

# EH Subgroup Minutes

<b>Meeting date</b>	Thursday 29 <sup>th</sup> July, 14:30 to 16:30
<b>Meeting location</b>	Microsoft Teams
<b>Meeting title</b>	Environmental Health (EH) Subgroup Meeting #37
<b>HS2 contact or group</b>	<a href="mailto:planning.forum@hs2.org.uk">planning.forum@hs2.org.uk</a>
<b>Stakeholder</b>	Environmental Health Subgroup to Planning Forum

## External Attendees

Independent Chair

Planning Forum Chair

## Nominated Undertaker Attendees

Head of Environmental Sciences – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Noise Assessment Manager (Construction) – HS2 Ltd

Phase One Town Planning Lead – HS2 Ltd

Air Quality Lead – HS2 Ltd

## EH Attendees

Buckinghamshire Council (BC1)

Buckinghamshire Council (BC2)

Solihull Metropolitan Borough Council (SMBC1)

Solihull Metropolitan Borough Council (SMBC2)

Solihull Metropolitan Borough Council (SMBC3)

London Borough of Camden (LBC1)

North Warwickshire Borough Council (NWBC1)

North Warwickshire Borough Council (NWBC2)

London Borough of Hammersmith and Fulham (LBHF1)

London Borough of Hammersmith and Fulham (LBHF2)

London Borough of Brent (LBB)

West Northamptonshire Council (WNC)

Staffordshire County Council (SCC)

Warwick District Council (WDC)

Watford Borough Council (WBC)

Cherwell District Council (CDC)

### **Apologies**

London Borough of Camden (LBC2)

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

The Chair called the meeting to order and provided an overview of the meeting etiquette. The chair then welcomed attendees and introductions were made. The meeting was recorded to aid with minute taking, attendees were notified.

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

A review of minutes from previous meeting was undertaken. The Subgroup was notified that presentations are now included on the Sharepoint site.

There were no further comments or queries, and the June 2021 meeting minutes were agreed.

## **Item 3 - Phase One Update**

A summary of Phase One progress was provided. Highlights since the last update includes progress with utilities works, archaeological works, ecological mitigation and advanced tree planting, noise insulation programme continuation and the ongoing of main works.

Recent news and press releases have featured:

- The launch of the second tunnel boring machine (TBM) in the Chiltern Tunnel South Portal
- The use of an innovative piling technique reducing health and safety risks, reducing carbon and dust emissions, cost and noise.
- The certification of retrofit technology to upgrade older construction machinery to meet the latest EU Stage V emission class
- The announcement that 700,000 trees have been planted and over 100 new habitats thriving across Phase One of the project.
- With respect to Phase 2A, it was announced that new funds to support communities along the route and that Kier has been awarded the early works contract on the second stage of HS2.
- In terms of Phase 2B, ground investigation works have commenced.

**Questions:** None

## **Item 4 - Noise Update**

The Chair welcomed HS2 Noise Assessment Manager (Construction), to the meeting who provided a brief overview of S61 applications to date and a noise insulation update across the route.

The HS2 Noise Assessment Manager (Construction) highlighted the total number of Section 61 applications, per local authority across Phase 1 since 2016, per application type (S61, Sol, variation, dispensation, other). Furthermore, a forward look over the next 2 months, per MWCC was provided.

The HS2 Noise Assessment Manager (Construction) ran through the Noise Insulation process, highlighting the progress made to date across the route.

**Questions:**

Q1. What is the data source for Sol figures?

- A. HS2 collate their consenting information from their early works and main works contractors. Further Investigation is required into the figures supplied by all contractors (EWC & MWCC) but better understand application volume.

**Item 5 - Noise Working Group Update:**

Brief updates provided in the section concerning E22 – Canterbury Road Shaft; Sch 17 determined in May 2021, and E20 – Wendover Dean Viaduct, Bucks have commissioned an independent review of the report which is available to view as part of application. These will form the topics of the next WG meetings.

E20 - Wendover Dean Noise Demonstration Report was reviewed – design options need to be included in demonstration reports, and cost benefit analyses. Content of further E20 working groups is under discussion.

E22 – Canterbury Road Shaft and jet fan operational assumptions, noise assessment and mitigation proposals were reviewed.

