

EH Subgroup Minutes

Meeting date	Thursday 23 rd March, 14:30 to 16:30
Meeting location	Microsoft Teams
Meeting title	Environmental Health (EH) Subgroup Meeting #40
HS2 contact or group	planning.forum@hs2.org.uk
Stakeholder	Environmental Health Subgroup to Planning Forum

External Attendees

Independent Chair

Independent Planning Forum Chair

Rail Lead - SCS Railways

Nominated Undertaker Attendees

Air Quality Manager – HS2 Ltd

Environment Graduate – HS2 Ltd

Environmental Director – HS2 Ltd

Head of Environmental Sciences – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Noise and Vibration Manager – HS2 Ltd

Noise Assessment Specialist – HS2 Ltd

Phase One Town Planning Lead – HS2 Ltd

Project Manager Graduate – HS2 Ltd

EH Attendees

Buckinghamshire Council (BC1)

Buckinghamshire Council (BC2)

London Borough of Brent (LBB)

London Borough of Camden (LBC1)

London Borough of Camden (LBC2)

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 (SMBC1)

Solihull Metropolitan Borough Council (SMBC2)

Stratford on Avon District Council (ADC)

West Northamptonshire Council (WNC)

Westminster City Council (WCC)

Apologies

Oxfordshire County Council (OCC)

Staffordshire County Council (SCC)

Warwick District Council (WDC)

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 minutes from previous meeting was undertaken. The Chair queried the status of the Local Environmental Management Plans (LEMPs), this was addressed by HS2 Head of Environmental Sciences who confirmed that Area Central are yet to be published as currently waiting on some to be finalised. Area South LEMPs are to be reviewed following publication. Chair noted questions on the Net Zero Carbon Plan which HS2 Head of Environmental Science confirmed will be an agenda topic at the next meeting. The Chair highlighted the post minute note for the attention of attendees. The Chair finished by stating that the action regarding site lighting will be discussed under agenda item number 10 within this meeting.

There were no further comments, and the February 2022 meeting minutes were agreed.

Item 3 – ‘View from the Bridge’

Chair welcomed the HS2 Environment Director.

The HS2 Environmental Director presented recent developments on sites and noted that construction work be significantly increasing across the route this year. Developments include the start of the Tunnel Boring Machine (TBM), road works in the Delta junction area and that heritage and early works are drawing to a close. It was highlighted that HS2 and contractors are focusing on minimising impact on communities by trying to ensure actions are right first time and every time. The presentation discussed the environmental vision of HS2 and the approach to carbon and climate change. Biodiversity improvements on sites were reviewed and a request for any additional suggestions on further improvements. A reminder was made that there are still environmental funding options available (e.g. CEF & BLEF) and that a summary of lessons learned so far are being shared through the Learning Legacy documents.

[Post Minute Note: HS2 Learning Legacy documents are available at <https://learninglegacy.hs2.org.uk/>]

Questions/Comments:

C (BC1): There is an increase in number of requests for extended working hours working putting pressure on local authorities and local authorities are also concerned about impact on local communities.

A. (HS2 Environmental Director): Local Authorities can inform me directly on events occurring in specific areas. I will ensure the matter is raised as topic of discussion at the next main consents meeting.

Q (BC2): A number of appeals have occurred due to Sch61, have appeals impacted HS2’ position on the way they give Sch 61 consents?

A (HS2 Environmental Director): If there is something that this group can help Hs2 avoid going to appeal, it is requested that HS2 are informed. Our preference is to resolve matters through local negotiations if possible. It was noted that the majority of appeals to date have been resolved.

Chair thanked HS2 Environmental Director for their presentation and noted the amount of innovation on the project so far, as well as the push to reduce the impact of the project.

Item 4 –SCS Conveyor and WET Logistics

Chair welcomed Rail Lead from SCS Railways.

The presentation was given on the WET Logistics project. A short film narrated by the Logistics Director of SCS was shown, which discussed the SCS Logistics Hub and how material is being removed and resources are brought in to TBM sites by rail freight as an alternative to road. The presentation highlighted forecasted train movements to the disposal points at WET Barrington, Cliffe and Rugby, and the reason these locations were selected including redevelopment and conversion to RSPB nature reserve. The presentation outlined the positive environmental and community impacts due to reduced HGV movements and the route of rail across the country. These positives include reduced carbon dioxide emissions, reduced road congestion, improved road safety due to fewer vehicles and an improvement of air quality in the area through less toxic emissions such as Nitrous Oxide being released.

The data logistics management system that has been acquired by SCS to track all activity including freight and truck movements was discussed. A photo of the conveyor superstructure was presented, which will further reduce the number of road movements when it begins operation. The presentation concluded with a photo of the TBM.

