

# EH Subgroup Minutes

<b>Meeting date</b>	11 June 2020, 14:30 to 16:30
<b>Meeting location</b>	Microsoft Teams
<b>Meeting title</b>	Environmental Health (EH) Subgroup Meeting #31
<b>HS2 contact or group</b>	planning.forum@hs2.org.uk
<b>Stakeholder</b>	Environmental Health Subgroup to Planning Forum

## ***External Attendees***

Independent Chair

Planning Forum Chair

## ***Nominated Undertaker Attendees***

Air Quality Manager – HS2 Ltd

Noise and Vibration Construction Lead – HS2 Ltd

Phase One Town and Planning Lead – HS2 Ltd

Head of Town Planning – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Head of Environmental Sciences – HS2 Ltd

Air Quality Lead – HS2 Ltd

Head of Environment Route Wide – HS2 Ltd

EH Subgroup Secretary – HS2 Ltd

### ***EH Attendees***

Representatives from - London Borough of Camden (LBC)

Representative from - London Borough of Brent (LBB)

Representative from - Stratford upon Avon District Council (SDC)

Representatives from - Buckinghamshire Council (BC)

Representatives from - Solihull Metropolitan Borough Council (SMBC)

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)

Representatives from - London Borough of Ealing (LBE)

Representative from - Cherwell District Council (CDC)

Representative from – Oxfordshire County Council (OCC)

Representative from – Buckinghamshire Council and Three Rivers District Council (TRDC)

Representative from – Westminster County Council (WCC)

Representative from – Royal Borough of Kensington and Chelsea (RBKC)

## **Item 1 - Welcome and Introductions**

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

The meeting was recorded to aid with minute taking so it was assumed everyone provided consent.

## **Item 2 - Review of Minutes from February Meeting**

The Chair announced that the Phase One Head of Environment has now stepped down and the Air Quality Manager has assumed the role of EH Subgroup lead for HS2.

The February 2020 EH Subgroup minutes were reviewed and agreed during the June 2020 EH meeting.

Page 3 – Item 2, Action 2A the EH Subgroup raised queries in the Authorities pre meeting. The briefing note confirms there is no risk to air quality from HS2 on health, the EH Subgroup queried this categorical statement. HS2 responded that this forms part of factsheets for the Common Place website with a route wide and specific one for Camden due to the scale of works in the area. This question is one posed by communities regularly and relates to the difference between ES significant effect, amenity, nuisance and health impact. The Environmental Statement highlights that the significance of an impact measured in the Environmental Statement is different to an health impact when undertaking a health impact study. The significance of impact uses the Institute of Air Quality Management (IAQM) guidance for assessment.

Page 7 – Item 5 issue raised by BC, Action 5A refers to a letter, stating he has not seen this letter. HS2 confirmed that the response was included as a post-meeting note in the February minutes rather than a letter. Chair clarified that the post meeting note will be included in the published version of the minutes and can be used by Local Authorities to reference. The Planning Forum Chair agreed that including in the minutes as these are published on the government website is sufficient. Suggestion the post meeting note is put after Action 5A in bold so clearer. Chair and HS2 agree action 5A and the post meeting note are amended.

Page 10 - Item 9 BC summarised output from discussion held with the HS2 Noise and Vibration Construction Lead on this. BC did not feel that the Local Authorities were getting confirmation from noise reports quickly enough after start of works. The principal around the issuing of noise monitoring reports on the public website being sufficient to always discharge Local Authority commitments for Section 61 consents was discussed. BC has included a condition into a Section 61 consent that the results of unattended noise monitoring will be issued within two weeks of the end of the rolling month to address this.

The HS2 Noise and Vibration Construction Lead response provided during Item 7 of the meeting to widen out the conversation.

BC in relation Item 9, the poor notification experienced by Local Authorities could be improved if contractors shared letters that go out, there is a challenge between the communication teams and the local EHO to see the letters that are sent to local residents. The importance of the Local Authorities being kept up to date was reiterated.

### **Item 3 – HS2 Phase One Update**

The Chair welcomed HS2's Air Quality Manager to discuss HS2 Phase One updates.

HS2 described how Covid-19 measures have been implemented to continue work activities. Running at much lower capacity, most sites stood down for a while but slowly coming online. HS2 staff remain working from home.

