

EH Subgroup Minutes

Meeting date	Thursday 3rd February 2022, 14:30 to 16:30
Meeting location	Microsoft Teams
Meeting title	Environmental Health (EH) Subgroup Meeting #39
HS2 contact or group	planning.forum@hs2.org.uk
Stakeholder	Environmental Health Subgroup to Planning Forum

External Attendees

Independent Chair

Planning Forum Chair

Nominated Undertaker Attendees

Air Quality Manager – HS2 Ltd

Environment Graduate – HS2 Ltd

Head of Environmental Sciences – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Phase One Town Planning Lead – HS2 Ltd

Project Manager for Calvert Area – HS2 Ltd

Senior Acoustics and Vibration Engineer – HS2 Ltd

EH Attendees

Buckinghamshire Council (BC1)

Buckinghamshire Council (BC2)

Cherwell District Council (CDC)

London Borough of Brent (LBB)

London Borough of Camden (LBC1)

London Borough of Camden (LBC2)

London Borough of Camden (LBC3)

London Borough of Ealing (LBE1)

London Borough of Ealing (LBE2)

London Borough of Hammersmith and Fulham (LBHF1)

London Borough of Hammersmith and Fulham (LBHF2)

North Warwickshire Borough Council (NWBC1)

North Warwickshire Borough Council (NWBC2)

Solihull Metropolitan Borough Council (SMBC)

Staffordshire County Council (SCC)

Stratford-on-Avon District Council (SDC)

Warwick District Council (WDC)

Watford Borough Council (WBC)

West Northamptonshire Council (WNC)

Westminster City Council (WCC)

Apologies

Head of Environment Route wide – HS2 Ltd

Oxfordshire County Council (OCC)

Item 1 – Chairman’s Introduction and Apologies

The Chair called the meeting to order and provided an overview of the meeting etiquette. The Chair welcomed attendees and asked for introductions to be made in the chat function. The meeting was recorded to aid with minute taking, attendees were notified.

Item 2 - Review of Minutes from Previous Meeting

A review of the previous meeting minutes was undertaken. The post minute note was highlighted for the attention of the attendees. A correction was noted by HS2 Head of Environmental Sciences that the published Local Environmental Management Plans (LEMPs) link is only for Area South and the action has been updated in the action log to reflect this. There were no further comments, and the December 2021 meeting minutes were agreed.

Item 3 – Calvert Railhead Presentation

HS2 Project Manager for Calvert Area was introduced by the Chair. A presentation was given on the import of materials by rail to the Calvert and Aylesbury area. Background was provided on the Calvert and Aylesbury area section of the HS2 route. The presentation discussed the importance and challenges of importing materials, with a focus on Calvert Railhead and Aylesbury Railhead. Figures were given on tons imported, CO₂ savings and LGV movement for each railhead. The presentation concluded with images of materials being transported by rail, from a quarry to the Calvert Area

Item 4 – Phase 1 Update

An update on Phase One provided by HS2’s Head of Environmental Sciences. A HS2 video was shown reflecting on the progress made in the last year, including procurement and construction milestones . HS2’s Net Zero Carbon Plan and Environmental Sustainability Progress Report, which have been recently published, were discussed, highlighting new targets and commitments. The link to the video and the published documents is available on the slide deck shared to attendees.

Highlights were given of the latest press release items across the HS2 programme, including:

- HS2 launches first Midlands giant tunnelling machine
- HS2 reveals images of first landscaped ‘green tunnels’ for Bucks and Northants
- HS2 given go ahead to construct Camden’s Construction Skills Centre
- HS2 creates first of 56 giant piers for UK’s longest rail bridge
- Rare Roman wooden figure uncovered
- HS2 Ltd awards landmark rolling stock contracts to Hitachi-Alstom joint venture

Updates were given for each contract area and stations including progress and lookahead for each. Early works are coming to completion, with a handover to main works continuing to take place. Largely ecological

and heritage works remaining for early works. HS2 Head of Environmental Sciences concluded by mentioning the Phase 2B Western Leg Hybrid Bill being deposited recently.

Questions/Comments:

Q (Chair): How is zero carbon energy being achieved?

A (HS2 Head of Environmental Sciences): Similar to what can be found in homes, through the purchase of renewal tariffs albeit on a commercial scale.

Q (BC2): How are you approaching maintenance trains, which were assumed to be diesel?