SCS Rail lead thanks Chair for opportunity to present and invites those local authorities close to the conveyor to contact them if they would like to visit the site.

Questions/Comments:

Q (LHF1): Are there any plans to switch from diesel trains to green hydrogen fuelled trains?

A (SCS Rail Lead): The technology has not advanced with freight engines to allow for hydrogen fuelled trains.

Q (Chair): As the operation of conveyors occurs 24 hours a day, are there any noise issues associated with them?

A (SCS Rail Lead): Noise level depends on the material being transported. Data collected from use of the conveyor in the Paris metro with similar materials shows noise will fall within the planned parameters.

A (HS2 Noise and Vibration Manager): Conveyors are relatively quiet but there is a source of noise from the motors and at intersections between different conveyors as material drops. HS2 conveyors in Ealing are covered with cladding and a roof in certain key areas to mitigate any noise where there are receptors.

Q (Independent Planning Forum Chair): Drop points are critical especially if going into a silo. A cause of complaints is when maintenance doesn't occur leading to the squealing of rollers. How will maintenance be insured?

A. (SCS Rail Lead): Saturdays have been set aside as a maintenance day on the conveyor to prevent any excess noise or damage

Item 5 – Phase 1 Update

An update on Phase One provided by HS2's Head of Environmental Sciences.

The presentation highlighted recent updates including the completion of early works and the final handover to Main Works Civil Contractors.

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

- HS2 supporting build back better after covid, enhancing visibility of supply chain opportunities for SMEs across rail system contracts
- HS2 reveals designs for 'Automated People Mover' shuttle for Birmingham Interchange to Birmingham Airport
- HS2 release images for the HS2 Euston Station designs
- HS2 uncovers a small Roman town in Fleet Marston near Aylesbury
- HS2 donates 400 oak tree saplings to 12 local organisations in Warwickshire, grown from acorns from an oak tree felled at Coleshill
- HS2 releases new time-lapse video of preparation work for UK's first 'box slide' bridge over the M42
- Aylesbury freight trains to take extra 28,000 HS2 trucks off Bucks roads
- The UK's first fully electric crawler cranes start work on HS2 as the project moves towards diesel free construction sites

Updates were given for each contract area and stations including progress and lookahead for each.

Highlights included SCS pledge to be diesel free from the end of next year, the initial delivery of green hydrogen to SCS generators and the TBM passing the first vent shaft.

The presentation was concluded with an update on Interchange station, where tender submissions are currently under review for the contractors and an update of the ongoing mobilisation at Curzon Street Station.

The Chair thanked the HS2's Head of Environmental Sciences. There were no comments or questions made.

Item 6 – Noise Update (WebTAG Presentation)

The Chair welcomed HS2 Noise Assessment specialist who presented on the monetisation of noise impacts on large infrastructure projects and highlighted the mechanism to monitor these noise impacts, WebTAG. It

was noted that noise impact considerations include sleep disturbance, annoyance and health effects including acute myocardial infarction. The HS2 Noise Assessment specialist outlined the WebTAG appraisal method. The presentation highlighted how WebTAG has been used on HS2 for sustainability, the project business case and by contractors in their assessment and S17 part 3 applications. It was noted that though WebTAG uses the LAeq metric for monetising impact, HS2 assigns an additional calculation to monetise for LMax. This is in areas where the exposure is more important than LAeq as evidenced for some receptors during the passage of the Bill.

The presentation was concluded with an example from Ph1 at Aylesbury of how WebTAG change impact was jointly considered with an estimated cost change to derive if mitigation was worth implementing. It was noted that clear evidence that the benefits of implementing the mitigation largely reduced financial implications compared to the monetised WebTAG forecast.

Chair thanked the HS2 Noise Assessment Specialist presentation and acknowledged an appreciation of the documents compilation.

Questions/Comments:

Q (ADC): Would properties that didn't have planning permission at the time the Environmental Statement was drafted, be assessed as part of WebTAG and costs be assigned when conducting the cost benefit analysis?

A (HS2 Noise Assessment Specialist): Depends on the date the development received planning permission. If it was after the bill was deposited in Parliament then they wouldn't be assessed. In these cases, there would need to be a conversation as to how developers of that development would be mitigating against the noise impacts.

Q (SMBC1): Where would you find the LMax, LOAEL and SOAELs ?

A (HS2 Noise Assessment Specialist): Specifically in the appendix of the E20 Document

Item 7 – Noise Update (Section 61 Subgroup)

The Chair introduced HS2 Noise and Vibration Manager.

