

# EH Subgroup Minutes

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| <b>Meeting date</b>         | 29 July 2020, 14:30 to 16:30                    |
| <b>Meeting location</b>     | Microsoft Teams                                 |
| <b>Meeting title</b>        | Environmental Health (EH) Subgroup Meeting #32  |
| <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

Senior Town Planning Manager – HS2 Ltd

Community Engagement Manager – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Air Quality Lead – HS2 Ltd

EH Subgroup Secretary – HS2 Ltd

## ***EH Attendees***

London Borough of Camden (LBC)

London Borough of Brent (LBB)

Buckinghamshire Council (BC)

Solihull Metropolitan Borough Council (SMBC)

South Northamptonshire Council (SNC)

Staffordshire County Council (SCC)

Lichfield District Council (LDC)

London Borough of Hammersmith and Fulham (LBHF)

London Borough of Ealing (LBE)

Cherwell District Council (CDC)

Oxfordshire County Council (OCC)

Westminster City Council (WCC)

Warwick District Council (WDC)

North Warwickshire Borough Council (NWBC)

### ***Apologies***

Town Planning Lead, Phase One - HS2

## **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 June Meeting**

The June 2020 EH Subgroup minutes were sent out in an email on 6 July to the EH Subgroup and reviewed during the July 2020 EH meeting.

The Chair went through the post meeting notes included in the minutes.

Page 12 item 7, query raised by BC and captured in Action June 2020 7A – HS2 Noise and Vibration Construction Lead to present response in Item 6 Noise Update.

The June 2020 EH Subgroup minutes were agreed in the July 2020 EH meeting.

## **Item 3 - Protection of Vulnerable Groups**

The Chair welcomed HS2's Community Engagement Manager to discuss HS2 strategy for protecting vulnerable groups.

HS2 summarised role of the Engagement Strategy team to provide support to the wider engagement effort and make sure we have the insight needed to best serve communities. We are able to report in the way required but also, we are equipping our front-line teams with the tools they need to do their jobs effectively. One of the tools within the toolbox at HS2 is providing advice and support on how best to support vulnerable people.

HS2 introduced the Community Engagement Strategy and the commitment to be a good neighbour. When this comes to vulnerable people or those with additional needs it means we want to ensure they are not impacted to a greater extent as the result of HS2 works. There are additional vulnerable people commitments that are set out in the Special cases' information paper E23, the Code of Construction Practice, a Vulnerable People Strategy specific to Camden and commitments on mental health arising from the Phase 2a Select Committee process.

There is a Vulnerable People Framework which provides a mechanism to address the commitments HS2 have. This framework provides a range of tools for to help HS2 staff one being vulnerable people training and support services from POHWER. We are also committed to working with the Local Authorities as closely

as possible to ensure people receive the best support and reduce the number of interfaces they have where they have complicated needs and coordination is needed between HS2, LA and health services.

HS2 described the training process which is mandatory for all public facing and community engagement staff and is delivered by a specialist training provider. Currently this training has been provided to 140 participants across engagement and land and property. There has been a lot of positive feedback received from participants with 100% of participants stating they received new knowledge that they would use in their jobs.

One of the ways HS2 are looking to build on this is to share this learning and best practice with our contractors. A pilot session was tested with LMJV staff and delivered to the BBV engagement team. This will be rolled out across the project upon lifting of Covid-19 restrictions.

HS2 explained that an independent advocacy and support services has been procured and will be made available along the whole line of route. POhWER have been brought in to help people engage with HS2. The service went live on 30 October 2019 with first cases taken through the system from November 2019. The supplier assists vulnerable people with understanding HS2 documentation and completing paperwork, support those whose disability impacts their ability to self-advocate and support HS2 staff and contractors to sign posting for vulnerable people.

Hs2 summarised how many referrals by Phase have been made and the key statistics for cases, land and property being the main referral source. Two examples of closed cases were presented to detail the different approaches that needed to be taken.

The Advocacy contract has been extended for a further 12 months with planned improvements for 2020/21 to encourage new cases and explore the feedback in greater detail.

The new translation service is now up and running which provides information a lot quicker than previously.

