

Assurances received during Camden Council's Select Committee appearance on Tuesday, 1 December 2015

The following is a copy of the final word document which was used by Tim Mould QC to read the assurances to the Select Committee at 12.36pm.

Planning

12. HS2 will adjust the Petition Assurance Letter to amend paragraph 7.3.1. of the Planning Memorandum to substitute the words 'reasonable endeavours' for 'its best endeavours'.

Heritage

13. The Secretary of State will include in statutory guidance issued under paragraph 26 of Schedule 16 to the Bill clarification that the reference in paragraph 2(5)(iii) of Schedule 16 to preserving a site of archaeological or historic interest should be taken as including reference to preserving its setting.

Air Quality

14. "The Nominated Undertaker will manage air quality effects adjacent to the highways, where these have been identified as significant in the Hybrid Bill Environmental Statement (as amended) or subsequent assessments. In order to manage significant impacts related to highway traffic changes and interventions, the Nominated Undertaker will put in place a management process to manage those impacts through measurement of air quality and regular assessments of the air quality situation as affected by the construction of the scheme. Where significant effects are still predicted, action plans will be put in place with the objective of removing those significant effects. This management process is modelled on Defra Local Air Quality Management (for which the statutory duties of Local Authorities and London Boroughs are set out in Part IV of the Environment Act 1995), and the periodic reviews and action plans are envisaged as being similar to those produced in that process. This process comprises: measure – review – action plan. Baseline (pre-works) air quality monitoring will be required in locations where potential significant effects are predicted. Forecast baseline and with HS2 construction traffic flows will be reviewed and updated in these locations, if necessary. These baseline measurements will be reviewed and an air quality assessment produced at an appropriate stage to determine whether significant effects are still predicted. Where significant effects are still predicted, the air quality monitoring should be continued, and an air quality action plan should be drawn up, with the objective of removing the significant effects, as soon as, and as far as practicable. The action plan should be presented at Transport Liaison Group meetings (as set out in the Route-Wide Transport Management Plan) and Planning Forum sub-group for Environmental Health meetings. The process of reviewing highway and air quality impacts should be repeated at appropriate intervals (e.g. annual or biannual), until no significant effects are predicted or detected (as far as practicable), or two years after the completion of construction, whichever is the sooner. The monitoring, reviews, assessments and action plans will be developed in consultation with local authorities. The necessary provisions will be made in Local Environmental Management Plans."

15_The SoS will require the NU to provide The London Borough of Camden with information on an annual basis, which will include, as a minimum, breakdown of the number of vehicles accessing site, vehicle types, and monitoring data on road traffic in order to establish whether EU limits have been breached.

16 The SoS will require the NU to ensure that the standards used at construction sites in London will be of an equivalent standard to the Mayor of London's 2014 SPG 'the Control of Dust and Emissions during Construction and Demolition' and route-wide to the IAQM 'Guidance on the assessment of dust from demolition and construction', and any superseding guidance.

17 No assurance required. Covered elsewhere and will be confirmed by statement.

18 SoS will require the NU to adopt additional measures to ensure that air quality impacts at Euston Station are minimised as far as reasonably practicable including but not restricted to the usage of low emission vehicles to service the station and controls to ensure zero emissions capable vehicles operate in zero emission mode around the station.

19.

In accordance with the New Burdens policy and process, any additional local authority costs which arise as a consequence of exceedances in air quality caused by the construction of HS2 will be reimbursed. This will include additional costs arising from the establishment, maintenance and removal of Air Quality Management Areas, and consideration will be given to baseline air quality and sources other than HS2.

CoCP

20. The SoS will require the NU to ensure that the CoCP and other environmental controls set out in information paper E1 will reflect best practice from other major infrastructure projects (including, in London, any guidance issued by the Mayor).

21.The SoS will require the NU to reporting, at least annually, on sustainability issues which will, as a minimum include noise, vibration and air quality, with information and data made available to the public on a more regular basis as consistent with the LEMP.