A (HS2 Head of Environmental Sciences): Maintenance trains will be purchased as part of HS2. Net Zero commitment covers construction, operation, and maintenance but these trains have not been tendered for yet. This commitment will be included in the tender. A lot of work is being done on this, which can be discussed further with this group at future meetings.

Item 5 – Noise Update (Rolling Stock & Rail Systems Update)

The Chair introduced HS2's Senior Acoustics and Vibration Engineer to give a presentation on rail systems contracts updates. Introduced the rolling stock contract awarded to Hitachi-Alstom JV and the noise specification of the rolling stock. The Train Technical Specification (TTS) was discussed and the noise related requirements it included. An overview was provided on what rail systems are and the components which it is comprised of. The rail systems contracts packages were explained in the presentation. The principles for developing acoustics requirements for rail systems contracts was also covered.

HS2's Head of Noise Assessment provided an update on construction noise and vibration. This included the S61 working group which had its first meeting on the 16th December 2021. The scope of the group was agreed upon and the next subgroup will focus on existing guidance material. Feedback from the S61 working group will be shared with the EH Subgroup. A 2-month forward look was provided of S61 applications for each contractor.

Questions/Comments:

Q (LBE1): What is the need for the S61 group?

A (HS2 Head of Noise Assessment): It has been some time since our guidance documents were written and consulted upon. Now that they have been implemented for a number of years and construction has increased it is a good time to consider if guidance is still appropriate. Also, construction has been focused around London but it is increasing in other areas, meetings are an opportunity to share experience with other Local Authority areas.

C (Chair): Appeals were discussed at the pre-meet and the lessons learnt that follow. Perhaps we could invite the Adjudicator for a presentation on appeal cases and lessons learnt. These can feed into any revised S61 guidance This can be added to the action log.

Q (BC2): Were there limits set for any individual train noise sources?

A (HS2 Senior Acoustics and Vibration Engineer): The TTS includes a requirement to minimise noise from the top of the train which will address noise from the pantograph but limits on other components not specified.

A (HS2 Head of Noise Assessment): Rolling stock designer still required to demonstrate noise has been reduced as far as reasonably practicable. This design work still to be done will give more information on noise from individual components.

Q (BC1): Do the rolling stock providers have a target below the requirement set in the ES?

A (HS2 Senior Acoustics and Vibration Engineer): There is still potential for the rolling stock supplier to provide further reductions in noise.

C (HS2 Head of Noise Assessment): For design, our contractors are assuming that HS2 will operate captive (mitigated) trains and compatible trains, that will also run on conventional rail. Current assumption for design is that compatible trains will be slightly louder than the captive trains. The rolling stock proposed by Hitachi Alstom JV is for the compatible train and they have now committed to deliver this train so that it is actually no louder than the captive train assumed in the ES.

Q (BC1): Will the assumption alter the basis of the noise demonstration report predictions?

A (HS2 Head of Noise Assessment): The information provided is a good indicator that we can achieve the current assumptions in the schedule 17 (3) noise demonstrations. We are not proposing to update the assumptions at this stage. Planning Forum Note 14 requires that noise demonstration reports are updated with new information about the trains and track at Schedule 17 (9) stage.

Q (LBE1): In an event of non-compliance of these specifications, will this have significant effects?
Retrospective mitigation can be costly.

A (HS2 Head of Noise Assessment): We are required to predict all foreseeable circumstances and doing this will minimise the risk of needing to retrospectively increase mitigation. The work being undertaken by (HS2 Senior Acoustics and Vibration Engineer) and the HS2 Systems Integration teams meaning this risk is continually being reviewed and managed.

Q (WNC): Will the test for compliance be through the bringing to use application, and if so, what is the outcome where limits have not been achieved?

A (HS2 Head of Noise Assessment): Bringing to use will come before trains have been tested. Before Sch17 paragraph 9 reports can be submitted, design information and assumptions will need to be confirmed. This will need to be discussed with the EH Noise Working Groups in advance of the submissions being made.

Item 6 – Section 61 Working Group Feedback

The Chair confirmed that there was nothing significant to feedback, as there has only been an initial S61 working group meeting taken place.

Item 7 - Air Quality Update

The Chair welcomed HS2's Air Quality Manager to provide an update on air quality across the route. Air quality monitoring reports and annual air quality reports continue to be published. Various updates on innovation progress have also been made to the HS2 air quality webpage.