There is an established Vulnerable People Panel which covers community engagement, land and property, noise and vibration, environment, project management and EDI. This panel also considers E23 special cases. The Terms of Reference (ToR) for the panel are being reviewed, the current ToR were summarised during the presentation. Seeking to expand the scope to include special cases for settlement deeds, prolonged disturbance and temporary rehousing programmes. The next steps were described should the new ToR be ratified.

LBE – HS2 stated that there were special agreements with Camden and others, not sure what is meant by others?

HS2 – to confirm the only Undertaking & Assurance is with Camden but we are committed to ensuring HS2 are not providing a service to one area that we are not to others. HS2 will be applying measures included in the Camden area across the line of route for instance the vulnerable people panel which was originally brought in as a Camden specific service but now has cases along the line of route on Phase One.

LBE – Mentioned that HS2 are applying measures for people working from home to provide respite from noise disturbance, what is actually being done?

HS2 – we have had people enquire to the panel who work from home on a regular basis and permanent basis.

Chair – in terms of the advocacy cases seen so far was this more or less than expected, what capacity does the system have for dealing with enquires? LA might want to promote this service and make local residents aware that it is available.

HS2 – the numbers are lower than we would have expected but the time taken to support individuals has taken longer than expected. It was hard to predict the demand until we offered the service but this can be scaled up as and when needed. If anyone has further queries please contact the team following this meeting, details provided in the presentation

LBC – mentioned bringing in independent experts and wondered what type of experts, are they medical experts? Do the LA get invited to the panel or is it a private meeting?

HS2 – will bring in the relevant medical expertise for cases when needed. The LA have not attended before but for example we have had written representation from Camden support worker which has been very helpful. We would welcome LA input into the process whether that is a separate conversation or in the meeting which would be a decision for the Chair but LA input is very helpful.

#### **Item 4 – HS2 Phase One Update**

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

The Phase One highlights were summarised by HS2 such as; 93% of HS2 sites are now open which is an increase since the June meeting and piling is set to commence at Old Oak Common in September 2020.

A few photographs of the ongoing Phase One works were presented to the EH Subgroup such as noise insulation around buildings during demolition in the London area.

A link to the HS2 Annual Report was provided, this was laid in Parliament on 21 July 2020 and covers the period 1 April 2019 to 31 March 2020. It covers Notice to Proceed (NtP) and the Oakervee review.

HS2 has shown its commitment to racial equality by signing up to the Race at Work Charter, a link to further information on the charter was provided. The HS2 Non-Executive Director Dame Judith Hackitt has also been interviewed for the Bottom Line on BBC Radio 4 and shared some insights on EDI at HS2.

A summary and link to the newly launched Carbon animation and web page was provided, explaining how HS2 will be low carbon in operation and will cut carbon emissions from the wider transport sector.

HS2 shared the final design for the first Chiltern Tunnel vent shaft headhouse and a summary of the communications currently on a discovered skeleton found by HS2 archaeologists both in Buckinghamshire area.

HS2 provided a brief summary of the highlights from Phase 2; the House of Lords Select Committee resumed July 2020 and the National Infrastructure Commission published its interim report on the Integrated Rail Plan for the Midlands and North which includes the eastern leg of Phase 2b.

Chair – is there any idea of where the programme is overall and has it been set back as a result of Covid-19?

HS2 – the programme team are still reviewing this as some of the sites are not necessarily as productive as they were before. Due to NtP being later than thought some of the works have been passed back to the Early Works Contractor who are already mobilised on site to avoid delays to works. Hoping in September there will be a programme and a look ahead for the next 6 months to share with the EH Subgroup.

## **Item 5 – 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.

HS2 went through what information is available and locations; the Compliance Dashboards on SharePoint and Monthly monitoring reports published on the external website. If anyone is having issues with access to SharePoint to let the EH Subgroup Secretary know to help resolve.

The Air Quality annual report is undergoing internal reviews and should be published in the next two weeks. This includes the Phase One NO<sub>2</sub> monitoring in Greater London and new to this report the baseline monitoring for Phase 2a around the M6. An update to on and off-road compliance has been included as well as an update on innovation projects during 2019.