**Questions:**

Q1. Why was a noise demonstration report not submitted with the Canterbury Shaft Schedule 17?

- A. HS2 are encouraging contractors to deal with potential noise issues during pre-application engagement and to take a proportionate approach to the material needed to support a Schedule 17 application. Contractors can either demonstrate compliance with relevant noise commitments with a noise demonstration report or an evidence-based statement of compliance in the Schedule 17 Written Statement. The approach should be agreed through engagement with LAs prior to the application being made. In the case of Canterbury Shaft design information was shared with the LA prior to the application being made and noise was discussed in the Schedule 17 written statement rather than a noise demonstration report.

## **Item 8 - Air Quality Update**

The Chair welcomed HS2's Air Quality Lead to provide an update on air quality across the route. The HS2 Air Quality Lead summarised the compliance dashboards and went through graphs depicting progress and a shift towards clean air solutions. HGV, LDV, NRMM performance overview was given. It was noted that the compliance figures presented are the highest presented this year.

As requested at the previous meeting an overview of dust mitigations, in line with the Code of Construction Practice and Information Paper E31 was given. The overview presented photographs of how contractors across the route are implementing means to ensure effective dust mitigation is in place across all sites.

An update on air quality innovations was provided, including the Non Road Mobile Machinery retrofit solutions (Energy Saving Trust has now certified a solution for both the medium and larger engine bandings), and a rollout plan is being undertaken. The Clean Air Gas Engine (CAGE project trial) fitted to a welfare unit in St James Garden, Camden. The technology uses Bio LPG rather than a diesel generator. Imperial College has undertaken emissions measurements and results are being reviewed.

Progress is being made on the deployment of the hydrogen dual-fuel system trial, and the strategic business case focusing on leaving a legacy beyond the programme. Work into energy efficiencies and exploration into alternative fuels is ongoing with collaboration between main works civil contractors and academia. As projects mature, results will be shared with the group.

### **Questions:**

Q1: Will site dust suppression be available at all times?

A: Yes, the need for this will be reiterated across projects teams

Q2. Do sites undertake daily site inspections and keep record of these?

A: Yes, this is reviewed by HS2 during site visits and daily site inspections are recorded in a site diary.

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

HS2 Phase 1 Planning Lead was introduced, and an update on the last held planning forum was provided; this focussed on local authority feedback, planning applications update, phase 1 wide heritage issues, community engagement process – which is undergoing a strategy refresh.

A schedule 17 submission performance overview was provided; at the time of the meeting an improvement in determination times has been noted. Sch 17 performance continues to be a focus for the Planning Forum; a sub-group is planned to look in more detail at the causes of delays and identify solutions. HS2 is consulting on amendments to a number of Planning Forum Notes to align wording with the updated Sch 17 Statutory Guidance and Planning Forum Note 17.

An overview on live decision appeals was provided including justification for delays and what progress has been made, many of these concern lorry routes.

In terms of local authority feedback, there is a great emphasis on the importance of pre-application discussions and ensuring these take place.

#### **Questions:**

Q1. Will there be pressure on EHOs to agree to extended working hours if delays to Sch 17 lorry route approvals results in programme being compressed

A: The S61 process remains in place and decisions will continue to be taken as soon as reasonably practicable/ in line with the required timescales.

#### **Additional Item added – Joint Regulators Forum Feedback**

HSE, EA, HS2 and other stakeholders in attendance. Buckinghamshire CC has recruited compliance officers to monitor compliance with COCP. Future meetings will focus on lessons learnt.

#### **Item 8 – Ongoing Construction and S61 Experience**

More information required for LAs regarding who within the organisation to serve S61/ S60 notices and enforcement actions to HS2 to provide list to EHOs of “accountable partners”.

#### **Item 9 – Action Log / Forward Plan / Meeting Agenda Items**

Chair reviewed the action log which will be updated to reflect items that remain open and those that are now closed. This will be circulated ahead of the next meeting.

Future agenda items to include an overview of the complaints process, and an overview of innovation trial findings (when appropriate).

Speaker from MWCC on Construction Environmental Management Plans to be arranged for the next meeting (6<sup>th</sup> October 2021).