The One Show had a feature based at Old Oak Common highlighting an Innovation project on sensors on hard hats that alarm if staff get too close on site.

Andrew Stephenson has been appointed as the new HS2 Minister and has responsibility for the TransPennine and Northern Powerhouse Rail routes. Dedicated minister to HS2 following Government providing HS2 green light.

HS2 presented the context of Project Evolve and the new HS2 structure. HS2 notes that they are continuing to mobilise the Integrated Project Teams and helping everyone understand the new model and ways of working following the Project Evolve outcomes. A more detailed presentation on the reorganisation was given at planning forum, HS2 encouraged the EH Subgroup to speak with planning colleagues for further information. HS2 clarified there are not any material changes to HS2 environment team that currently interface with the Local Authorities.

HS2 presented construction statistics from Phase One. Now achieved Notice to Proceed on 15 April 2020, a milestone worth acknowledging the scale of works ahead.

HS2 discussed receiving Schedule 17 planning consent for Curzon Street Station from Birmingham City Council. Three planning applications for the new station and the surrounding landscaping were approved by the Council's planning committee on 23 April. The new HS2 station is designed to meet 'BREEAM excellent' standard which will be net zero carbon in operation and adopt the latest eco-friendly design and sustainable technologies including capturing rainfall.

HS2 confirmed that the planning application for HS2's West-London super hub, Old Oak Common Station, was approved by the Old Oak and Park Royal Development Corporation (OPDC) on 19 May 2020. HS2 summarised that this means work can progress on building the station which will be designed to meet 'BREEAM excellent' standard.

HS2 presented one of the first photographs and statistics released of the tunnel boring machines which will spend around three years excavating what will be the longest and deepest tunnels on the project, stretching from just inside the M25 to South Heath in Buckinghamshire.

HS2 provided an update on the Community & Environment Fund (CEF) and Business & Local Economy Fund (BLEF) summarising that 114 projects have been awarded, presentation included links to the Annual report

and exemplar project videos. HS2 encouraged EH Subgroup to follow the links to the website and look at projects in their local area.

HS2 discussed its adoption of the CESAR Emissions Compliance Verification Scheme, the first infrastructure project to do this. This is now live and out there for companies to use, link to press release included in presentation.

HS2 summarised the key highlights from Phase One: site handovers between enabling works and Main Work Civil Contractors, ongoing site assurance and works on designs across Phase One; reuse of material from Network Rail to CSJV site; the first sustainable badger sett approved by the HS2 innovation fund is being mocked up and will be installed on site this year; first Section 61 submitted for retaining wall piling at Euston Station; and remediation works on Old Oak Common Station footprint box, slab breakout are complete. Several pictures of Phase One sites were shown to the EH Subgroup.

LBE raised a NRMM question – communication had with HS2 on when Stage V will be reached in the Greater Urban London area. Understand most of the plant equipment is compliant with Stage IIIB but how soon will move to Stage V for NRMM plant equipment.

HS2 summarised the 2017 requirements and what is included within the Information Paper E31 such as the step up to Stage 4 route-wide and Stage 5 central activity zone. HS2 have previously presented to the EH Subgroup explaining the block exemption that has been issued for 2020. There is an annual review undertaken with the Energy Saving Trust which considers the plant HS2 need, the plant available, new technology coming on board and the availability of retrofit. There is no retrofit available currently for Stage V. HS2 will confirm following the next annual reviews but likely that it will be 2022 for Stage V central London and Stage IV route wide. As part of innovation work with CSJV and Balfour Beatty HS2 are working to develop a Stage V retrofit with Kings College London undertaking the testing on this.

The HS2 Air Quality Lead) – agreed to arrange an offline meeting to go through the projects with LBE.

**Post-Meeting Note:** offline meeting held with LBE and HS2 Air Quality Leads on 17/06/2020.

BC raised question on behalf of Hertfordshire Council on how HS2 are going to implement the NRMM emissions compliance scheme with it being a recommendation and not mandated. HS2 responded that it cannot be required 100% currently because the entire National fleet is just starting to be retrofitted. Where there is a piece of equipment on site with the CESAR ECV badge HS2 accept it for assurance purposes, and this is what is meant by HS2 adoption in the press release. It will take time for all plant in the country to retrofit and the market to catch up. When we get close to this point HS2 will likely require it, but it is used as an assurance tool at the moment, equipment without it is currently allowed on site.

