**CCG Steering Group Meeting – Minutes – Part 1 Q&A with HS2 re. CoCP**

Date: 19th June (7:30pm)

Venue: Crown & Goose

Attendees: Dick Booth; Kate Macmillan; Jackson Toms-Limb; Robert Latham; Steve Martin; Mike Dowd; Dorothea Hackman; Matt Baker (HS2 “MB”); Darren White (HS2, “DW”); Jessica Page (HS2);

**NB These minutes have been shared with HS2 but not officially ‘agreed’ by them, so remain the CCG account of the questions and responses.**

Minutes will comprise 2 parts:

1. Q&A with HS2 re. CoCP and ES
2. CCG Business Meeting

**Q&A with HS2 re. CoCP and ES**

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| 1 | **What happened to previous comments in response to 1st draft of CoCP (provided last year)?** |
|  | DW: Last year was ‘early engagement’ so no formal comments from local groups (e.g. CCG), instead responses were collected from ‘official bodies’ (e.g. Camden Council). They received 1,200 comments from 24 bodies, which were reviewed by HS2 and DfT, and resulted in some updates to the draft document as presented now for consultation |
| 2 | **Security barriers are described in CoCP as 1.8m high and solid – is this on top of the existing wall or from ground level and will they be opaque to let light through?** |
|  | DW: These will be covered in the Environmental Statement, CoCP says they should be “appropriate to surroundings”, likely to be solid hoardings for security reasons.MB (post-meeting): The purpose of the Compound is clearly related to the works to Mornington Street Bridge. It is **envisaged** the site will contain approximately 3 cabins. 1 as the site office, 1 as a store cabin and 1 as a small welfare facility. This in addition to the storage of small plant vehicles. MB (post-meeting): The exact details of the hoardings to be used at each site are yet to be determined. Where hoarding is required, it will be 2.4m in height and can be raised to 3.6 m to either enhance acoustic or safety/security performance. Further details will be included in the Local environmental management plans as discussed last night.  |
| 3 | **Will welfare facilities be provided at the satellite compounds?** |
|  | MB: Welfare facilities (toilets, showers, eating areas etc.) will be provided at the ‘main compound’ at Temperance Hospital site. Satellite compounds will be focussed on storage of equipment and materials, with only the ‘minimum required’ facilities provided for workers (to support them until they can return to main compound) |
| 4 | **How long will Mornington Street Bridge be removed for? (different documents quote 6 and 10 years), also if the temporary bridge has vehicle access would this then become the permanent replacement bridge?** |
|  | MB (post-meeting): The current indicative construction programme highlights the closure of Mornington St Bridge in early 2016. This is to enable to utility diversions to commence and take place prior to its demolition once complete. (Removal of bridge currently indicated as Q3 2017). These dates are of course draft and assume Royal assent is achieved in Spring 2015.MB (post-meeting): The temporary bridge is currently planned to be South of the Barrette wall construction activity. Therefore approximately 40-50m south of its current location. The temporary bridge is currently proposed to be open to pedestrian and cycle access only. Regarding Roberts question on demanding the temporary bridge to have vehicular access and how this would therefore affect its permanency after construction. I cannot give a definitive answer to this, however it should be worth noting that a bridge with vehicular access would clearly be a heavier structure and would therefore require more extensive work in its construction. |
| 5 | **Please tell us more about how Mornington Terrace will be used as a lorry route, with traffic flowing south from Delancey Street?** |
|  | MB to provide response |
| 6 | How will HS2 ensure compliance by contractors with regulations? What sanctions would be imposed? |
|  | DW: The ‘Program management function’ will have regular reviews of status and KPIs via an ‘Assurance function’ with input/reports from the contractors. Assurance function will also monitor contractors for themselves (rather than simply trust reports). If errors are identified then this causes delay to the works until resolved and contractors are then penalised for this delay. NEC3 contracts mean HS2 pay contractors in sections throughout construction based on delivery of key milestones and ongoing compliance with regulations/EMRs (Environmental Minimum Requirements). Local Authorities will also be able to enforce. |
| 7 | Concern raised that the Draft CoCP contains ‘good intentions’ but the specifics will only be covered in Local Environment Management Plans (LEMPs) which are agreed much later and after consultation opportunities are closed. |
|  | DW: Language in CoCP, e.g. “where reasonably practical” driven by Legal so as not to promise specific commitments where the local solution has not yet been defined. The LEMPs (template in back of CoCP) will be informed by information sourced for the formal ES, as well as by Local Authority agreement. Intend to agree LEMPs 6months ahead of construction. Section 61 is the process to agree LEMP with the Local Authority, where contractors have to demonstrate “best possible methods” (BPM) in everything they do before construction begins. |
| 8 | Most activity in the Cutting will be outside of core working hours and controls, e.g. retaining wall and bridges; how do we make sure this is used ‘by exception’? |
|  | DW: 13.2.5 of Draft CoCP covers this. All activity will be governed by BPM as agreed with Local Council under Section 61 discussions.  |
| 9 | As there is a commitment to not disrupt the WCML train service during construction, a lot of works in the Cutting will have to be done when trains are not running – i.e. at night – does this mean we will have permanent lighting and work in the area? |
|  | DW: Section 5.4 covers site lighting. Lighting will be kept to the minimum required for safety and security, reduced by use of LEDs with better directional focus thus minimising glare. Lighting will also be used ‘outside’ of the hoardings to ensure safety in the area. |
| 10 | How would the situation be resolved if Camden Council did not give HS2 permission to work at night? |
|  | DW: In this case HS2 would have to negotiate possession of the train tracks with Network Rail [Secretary: but what then happens if NR refuse to give possession?].DW: Overrunning possession would cause fines for HS2. HS2 would prefer to minimise night working as it is more expensive due to wages, lighting, safety and security etc. |
| 11 | Due to proximity of houses to tracks and the 10 year duration of construction, even if the noise and vibration limits are just below the limits this is likely to still cause significant disruption. What mitigation or compensation would be offered? |
|  | DW: p45 of draft CoCP covers noise thresholds. Limits based on precedents of other major construction projects. If limits are broken then mitigation measures would be offered (including ‘slimlight’ double-glazing which is allowed for listed buildings).Measurements are taken 1m outside of the building façade.LEMPs will cover predicted noise also – if the predictions show limits will be broken then mitigation would be offered in advance of construction starting (i.e. you don’t have to wait until broken during construction).Home workers would be treated as a special circumstance that may be eligible for rehousing.*MB (post-meeting):* Crossrail example of rehousing/mitigation: <http://www.crossrail.co.uk/construction/managing-the-effects-of-construction/noise-insulation>   |
| 12 | What will be done to mimimise vibration? We are concerned especially because of the old houses in area, and the lorry routes have speed bumps which cause problems already with ‘normal traffic’ |
|  | Drivers will be given training if appropriate, as an example of contractors having to follow BPM. In addition lorries will be GPS tracked to ensure they stick to agreed routes.Condition survey for vibration tolerance of buildings will be undertaken before construction begins. Vibration Dose Values assess how much vibration a building can take before cosmetic / permanent damage is done.Lorry routes and use will be agreed with Local Council as part of LEMP / Section 61 discussions, and will allow for special needs – e.g. school access at peak times |