HS2 highlighted some of the key findings for that year; there were 113 NO<sub>2</sub> diffusion tube monitoring locations and 108 of those were either reduction or no change between 2018 and 2019, one was a new monitoring location and four showed a slight increase (between 0.1 – 0.7µm/m<sup>3</sup>). There were no new monitoring locations that exceeded the air quality objectives. This monitoring will continue into 2020 in line with the Defra calendar. There will be some gaps as a result of Covid-19 with laboratories closing and no access to change diffusion tubes.

HS2 went through the emission requirements for on road and off road. On road emission requirements apply route-wide whereas the off-road emission requirements are applied on an area basis. There are exemption opportunities for specialism ones and unforeseen circumstances.

HS2 went through the vehicle compliance figures for 2020 year to date. There has been a large increase in HGV movements compared to LDV which we expected to see happening as works progressed. There have been over 50,000 HGV trips across Phase One achieving over 98% compliance across the route. In general, non-compliances have been linked to the incorrect HGV being deployed on site or exemptions for specialist vehicles not being submitted to HS2 on time. Currently, there have been 11 approved exemptions come in which is well below the 8% commitment. The southern area is doing really well with regards LDV compliance, but further work is needed for the remaining areas. Some of the recent non compliances in recent months have been linked to government guidance during Covid-19 to drive to work and not use public transport.

HS2 do not allow any opportunity for exemptions on LDV and these LDV non-compliant vehicles tend to be Euro 5 diesel vans that have been retrofitted for a purpose. As an example, a utility contractor has a fleet of Euro 5 diesel vans which have been retrofitted to specifically meet the works they do on the different power lines.

The 2020 vehicle and NRMM compliance figures were presented to the EH Subgroup. Over 99% compliance across Phase One. Summarised the non-compliances as other machinery which arrived on site not compliant and then removed or specialist plant which has arrived on site and been used before an exemption is in place. 55% of all deployment in 2020 are above the current requirements and 6% in total are Stage V. A summary of low / zero emission alternatives being used across sites and the first electric telehandler trialled on one of HS2 sites. We expect 20 to 30 tonne fully electric machinery to be on the market very soon.

Updates were provided on the air quality innovation projects; NRMM emission reduction project, emission compliance verification system and clean air gas engine. Linked to the NRMM emission reduction project, personal exposure monitoring and retrofit work has been delayed as a result of Covid-19. Testing likely to commence in September 2020 on the retrofit exhaust. HS2 will provide updates on this as the testing is completed. With regards to the CESAR ECV, a lot of ongoing work to badge up existing machines is underway, and not just focused on being applied to new machines as part of the new verification system. Innovate UK funded project looking to have cleaner gas engines, engines with capacity of 1 – 50kw. Trials and testing will be undertaken at one of our sites in November yet to be confirmed. Testing will be on generators and a welfare unit.

Chair – compliance with vehicles is making really good progress and really interesting getting updates on innovation projects, please keep providing these updates. It is a great opportunity nationally to have a big project like HS2 leading the way as a lot of technology can then become mainstream which wouldn't happen on smaller projects.

LBE – four locations where had increases of NO<sub>2</sub> wondering where they are and whether increases are within the project limit for air quality objectives and if such an increase is likely to put an area into an area of exceedance.

HS2 – this will be in the report but relates to two locations in Camden, one in Hillingdon and one in Hammersmith and Fulham. The increases do not bring the areas into exceedance either because the

locations are already in exceedance or they are nowhere near the air quality objective. Generally, with the exception of one location they are all within what was predicted in the Environmental Statement. The purpose of the Air Quality Management Plan is also to check whether our measures are working to mitigate impacts or identify if more work is needed, this process is under constant review.

Chair – are you going to be able to do any evaluation of data on the implication on lower flows of traffic during the Covid-19 period and increased air pollution in the areas HS2 are working?

HS2 – unfortunately there will be three months of data missing from the diffusion tube monitoring either because the laboratories were closed and the diffusion tubes cannot be left up for an extended period of time and due to social distancing, it was really difficult for anyone to go out and change the tubes. From the perspective of the Local Authority continuous monitoring systems there is potential for something to be done in this space to see what impacts were.