Presentation reviewed the first S61 Subgroup on Noise and Vibration. The presentation outlined the remit of the S61 Subgroup which includes the reporting of noise and vibration matter progress, actions and issues to the EH Subgroup. It was reported that the topics of the first meeting included a discussion on issues and amendments of guidance material for Section 61 for local authorities and Section 61 model consent with conditions. The presentation concluded with a summary of consent applications issued to local authorities across p1 in Q1 of 2022 and a forward look to April and May figures. It was noted that no change from the last quarter in the number of S61 but a marked decrease in the number of Sol.

Questions/Comments:

Q (Chair): Will there be any further working group meetings or has all date be captured?

A (HS2 Noise and Vibration Manager): There will be another subgroup meeting in the near future but no confirmed date yet.

Q (Chair): When will new guidance and document be finalised?

A (HS2 Head of Noise and Vibration Manager): Plan to make changes to the document and present the changes at the next subgroup meeting. This is to ensure they meet expectations and follow on from the previous discussions. This should be in the next 2 months.

Q (Chair): Where will documents be published?

A (HS2 Noise and Vibration Manager): The documents will be found on the EH Subgroup Teams page

Item 8 – Section 61 Working Group Update

Buckinghamshire Council thanked the Noise and Vibration Manager for running and hosting the Sec61 subgroup and the valuable discussions and positives that will come out of improving the documentation and processes.

Item 9 – Planning Forum Update

The Chair welcomed Phase One Planning Forum Chair to provide an update on items discussed at the Phase One Planning Forum. Standing topics were discussed including a project update and planning consents performance. It was noted that the number of live applications significantly over the 8-week determination period significant with a number of submissions now over 16 weeks. It was highlighted as a result the Director General for HS2 and DfT have written a letter to Chief Executives of Local Authorities expressing concern over the extended time duration. The Planning Forum Subgroup has discussed potential actions and initiatives that could be taken to improve on this situation. The presentation discussed concerns over Common Design Elements due to them being stalled. Items raised include a need to revisit published parapets of roads over railways and development of a design group to push forward common design elements for noise barriers.

An update was provided to the Planning Forum on the HS2 helpdesk, it was highlighted there has been an increase in queries on property technical services following the expiration of HS2 Powers acquisitions and rights. The Planning Forum discussed the outstanding items for the appeals and judicial reviews. This review included the Bromford Tunnel extension and an appeal for four HGV construction routes in Buckinghamshire had been found in HS2 favour. The presentation discussed how the SLA is working and that issues had been raised at the Highways group with ongoing work pursuing HS2 to deal with problems.

The presentation concluded with a note that the HS2 Chief Executive Officer will attend the next Planning Forum to give a presentation.

There were no further comments or questions.

Item 10 – Ongoing Construction and Section 61 Experience

The Chair introduced the presentation from Buckinghamshire Council. The presentation detailed a reviewed of works undertaken by EKFB over the Christmas period in the Wendover area, the site visits that were undertaken, the experience of the EHO officer in the run up to and during the works and the lessons that can be learnt for future works.

Chair thanks Buckinghamshire Council and highlighted the importance of visiting sites. Chair requests that as this case study proved informative that other local authorities consider conducting similar case studies.

Item 11 - Site Lighting Complaints

The HS2 Head of Environmental Science presented an interim update until EKFB present at the next EH subgroup meeting. It was noted that discussions had occurred with each contractors Environmental Managers, as well as the HS2 helpdesk to find out about residents lighting complaints.

The presentation concluded with a statement that there is a balance between minimising the amount of light produced while also preventing theft and trespassing on site, and a request that EKFB attend the next EH Subgroup to respond to issues.

Questions/Comments

C (BC1): Counting complaints is not the correct way of dealing with this matter. The problem should not be measured by complaints but by best practical means.

A (HS2 Head of Environmental Science): HS2 is not only measuring complaints, the data was to understand the extent of the issues for residents. Initial focus after the previous meeting was to raise with more Senior Environmental Managers within the contractors. This is to ensure the issue is dealt with on site.

C (LBE1): Important that two presentations today focused on lessons learnt and 'getting it right first time'. It is Important to have contractors with relevant skillset and experience to ensure that problems don't arise as they were thought about initially.

Chair noted that late notifications which was due to come under this item had already been covered by HS2's Environment Director's presentation. Nothing further had been brought to the Chair's attention by Local Authorities so this item will be closed.

Item 12 – 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. Chair requested an update on Net Zero Carbon at the next meeting. Chair noted that EKFB have been asked to attend the EH Subgroup.

The meeting for June 1st 2022 is confirmed. Due to time of next meeting around Bank holiday, HS2 Air Quality Manager offered to provide update post meeting for those unable to attend. Suggestions for future agenda should be sent to the Chair or HS2.. HS2 has offered to host a site visit at the South Portal in August for attendees followed by in person EH Subgroup meeting.

The Chair thanks all the presenters and HS2 for organising and closes the meeting.