Chair invited BC to raise query on Covid-19 and a compliant received regarding HS2 contractors. Some communities worried that contractors are not observing distancing on site and then coming into the community and potentially introducing risk. Following further anecdotal comments from communities on contractors socially distancing keen to understand if there will be any overarching policy about Covid-19 across all the HS2 contractors that will be implemented.

HS2 responded if residents are raising specific local queries, we encourage them to approach HS2 using the helplines which are still live and fully functioning despite homeworking measures. Corporately HS2 have

been told that all contractors and sites are following government guidance. HS2 are receiving bespoke advice from the Department for Transport and Public Health England which is feeding through to contractors but not aware of a single policy document. HS2 will investigate whether there will be any overarching guidance produced to address Covid-19.

**Post Meeting Note:** HS2 are following the government guidance regarding the operation of our construction sites; hence they have been able to continue during the lockdown period following revised operating methods and the implementation of appropriate social distancing. Our contractors are managing this on a site to site basis.

Chair queried with regards the Project Evolve structure who are the main points of contact for Local Authorities. HS2 confirmed that the existing contacts Local Authorities use remain and, the main difference is that area environment colleagues will be physically based with the contractors.

BC asked what HS2 view is with client being separated from contractor. HS2 confirmed that client is HS2 and are still based in their offices but some HS2 staff are now physically placed in the Integrated Project Teams (IPT) and the contractor offices. HS2 staff within the IPT still have reporting lines and responsibilities to HS2. It is critical there are clear and defined responsibilities and lines of reporting within this new structure.

HS2 provided a brief update on Phase 2: Phase 2a, House of Lords Select Committee delayed due to Covid-19 and approximately 30 petitions remain to be heard, programme of early works being developed including ground investigations; Phase 2b, HS2 have been instructed to progress with the Crewe to Manchester Hybrid Bill application and are inputting into the National Infrastructure Commissions review for the eastern leg to Leeds..

#### **Item 4 – Noise Update**

The Chair welcomed HS2's Head of Noise Assessment to provide a Phase One High Speed Two update on noise across the route.

Construction noise highlights: The Section 61 Guidance document previously shared with the EH Subgroup has been reconsulted on following engagement with Local Authorities covering the Phase 2a area and has been updated. The document will be circulated after the EH Subgroup meeting.

BC interested to know if this will be the version across all phases on HS2. Would be very useful to share this with the EH Subgroup. HS2 confirmed there are few changes, but it now references both Phase One and Phase 2a information papers which are slightly different.

HS2 summarised the Quiet Project for awareness which was set up as a result of Covid-19 to understand how much quieter the UK has become during lockdown to provide a comparison in these conditions. The quiet project contacted HS2 to query data set from HS2 construction noise data.

Operational noise highlights: Main Work Civil Contractors, submission of Schedule 17 and Noise and Vibration Demonstration Reports (NVDR) for Colne Valley Viaduct and West Ruislip Portal, detailed design of noise barriers commencing by SCS/Align, can expect first Schedule 17 from EK as they come to end of Scheme design, BBV should be completing scheme design end of summer but then should be submitting schedule 17, monthly meetings are happening between HS2 noise leads and Main Work Civil Contractors to discuss their work and these form part of HS2 assurance and consistency across contractors; Invitation To Tender (ITT) period for slab track contract on open route, requirements going into ITT to ensure have requirements included for Slab Track; and Rolling Stock contract is still in the Invitation To Tender period.

HS2 proposed the need for Sound, Noise and Vibration working groups outside of the EH Subgroup to provide opportunity for in depth discussions on complex issues. The working groups could cover multiple topics such as: noise barriers, operation railway, roads, stationary systems, ground-borne sound and vibration, and stations/depots. HS2 feel there would be some value in going through some Schedule 17 applications and assessments provided within them so no surprises when submitted to the Local Authorities.