LBE – In relation to the 13 hybrid excavators inducted into the HS2 fleet of excavators, for high risk areas potentially contractors could use the hybrid excavators so what is HS2 approach in relation to high risk noise areas? Keen to know if the newer equipment such as the 20 – 30 tonne electric machines mentioned would be able to deal with piling activities.

HS2 Air Quality lead – in high risk areas these are the type of machines that should be used but not sure whether the hybrid machines are the correct way to go. The excavators work off Stage 4 diesel engines and the arm swing is based off kinetic energy so there is still a noise as they move around the site. They have worked really well in confined spaces near office blocks or for the exhumation works in tented areas where diesel emissions are not good. Fully electric is definitely an opportunity but is reliant on these coming on the market. The OakTec CAGE project is one of the innovation studies looking at noise impacts which uses a dual hybrid system. We do need to look at these different types of technology and equipment especially in those more sensitive noise and air quality areas.

HS2 Noise and Vibration Construction lead – added that our contractors should be looking at alternative equipment in terms of hybrid and electric but a lot of it depends on what is appropriate for the works to be undertaken and what is available for them to use.

LBHF – how is the target for any electric vehicles in the fleet going?

HS2 – progress is being made and electric charging points are being designed into infrastructure. In terms of lower emitting vehicles HS2 do request our contractors to draft a plan to look at that. Alternative fuels are also looked at to reduce emissions that way. The low carbon partnership has been doing a lot of work to looking at gas engines, looking at hydrogen engines. HS2 are working with other partners to achieve this and will be able to present on this in a future meeting.

## **Item 6 – Noise Update**

The Chair welcomed HS2's Noise and Vibration Construction lead to provide a Phase One High Speed Two update on noise across the route.



HS2 Noise and Vibration Construction Lead provided an answer to Action June 2020 7A. The Environmental Statement anticipated that the utility works could be completed during core hours due to the limited use of the railway and low speed but since then Network Rail have stipulated that the works must be undertaken outside of core hours to avoid damage to their infrastructure.

Hs2 and Fusion are working with Network Rail to resolve this since it was raised by BC1 at the last subgroup. In addition a review of the programme is being undertaken to identify whether the work can be transferred to the Main Works Civils Contractor this would mean it was done at one time rather than two periods of disruptive work happening in this area.

HS2 Noise and Vibration Construction Lead provided an answer to Action June 2020 7B on whether retrospective payment for prolonged disturbance can be obtained when noise levels at an operational site are greater than predicted.

HS2 applies BPM in undertaking its work to reduce noise as far as reasonably practicable. In the unlikely event the measured construction noise levels did exceed the temporary rehousing threshold as defined in Information Paper E23: "Control of Construction Noise and Vibration" for a period of 10 or more days of working in any consecutive 15-day period, those residents would be eligible to receive compensation retrospectively.

If it is also anticipated that noise levels from construction will continue to exceed the thresholds and criteria set by HS2, residents will have a choice between receiving cash compensation or to be temporarily rehoused for the period over which noise levels exceed the temporary rehousing thresholds.

BC – query flagged up at last Schedule 17 meeting with the MWCC and a couple of comments made saying they are redoing noise modelling and are reducing barrier heights. We would not expect to be getting reduced noise levels from running the noise models unless they are changing the inputs into the modelling, from your knowledge and perspective in terms of noise levels and inputs has anything changed?

HS2 Head of Noise Assessment – the last major change to the operational noise assumptions was in 2018. There have been no major changes to the input assumptions since then but there has been a lot of design development since then and the contractors have the ability to improve the performance, the shape of earthworks and location of noise barriers so any changes are due to design development implemented by the MWCC. The removal of the just-TSI compliant trains that were in the Environmental Statement is resulting in a small reduction in noise and will be contributing to a change in mitigation design.

BC – there haven't been any major changes to source terms recently so something to pick up with EK. Seen an early noise mitigation report and been told they are running the models again and getting slightly different results so they can reduce the amount of mitigation. Want to understand how they are getting to that.

HS2 – have just finished reviewing the proposed noise mitigations from EK and we want to allow the contractor to engage with you in the pre-application on this but we have been working very closely with EK. We are aware of design changes they have made which are resulting in some improvements.

BC – we are under a lot of pressure to scrutinise noise demonstration reports and need to work out why the noise barriers have been reduced in height as it will be something LA will be asked by the communities.

