

# EH Subgroup Minutes

<b>Meeting date</b>	Wednesday 1 <sup>st</sup> June 2022, 14:30 to 17:00
<b>Meeting location</b>	Microsoft Teams
<b>Meeting title</b>	Environmental Health (EH) Subgroup Meeting #41
<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

Small Dean Viaduct Site Agent - EKFB

## Nominated Undertaker Attendees

Air Quality Manager – HS2 Ltd

Environment Graduate – HS2 Ltd

Head of Environmental Sciences – HS2 Ltd

Head of Noise Assessment – HS2 Ltd

Noise Assessment Manager – HS2 Ltd

Phase One Town Planning Lead – HS2 Ltd

## EH Attendees

Buckinghamshire Council (BC1)

Buckinghamshire Council (BC2)

London Borough of Camden (LBC)

London Borough of Hammersmith and Fulham (LBHF)

North Warwickshire Borough Council (NWBC)

Solihull Metropolitan Borough Council (SMBC)

Staffordshire County Council (SCC)

West Northamptonshire Council (WNC)

### **Apologies**

Head of Environment Route wide – HS2 Ltd

Oxfordshire County Council (OCC)

Staffordshire County Council (SCC)

London Borough of Ealing (LBE)

London Borough of Hammersmith and Fulham (LBHF)

London Borough of Camden (LBC)

London Borough of Hillingdon (LBH)

### **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 attention regarding a link to the HS2 learning legacy papers. The Chair queried the status of the updated S61 guidance documents, which will be provided at the next meeting by HS2’s Noise and Vibration Manager, following the next S61 working group meeting. This item was added to the action log. The meeting minutes were agreed by attendees and there were no further items for discussion

### **Item 3 – EKFB Lessons Learnt on Seasonal Works**

The Chair welcomed EKFB’s Small Dean Viaduct Site Agent to provide a response to Buckinghamshire EH attendee’s presentation on seasonal works from the previous meeting. It was noted that lessons learnt were agreed with both EKFB and Buckinghamshire. He reviewed the lessons learnt that were shared previously and commented on how each lesson learnt is being addressed in the future. This includes new complaint processes and improved responses to noise trigger alert. The Chair thanked EKFB’s Small Dean Viaduct Site Agent and acknowledged the work that is needed to be done in this area.

#### **Questions/Comments:**

Q (HS2 Head of Environmental Sciences): We have asked EKFB for a post-meeting note that lessons learnt have been shared across the wider team and provide an updating to lighting processes. Will further works in July show the success of new processes?

A (EKFB): Yes, we have some weekend works in July until October where we will implement lessons learnt.

Q (SMBC): Were there situations where LOAELs were not breached but there were high LMAXs ?

A (EKFB): Not aware of any examples.

A (BC1): It was more the nature of works/noise rather than the LMAX. There have also been improved engagement with EKFB regarding advance notice of future works.

Q (LBE1): Are new noise sensors type 1 or sensor based?

A (HS2 Noise Assessment Manager): HS2 technical standards require type 1 noise monitors.

#### **Item 4 – Carbon Management Update**

HS2's Head of Environmental Science's provided an update on HS2's carbon approach, in response to a previous meeting action. The carbon management plan for HS2 was set out, noting the implementation of PAS2080 management system. The carbon reduction hierarchy was explained and how this is being achieved so far. The HS2 sustainability vision and net zero carbon plan were described. The 10 key action areas to achieve carbon reduction were explained. The presentation concluded with mentioning the significance of diesel in carbon management and how this is being considered by HS2.

There were no further comments or questions.

#### **Item 5 – Noise from High-Speed Slab Track Railway**

HS2's Head of Noise Assessment was introduced to share a paper on predicting noise on slab track, which will be presented at the World Congress of Railway Research. An overview was provided on slab track noise and the approach of the paper, noting its relevance to HS2. Comparison was provided between ballast and slab track and the implication this has on noise. Rail mechanisms were discussed including track decay rate and track design. Comparison data was provided based on EIA assumptions which were explained.

#### **Questions/Comments:**

Q (Chair): Will the twin layer railway fastening address the ground-born noise issue? And is more maintenance required?

A (HS2 Head of Noise Assessment): Yes, it will. The fastening will mimic resilience found in ballast but not significantly. Less maintenance is required for slab track.

Q (BC2): Do you intend to use this work to inform upcoming Sch17's or S9 stage of bringing into use?

A (HS2 Head of Noise Assessment): It is too early to say. We have not brought noise levels down to reflect these assumptions yet. We are still awaiting further confirmation from the track contractors.

Q (Planning Forum Chair): Historically, it can be noisy keeping the railway smooth, has this been changed recently?

A (Head of Noise Assessment): Working with maintenance team to develop a maintenance strategy. Research shows that rails will be maintained for safety more often than for acoustics. Maintenance can temporarily increase noise levels. HS2 seeking to optimise frequency of maintenance and specify requirements to minimise noise straight after maintenance.