Initial proposal of working groups to cover the HS2 Information Papers; E20, E21 and E22 initially but happy for these to change following discussion with the EH Subgroup. The focus would be on operational noise and vibration with construction noise remaining the focus of the EH Subgroup. See as opportunity to involve the Main Works Contractor and suppliers in the working groups to discuss their design. The forum would be initially online meetings with a 1.5hr duration. All Local Authorities would be welcome but would like to have a guaranteed level of attendance for the working group to function so seeking volunteers based on topic relevance to the Local Authority.

HS2 presented overview of topics proposed to cover in each working group including the proposed frequency and Local Authority topic relevance for four working groups; E20 Operational Noise, E21 Ground borne sound and vibration, E22 Stationary Systems and Ad-hoc Working groups.

E20 Working Group use to share experience of NVDRs submitted through Schedule 17(3), run through examples of assessment methods and show how we are trying to be consistent across the contractors when presenting results.

E21 Working Group start with a refresher session on ground borne sound and vibration design and what is within HS2 commitments and methods for reducing it. A lot of work undertaken since the hybrid bill which HS2 would like to take the Local Authorities through. It is informing the specification of track in the tunnel so would be good to introduce Local Authorities to this.

E22 Working Group very similar to operational noise but will need an introductory session as it has not been covered in much detail within the EH Subgroup. Use similar format as the E20 Working Group by sharing NVDRs demonstration reports and discussing.

Finally leaving it open for ad-hoc working groups for topics such as stations and depots which not all Local Authorities will encounter.

Chair invited questions before asking for interested volunteers from the EH Subgroup, the approach was supported in the EH Subgroup pre meeting as they are needed for technical aspects.

BC question about ground-borne assessment elements – the residents have concerns over the potential for ground-borne sound and vibrations from open railways and would like to know if this is going to be included in the specification for slab track. There is concern since reviewing an early draft of one of the NVDRs from the concerned area that ground-borne sound has been discounted with a statement that there have not been any changes since the Environmental Statement was assessed but since this stage it has changed to slab track.

HS2 responded that the specification will look at both slab track and tunnel track, but it is more critical for the tunnel track. The challenge is that the control of ground-borne noise is mainly the remit of the Rail Systems Contractors as the Main Works Contractor are not designing and specifying the track. This means the Main Works Contractor have limited information to provide on ground-borne sound and vibration. The reason for proposing this Working Group is because the procurement of the Rail Systems Contractor is starting so different contractors will be coming on board over the next few years so about ensuring we have the engagement on ground-borne sound and vibration in time to influence those contracts.

E20 core member volunteers – BC, LBE, NWBC and SMBC.

E21 core member volunteers – BC, BC, LBE, LBC and WCC.

E22 core member volunteers – SNC, BC and LBE.

Chair thanked those who volunteered for the working groups but reiterated that anyone else from the EH Subgroup are welcome to attend. HS2 to schedule the meetings and contact those assigned to each group, propose to start these in a months' time.

Chair noted that it would be useful if one Local Authority representative from each of the working group could report back to at future EH Subgroup meetings with anything relevant.

**Action 4A: Section 61 Guidance Document to be circulated after the EH Subgroup meeting.**

**Action 4B: HS2 to schedule the three working groups to commence from next month**



## **Item 5 – Planning Forum Feedback**

The Chair welcomed HS2's Town Planning Lead, Phase One to provide feedback on the Phase One Planning Forum held on 28 May 2020.

This was a special planning forum dealing with project evolve which provided a detailed presentation to planning colleagues. The town planners are now embedded within the IPT providing client assurance services to the contractors. HS2 Phase One Civils Client Director oversees the four Main Works Contractor IPTs and provided an update on Phase One and dealing with Covid-19, managing works on site.

There was a discussion following feedback from Local Authorities around the use of part 4 of the General Permitted Development Order (GPDO), a provision with the GPDO being part of the Planning Act where land can be used on a temporary basis for construction purposes. There was a question from the Local Authorities on whether this provision within the existing legislation could be utilised by HS2 contractors. HS2 view on this is yes and issued a note to the Planning Forum to that effect.

A further discussion was held on how environmental impacts are monitored on a cumulative basis in relation to works taking place on sites outside of HS2 Act limits and whether the Environment Minimum Requirements (EMR) apply. HS2 response to this question was yes and there was an action taken to update notes issued to the Planning Forum on this matter.