LBE – reviewed some of the work done at high risk sites and it transpired that the contractor can only nominally put in a barrier of limited height which is 2.4m and would have to agree with HS2 to put in a higher barrier due to increased costs. If the cost of a higher barrier hasn't been accounted in the project this might pose an additional risk.

HS2 Noise and Vibration Construction Lead – there are no issues with installing higher barriers for construction noise, we expect contractors to assess all BPM measures for the works they are undertaking to decide what the appropriate mitigation is. There are no stipulations from HS2 on barrier heights, if a higher barrier leads to a meaningful attenuation of construction noise then our contractors should be investigating whether it is reasonably practicable to install the higher barrier on site.

HS2's Head of Noise Assessment provided an update on the additional noise working groups agreed in the June EH Subgroup. The E20 first working group is confirmed for 26 August 2020 and the first E21 working group is confirmed for 5 August 2020.

One last request for volunteers to join the E21 working group next week as unfortunately WCC are no longer able to attend.

The E20 working groups will be different to E21 working groups which are going to go back to basics and will be step by step progressive number of workshops. E20 will be more reviewing Schedule 17 applications and noise and vibration demonstration reports as they come in so if anyone was to miss one of the sessions, they would still be able to pick it up at the following meeting.

Chair – it would be good to have someone from BCC but we do not seem to have any contact with their officers, what is the engagement with BCC like on HS2? Keen to know BCC are aware of the EH Subgroup as it would be useful to have their input because we could probably learn from them as well.

HS2 Air Quality Manager – we have met with BCC to discuss noise monitoring and engage to agree locations for dust monitors. They are encouraged to attend the EH Subgroup and they are happy to receive the minutes.

Planning Forum Chair – we get involvement and participation from Birmingham highways and planning so do not think it is a general BCC point.

LBB – passed on details of the E21 Working Group to colleague who is considering it but dependant on capacity. Just clarified will contact HS2 Head of Noise Assessment if able to attend.

## **Item 7 – Planning Forum Feedback**

The Chair welcomed HS2's Senior Town Planning Manager, Phase One to provide feedback on the Phase One Planning Forum held on 23 July 2020.

HS2 CEO Mark Thurston provided a project update and reflected on the time since he last presented at the Planning Forum such as Notice to Proceed, Oakervee and the general election. Mark highlighted the Schedule 17 activity and that this will increase over the coming months so enforced the importance of HS2 engagement with the Local Authorities. Received Schedule 17 consents for Curzon and Old Oak Common and Curzon tender documents going out this week. The interchange station is currently with Solihull for determination.

Mark included in his update the reasons why Britain needed HS2 to provide better connectivity and capacity and the benefits for reducing carbon.

Overview was provided to the Planning Forum on the consents forecast including a forward look of the Schedule 17 consent applications by the MWCC. This correlates with the six month look ahead which has been shared with the LA.

EK gave a presentation on spoil balance providing an overview on the mass haul strategy and minimising vehicle movements. For those interested a copy of this presentation can be provided.

HS2, Lead Architect provided an update on the Common Design Elements (CDE) and discussed key comments from stakeholders, one being the need for noise barriers to be as responsive to their location as possible. It was highlighted that since NtP the onus is now on contractors to develop the design. As a result of that there are three directions CDE could take; first that MWCC will continue with the CDE designs, second a decision taken to not progress with noise barriers as a CDE in recognition of feedback that they need to be location specific and thirdly the MWCC may decide to not take forward CDE. Notwithstanding that whichever decision is made work undertaken on all three CDEs will inform the design development.

There was an update on the HS2 help desk highlighting there have been 681 complaints to date. Over 97% of Phase One complaints were responded to in 20 working days and over 99% of complaints were resolved at the first stage of the process.

An update on current Schedule 17 appeals was provided which was five, since the Planning Forum this there are now seven appeals.

The Chair invited the Planning Forum Chair, to add anything to the update.

Planning Forum Chair – with regards the CDE point, for the LA after all the work that has gone into the process over a long period of time it was disappointing to not have an agreed Planning Forum note on any

of the three CDE, piers, parapets or noise barriers. It was agreed that we should try and get agreement to progress with piers and parapets.

