an update on the Lineside Noise Barrier Common Design Element proposal and the intended approach to public engagement on CDEs. Public engagement on CDEs is now planned for 4 weeks during October/ November. Post meeting Note: the public engagement has been postponed due to the pre-election restrictions.
- PFN 17 proposes two family of designs: invisible and visible barriers, with a higher level of design focused on the latter. There was an enquiry from the Planning Forum on how HS2 assesses if the barrier is visible.
- Two authorities raised a concern about the adequacy of the engagement required under a condition of the Schedule 17 Class Approval on temporary spoil stockpiles.

Item 9 – Ongoing Construction and S61 Experience

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

LBC raised concerns about demolition dust that is planned in the upcoming weeks and the lack of transparent communication to the community about upcoming demolition works. LBC noted concerns that the Environmental Minimum Requirements and Code of Construction Practices does not address quality of life or include measures to reduce its impact. LBC provided an example of dust emissions that may not breach the trigger levels but may still results in negative health effects to the community. HS2 acknowledges that communication is important and is working to improve how it releases its information in an understandable manner to the public. HS2 is producing fact sheets in several languages that will be issued to the public to increase understanding of the potential effects of construction and the control measures to be applied.

Item 9 – Forward Plan / Meeting Agenda Items

Items for next meeting:

- HS2 will provide a presentation on Rolling Stock in due course.
- A presentation was requested on the use of polymers for dust control and as an alternative to bentonite when piling. HS2 will provide a presentation on innovative practices, when more information around trials is available.
- An additional presentation on defining environmental significance for operational noise was requested.
- A presentation on Health by Design will be provided at the next EH Subgroup.

- A presentation on how DJV's are deriving the noise prediction and on the outputs from the DARN tool.

Item 10 – Any Other Business

The next EH Subgroup is scheduled for **Wednesday 5th February 2020**.

New Actions

Action 2A: High Speed Two to circulate the updated Planning Forum Note (PFN) 7 to the EH Subgroup once available.

Action 3A: High Speed Two to arrange a presentation on alternative-energy Plant and Welfare Units once more data becomes available.

Action 5A: High Speed Two to provide guidance to the Local Authorities on how “environmentally significant” is defined.