#### **Item 6 – Phase One Update**

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

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

- HS2 reveals dramatic carbon saving with ambitious modular design for Thame Valley Viaduct (<https://mediacentre.hs2.org.uk/news/hs2-reveals-dramatic-carbon-saving-with-ambitious-modular-design-for-thame-valley-viaduct>)
- Major Green milestone for HS2 as project announces first diesel-free construction site (<https://mediacentre.hs2.org.uk/news/major-green-milestone-for-hs2-as-project-announces-first-diesel-free-construction-site>)
- HS2 partners with BMET College to train a new team of environmentalists (<https://mediacentre.hs2.org.uk/news/hs2-partners-with-bmet-college-to-train-a-new-team-of-environmentalists>)
- Community projects across the West Midlands have received over £2.3m funding from HS2. (<https://mediacentre.hs2.org.uk/news/community-projects-across-the-west-midlands-have-received-over-gbp-2-3m-funding-from-hs2>)

EHO attendees were encouraged to remind their councils that community funds are available and to submit applications to benefit from this. Updates were given for each contract area and stations including progress and lookahead.

### **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 continue to be published. Attendees were asked to get in contact if they are facing difficulties accessing the SharePoint site. A reminder was given of the latest emission requirements for on and off-road vehicles. Vehicle compliance figures were also presented from the start of January to the end of April 2022. It was noted that ongoing engagement is taking place with contractors to achieve the 100% requirement. NRMM compliance figures were also shown for all areas and two areas where non-compliance occurred were explained.

The first diesel-free construction site at Canterbury Road Ventilation Shaft in South Kilburn was mentioned along with information how this was achieved. Photos were shown of various features around the site including electric machinery, use of biofuels and a mains power connection.

An update and forward look on innovation projects was provided. These included the Clean Air Gas Engine, AquaFuels Glycerine Generator and Hydrogen Fuel Cell Generators as direct diesel replacements.

### **Questions/comments:**

Q (LBE1): Air quality alerts is a cause for concern now at OOC site. Issue whether 24-hour air quality objectives will be met.

A (HS2 Air Quality Manager): The construction site boundary dust monitors are indicative only, i.e. are only certified for site trigger alerts as part of the sites dust management, and not used for air quality health assessment monitoring. With summer approaching it is important that appropriate mitigation is on site and work is being done across the route to ensure sufficient dust suppression is in place.

## **Item 8 – Noise Update**

A noise update was provided by HS2 Noise Assessment Manager. An overview was provided of the PDCS (Prolonged Disruption Compensation Scheme) policy and the latest review which is taking place. An update was provided on a 2019 health impact study in Camden, where the second stage of the study is about to begin. Data was presented on S61 applications of Q2 2022, noting that Q2 period is shorter so less S61 application but anticipate that overall numbers will be the same with the previous quarter. A 2 month forward look of S61 and Sol applications were shown, with a significant number from EKFB.

### **Questions/Comments:**

Q (BC2): Has HS2's Head of Environment Route-wide mentioned a consent monitoring system?

A (HS2 Noise Assessment Manager): Yes, this is an internal system for managing our consents programme.

Q (Chair): Would we be able to have a presentation on the PDCS at a future meeting?

A (HS2 Noise Assessment Manager): Yes.

A (Planning Forum Chair): The review came from a discussion at the Planning Forum and will look into how to make it more fit for this group.

## **Item 9 – Planning Forum Feedback**

The Planning Forum Chair was welcomed to provide an update of the latest Planning Forum meeting. HS2 CEO attended the meeting to provide an update of the project and the Project Client for Align provided a construction update. SLA and Sch17 data were key topics discussed, specifically determination times. New appeals regarding borrow pits were discussed.

CDE progress is taking place to reflect new standards if needed but it was noted some difficulty remains regarding line-side noise barriers.

There were no further comments or questions.

## **Item 10 – Ongoing Construction and Section 61 Experience**

Attendees from Buckinghamshire discussed the working hours which have been requested as part of S61 applications they have received and asked for thoughts on this from others. This was agreed by West Northamptonshire attendee who noted concerns about extended working hours requests.

HS2's Noise Assessment Manager agreed that suitable justification was required for extended working hours and offered to discuss any issues separately with attendees. It is suggested by the Chair that this issue is discussed further at the next S61 working group.

Site lighting was also brought up and that further action is needed to close this out and clarify the contractor process. This item was added to the action log.

### **Item 11 – Action Log / Forward Plan / AOB**

The Chair reviewed the action log, which had been updated to reflect items that remain open and those that are now closed. For the action on LEMPs, the link will be shared with attendees once they have been updated for the remaining areas. HS2's Air Quality Manager provided an update on the EHO August site visit, noting a draft itinerary and those who are confirmed attendees. Further details on this visit will be provided closer to the date.

Attendee from London Borough of Ealing asked that closed actions are not deleted and are instead kept available.

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