## **Item 8 – Joint Regulators Forum Feedback**

The Chair welcomed Buckinghamshire Council to provide feedback following the Joint Regulators Forum held on 16 July 2020.

The forum was impressed with how the HSE staff have worked together during the Covid-19 conditions.

There was an action to pull together a dashboard for the next meeting which can be used to update the EH Subgroup.

BC raised an issue at the forum on pressures caused by Covid-19 and to some extent the late stage to NtP. Worried that if project pushed along too fast the relationship between communities, contractor consent managers, LA the engagement might fall apart. HS2, Head of Environment Route Wide was going to escalate this with the HS2 Senior Leadership Team. It was reemphasised that LA should get 28 days to determine consents and that if LA are strict on the timeline it will focus others.

Good responses from contractors to social distancing challenges at sites during C-19.

There was an update on the materials management plan and there could be a scheme that will hopefully reduce the amount of spoil from the Southern Portal but no further details on this yet.

HS2 – confirmed spoken to HS2 Head of Environment Route Wide about the issue raised on consenting determination periods, it is also being raised at an internal HS2 meeting with all the Senior Environment Managers across all the IPTs to reiterate this point.

Chair – LA officers understand there are programme pressures but if there are regular meetings and look ahead programme these matters can be highlighted. If there are advanced discussions on Section 61 works, it can be possible to approve these things faster. These are detailed and they do need 28 days, so it is about working together and very important this engagement is happening as early as possible.

**Post Meeting Note:** HS2 have escalated the issue BC raised internally. LA to feedback at the next EH Subgroup if they have seen any improvement.

## **Item 9 – Ongoing Construction and Section 61 Experience**

Chair invited the Local Authority representatives to raise any issues.

BC – would a useful item for a future agenda be to look back at the CoCP to find out what activities and circumstances can take place outside of core hours. Noticed communities get confused with noisy works consents and working hours. When you then start to look closely at the CoCP and Section 61 even the LA can get a bit confused. It might be useful to see which activities HS2 are by default going to carry on 24/7 which activities are on the margin and how that is likely to be communicated to communities. With Section 61 it all goes back to nuisance law, there isn't any requirement to consult by the LA so have encountered situations where the communities and Parish Councils have challenged the LA on why they haven't been informed about certain works.

Chair agreed this is a good idea and will look to include a refresher on the CoCP at a future meeting.

SNC – was approached on a Materials Management Plan recently and passed it to a colleague who deals with contaminated land. A question came back that there was some uncertainty about who the contractor should be contacting in relation to verification details for the contaminated material. The colleague mentioned possibility of a contaminated land subgroup being formed and they hadn't received any communication on this to date. Wondered if that had taken place? Is there a contact at HS2 because that would be useful. There are a number of different consenting regimes that relate to this not only contaminated land which is primarily dealt with by the Environment Agency in terms of how the waste is managed but there is also a planning aspect particular in relation to any Schedule 17 applications. The planning officer who was involved in this example was uncertain about. If there is any information that can be clarified as this is meant to be route-wide approach being formed.

Chair – generally the person who deals with Section 61 is first point of call and if cannot deal with those queries pass on to a colleague.

HS2 – we would need to find out if there is a contaminated land subgroup but not aware of one. Previously we have brought this topic to the EH Subgroup to discuss rather than in a separate meeting. HS2 to take an action to provide an update on the materials management process.

LBE – touch base on the point BC2 raised. For high risk sites in relation to Section 61, it goes back to BPM under E23 or the CoCP, where statutory nuisance does not come into the equation. It just looks at the LOAELs and SOAELs so proceeded to undertake a risk assessment in high risk areas on where receptors are quite close and looked at the BPM measures proposed. It seems the BPM measures are very limited and following the RA it was concluded that there were six scores in column labelled high, two in medium and one in low and using Table B the overall score is seven which LBE consider that to be a high-risk area. Conclusion is on the Section 61 BPM there needs to be a well-structured approach which involves some level of quality assurance by HS2 and cannot just be left to the contractors. An area that potentially requires further discussion with all the stakeholders involved.