Data was presented on emission requirements for construction vehicles and Non-Road Mobile Machinery (NRMM). Future updates through 2022 will reflect the stricter NRMM requirements which came into effect from 01 Jan 2022. Vehicle compliance figures were also presented for 2021. Photographs of the electric crawler cranes at a BBVS and SCS site were shown.

[Post meeting note: Link to the full press release on the deployment of the electric crawler cranes is available at <https://mediacentre.hs2.org.uk/news/the-uks-first-fully-electric-crawler-cranes-start-work-on-hs2-as-the-project-moves-towards-diesel-free-construction-sites>, video at <https://youtu.be/GKLS6QM6Xco>]

Photographs of the plant and machinery type and range that has been used across the site over the last year. This included dump trucks and piling rigs. HS2's carbon commitments were highlighted again as part of the Net Zero Carbon Plan.

An update and forward look on innovation projects was provided. These include NRMM emission reduction project, hydrogen dual-fuelling and hydrogen fuel cell generators. Noted that Imperial College London studies on the Clean Air Gas Engine (CAGE) showed a reduction in emissions. A plan is forming for an event to showcase the clean construction taking place by contractors, later in the year.

[It was noted that if any attendees facing difficulties accessing the EH SharePoint site, that they should get in contact with HS2, who will raise it with IT to resolve.]

Questions/comments:

Q (Chair): Will innovation become embedded in the supply chain, or will this need to be put in specifications?

A (HS2 Air Quality Manager): Innovation is embedded into contracts across HS2. A driver of change is the removal of red diesel entitlement. This incentivises a move away from diesel. HS2 aims to prioritise innovative means to make them the construction 'norm'.

Q (LBE1): Are emission reductions, due to the move to Stage V plant, based on monitoring or modelling?

A (HS2 Air Quality Manager): Yes, emissions are reduced directly from tailpipe as a result of the new manufacturing standard.

Item 8 – Planning Forum Update

The Chair welcomed HS2's Phase One Town Planning Lead, to provide an update on items discussed at the Phase One Planning Forum. Standing topics were discussed including planning consents performance, local authorities' issues, and common design elements. An update was given by HS2's Head of Environmental Sciences on the EH Subgroup. An update was provided on planning consents performance and local authorities performance. It was noted that the number of live applications significantly over the 8-week determination period have significantly increased. HS2 performance against forward plans also has room for improvement.

An update was also given on workshops held by the Planning Forum Chair between HS2 and local authorities. The Planning Forum reflected on all the work carried out in 2021, including approvals granted. Concerns were raised by local authorities regarding SLA'S, which will require further work. A draft Planning Forum Note has been produced for the lineside noise barrier common design element which is under internal review.

There were no further comments or questions.

Item 9 – Joint Regulators Forum

Buckinghamshire Council provided an introduction to the purpose and attendees of the Joint Regulators Forum. An update was provided on items discussed at the two previous Forums including Sch17 and 61 appeals and judicial reviews. The possibility of in-person meeting was also mentioned.

Item 10 – Ongoing Construction and Section 61 Experience

One item was brought up at the pre-meet regarding light nuisance. Buckinghamshire Council noted that issues around light continually get brought up and more can be done to address this around compounds. HS2 Phase One Town Planning lead mentioned that at a recent Planning Forum Herts Council brought up the issue of light spill at the Chiltern tunnel south portal site, which led to a follow-on discussion regarding the Prolonged Disruption Scheme. At the January Planning Forum it was noted that DfT will be leading a review of the PDS with input from LAs.

The Chair asked HS2's Head of Environmental Sciences to discuss this separately to see how best to address the issues on light and feedback at another meeting. This was reiterated by multiple local authorities as a concern.

Questions/comments:

C (BC2): Reach out to me if you are interested in my experience of night-time work at Wendover and Stoke Mandeville. Key learning for EKFB was to improve communication with public. You need to listen to all the noise yourself at night, which is what I did.

C (Chair): Let us add this to the agenda for the next meeting to discuss as a case study.

Item 11 – Action Log / Forward Plan / Meeting Agenda Items

The Chair reviewed the action log, and the action log will be updated to reflect items that remain open and those that are now closed. This includes suggested presentations for the upcoming meetings. The proposed dates were reviewed for the EH Subgroup 2022. The meeting for March 24th meeting has been confirmed. Invites for future meeting will be sent out shortly.
The Chair thanks all the presenters and HS2 for organising and closes the meeting.