In terms of Common Design Elements (CDE) still in the process of responding to the public responses provided during the engagement process in January. Hoping to come back to the Planning Forum at the next meeting, 23 July, with our full response to the engagement process and our proposed Planning Forum notes for the Planning Forum agreement. The three CDEs are lineside noise barriers, bridge and viaduct parapets and viaduct piers.

A note was issued summarising recent planning appeals. HS2 are planning to issue an appeal digest to the Planning Forum on a monthly basis which summarises the outcomes of those appeals.

The Planning Forum Chair added that there is an item on community relations which was discussed in the EH Subgroup pre-meeting. It is noted the Planning Forum provide statistics on how many complaints are resolved within 20 working days and welcomed the EH Subgroup to look at both the presentation and minutes of the Planning Forum regarding community engagement and complaints.

LBE requested that feedback comes back to the council if HS2 responds directly to complaints lodged by residents, so the Local Authority know how they have been resolved.

HS2 is not aware if this is something that HS2 should be doing but will clarify with the HS2 Public Response team and feedback. The Planning Forum Chair flagged that there are likely to be confidential problems with making this part of the response process if residents have chosen to keep a complaint private.

The Chair summarised that the process is that Local Authorities encourage residents to raise complaints with HS2 directly to avoid being overwhelmed with complaints, it is much better if a complaint can be resolved directly between the resident and HS2.

**Post meeting note:**

If a resident has complained to us and copied in the LA, to ensure GDPR compliance we only respond to the resident. In order to copy in the LA we would need approval from the resident that we can do this, it is up to the resident if they wish to share their response with the LA.

If a complaint has been referred by the LA to us on behalf of a resident, we will liaise with the LA regarding where the response is sent ensuring GDPR compliance.

**Item 6 – Joint Regulators Forum Feedback**

The Chair welcomed BC to provide feedback following the Joint Regulators Forum held on 27 April 2020.

Items included in the Joint Regulators Forum were; an update from the Environment Agency, update from the Health and Safety Executive (HSE), a session on the environment management policy HS2 are adopting, update on the progress of the Chris Packham challenge, Covid-19, the Green Corridor and an update on CEF and BLEF.

**Item 7 – Ongoing Construction and Section 61 Experience**

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

LBE raised two points to be addressed regarding temporary rehousing and sound insulation; reporting of ambient sound in section 2.2.3 of the LBE February 2020 monthly report and exceedance of noise monitoring trigger levels for a monitor on Old Oak Common Lane.

HS2 Noise and Vibration Construction Lead agreed to have an offline meeting as the points raised can be addressed outside of the EH Subgroup.

**Post Meeting Note:** offline meeting held with LBE and HS2 Noise Lead on 29/06/2020.

HS2 agreed with point raised on report commentary which has now been stripped out of future reports. Confirmation was made that trigger levels in Information Paper E23 are only for construction noise they do not consider ambient noise, but the monitors do pick up both aspects.

BC discussed an application relating to night works. The works involve drilling under a Network Rail (NR) line to divert utilities and NR have applied a condition that the drilling is completed continuously (day and night working). The figures show the works will breach noise insulation and temporary housing levels. The Environmental Statement was only based on daytime work so this activity was not fully assessed meaning

there could be a chance that the EMRs are not met. Noise modelling has not yet been undertaken but works are planned to commence in two months. LBE confirmed that a detailed review of the application was needed to know what recommendations can be put in place. HS2 was asked for their position on this given the construction assessment in the Environmental Statement.

HS2 Noise and Vibration Construction Lead not aware of this specific application so agreed further discussion will be held offline to go through the detail. HS2 to feedback to the EH Subgroup the output of the meeting and whether there is an EMR issue.

HS2 Noise and Vibration Construction Lead discussed the monitoring and reporting assurance 2383 which states the Nominated Undertaker will provide data for noise, dust and air quality in the relevant Local Authority monthly reports. Concern raised previously that the monitoring data published in the HS2 website are insufficient for Local Authority purposes.

HS2 considers that the requirements of the assurance are discharged by the monthly reports and published data and clarified that the templates for these reports were shared and agreed with the EH Subgroup previously. In addition, HS2 noted that the Local Authorities can request access to live monitoring feeds and can request data directly from HS2 contractors. Any complaint received by HS2, exceedance of the trigger levels and outcomes of any investigations would be communicated directly to the Local Authority by HS2 contractors.