HS2, Noise and Vibration Construction lead – Section 61 are reviewed by HS2 before they are issued to LA but we do not review every Section 61 it is undertaken on a risk based approach. Clarified with LBE that this query relates to the Section 61 for Manderville Road. HS2 would expect all our contractors to engage with the LA and present before the Section 61 would be submitted to any LA. Through that engagement

discussions should be held on what constitutes best practicable means and why one particular method has been selected. This detail all goes in early discussion so when a Section 61 is submitted there are no surprises and the LA understands why the BPM is laid out as it is. Each application and BPM measures are looked at in terms of their own merits. The contractor would not undertake a risk assessment of their own works because they will know it is a high-risk area so will not seek an SOI from the LA but will go straight to submitting a Section 61.

Chair – confirm a refresher on the CoCP will be included at a future EH Subgroup and some of these issues can be discussed further.

**Action 9A: HS2 to find out more on the proposed material management approach, in particular the verification process and who HS2 seeks verification from. HS2 to provide feedback at the next meeting. Addressed in the below post meeting minute.**

**Post Meeting Note:** HS2 contractors are required to produce Materials Management Plans in accordance with the Definition of Waste: Development Industry Code of Practice for all excavated material reuse, including clean, naturally occurring material. For the purposes of the MMP, the "site of origin" is deemed to be the area under the control of each of the Tier 1 contractors.

Contractors are required to consult LPAs only in the case of a "Route A" MMP, i.e. for sites where contamination is present or suspected. In this case the Remediation Strategy will be provided to the relevant LPA for comment/approval. In the case of Route B MMPs (contamination not present or suspected), the approval of the LPA is deemed through the Schedule 17 approval process.

## **Item 10 – 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, still outstanding.

Action 9A June 2019 – HS2 confirmed the updated version was circulated to the EH Subgroup and uploaded onto the EH Subgroup SharePoint so this action is closed.

Action Oct 2019 2A – HS2, Town Planning Lead needs to resolve the internal governance to circulate the planning forum note, still outstanding.

Action Oct 2019 5A, Feb 2020 2B, Feb 2020 2C, June 2020 4A and 4B – These actions are all now closed.

Action June 2020 7A- Discussed under Item 6 of the July Subgroup, this action is now closed.

Action June 2020 7B – The guidance is still outstanding and the HS2 website states that the full guidance would be published late autumn 2019. HS2, Noise and Vibration Construction lead – Confirm the full guidance hasn't been published yet it is still being worked on. Hopefully an update by the next meeting.

Items for next meeting:

The next meeting is scheduled for 29 September 2020 and then 2 December 2020, remaining in the Microsoft Teams format for 2020.

Chair – Noted the Construction Commissioners report from June 2020 refers to a HS2 lessons learned review on noise insulation being rolled out in Camden. Asked if there was anything from the review that would be of interest to the EH subgroup.

HS2, Noise and Vibration Construction lead – there has been a lesson learned noise insulation workshop internally but not had meeting with construction commissioner yet due to Covid-19 which was the next element of this review.

Chair requested that HS2 provide the EH Subgroup with feedback from the review when this has occurred.

HS2, Head of Noise Assessment – consider how the representatives from the Noise Working Groups feedback to the EH Subgroup and whether an agenda item is needed. Agreed to have one nominated LA representative from each Noise Working Group to feedback at the next EH Subgroup on a rota. Leave with each Noise Working Group to decide how to feedback but do not propose a separate agenda item at the EH Subgroup.

LBHF – energy strategy for the station buildings along the route in terms of climate change and air quality commitments might be a useful agenda item for next time.

HS2 – confirmed there is an energy strategy and when this is complete HS2 will present to the EH Subgroup.

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

Presentation items for future subgroup:

- CoCP refresh
- Construction Commissioner review on noise insulation

- HS2 energy strategy for main route and station buildings
- Material Waste Verification progress

**Action 10A: HS2 to provide the EH Subgroup with feedback from the review on noise insulation with the Construction Commissioner.**

### **New Actions**

- Action 9A: find out more on material management approach, who gives verification, who does HS2 seek verification from. Addressed in a post meeting note under Item 9, page.10. **Closed.**
- Action 10A: HS2 to provide the EH Subgroup with feedback from the review on noise insulation with the Construction Commissioner.