HS2 recognise that there have been delays to getting these reports out and as a result have changed the process in a bid to shorten the publication time for these reports by introducing a SharePoint site so there can be more collaboration between contractors who write the reports and the HS2 teams who have to assure ahead of publishing. This month will be the first one with this process being implemented so expect to see an improvement to this timeframe. This will apply from May which is the current reporting month.

BC considers this will meet requirements of the assurance rather than requirements of a Section 61 consent. Where there are noise activities that were assessed as being close to a prolonged disturbance compensation payment and the prediction was that levels would not be triggered, and the compensation not paid that Local Authorities are able to monitor the fact and validate the prediction. There could be a way to work round this if HS2 agree to use attended monitoring instead of the network of unattended monitors to validate this it could be a way forward. Chair advised that Local Authorities have ability to add further restrictions on Section 61 consents if concerns and will leave with BC to discuss offline with HS2.

BC query on prolonged disturbance scheme if someone does not want to be moved out of their house. Question was raised on when a site is in operation and the noise levels are greater than predicted would the payment be made retrospectively to someone who did not have opportunity to apply for temporary rehousing. HS2 expect that people in this situation should be eligible but are currently working out the details and will take as an action to formally respond to the EH Subgroup when resolved.

Chair raised a point on Covid-19, there was a ministerial statement that Local Authorities were being asked to be flexible with construction hours and wondered if HS2 contractors were going to seek for flexibility, although they might be more constrained with the CoCP requirements.

HS2 have seen the ministerial statement and feel that the provisions within the CoCP allows for flexibility and adaptation of working hours to reflect engineering practicalities, seasonal and weather dependencies but the provisions also require that contractors act responsibly. HS2 consider the written statement useful, do not think it changes anything with regards HS2 contractors.

The Association of Noise Consultants are also doing some work on the ministerial statement so it will be interesting to see what they publish in response.

LBE final point on extended working hours. A lot of contractors coming back with variations to Section 61 consents where they want to do extended hours and the general guidance is to do low impact works during those extended hours.

**Action 7A: Action HS2 to confirm at a future meeting any Section 61 EMR compliance issues.**

**Action 7B: HS2 to provide EH Subgroup with response on retrospective rehousing payment.**

**Post Meeting Note:** As a reminder to the group if you have a local issue please contact your HS2 area or discipline contact directly so it can be addressed promptly. There is no requirement to wait until the next EH Subgroup meeting.

## **Item 8 – Action Log / Forward Plan / Meeting Agenda Items**

Chair reviewed the action log.

Action 8A June 2019 – the note is drafted but the detail of the mitigation measures residents might be eligible for on prolonged disruption is causing the publishing of this document to be delayed.

Action Jul 2019 9A – HS2 confirmed this was circulated to the EH Subgroup and received comments in Oct 2019. The comments have been incorporated and the note finalised and issued to contractors. Action updated to include circulation of the finalised version.

Oct 2019 2A – HS2 needs to resolve the internal governance to circulate planning forum note, ongoing.

Action Oct 2019 5A- still outstanding but agreed this will be noted and covered in the new noise working groups so the action can be closed.

Action Feb 2020 2B – agreed this will be noted and covered in the new noise working groups where the Main Works Contractor will present their designs so the action can be closed.

Action Feb 2020 2C – Propose presentation is scheduled for next EH Subgroup meeting.

Items for next meeting:

The next meeting is scheduled for 29 July 2020. Proposed dates for the remainder of 2020 are:

29 September 2020

2 December 2020

Chair requested any ideas for future meeting agendas to be emailed directly to the Chair or EH Subgroup Secretary to incorporate

Chair would appreciate comments on the virtual format and any improvements that could be made.

Presentation items for next subgroup:

- HS2 to provide the Subgroup with a presentation on measures to protect vulnerable groups.

**New Actions**

- Action 4A: Section 61 Guidance Document to be circulated after the EH Subgroup meeting.
- Action 4B: HS2 to schedule the three working groups to commence from next month
- Action 7A: Action HS2 to confirm at a future meeting any Section 61 EMR compliance issue.
- Action 7B: HS2 to provide EH Subgroup with response on retrospective rehousing payment.