

Phase 2a Planning Forum Agenda Meeting 8th July 2020

Date & Time:	Phase 2a Planning Forum Meeting Wednesday 8th July 2020 11:00 – 12:30 Planning Forum (LAs pre-meeting at 10:30 arranged independently) Microsoft Teams (See calendar invite)
Independent Chair:	

Item		Lead	Time
	Introductions	All	11:00
1	Review of previous meeting minutes and actions	All	11:10
2	2a Bill – update	HS2 Ltd	11:15
3	Community engagement – update	HS2 Ltd	11:20
4	CEF & BLEF update	HS2 Ltd	11:25
5	Approach to borrow pits	HS2 Ltd	11:35
6	Planning Forum Notes - Waste & Spoil Disposal and Excavation from borrow pits PFN11 - Site Restoration Schemes PFN12	HS2 Ltd	11:50
7	Schedule 17 Forward Plans review	HS2 Ltd	12:20
8	Pre-application - update	HS2 Ltd	12:25
9	Planning Forum Forward Plan and Documents	HS2 Ltd	12:30
10	AOB	All	12:35
	End		12:30

Title:	Independent Phase 2a Planning Forum for HS2
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INDEPENDENT Phase 2a Planning FORUM FOR HS2

Date & Time	Wednesday 8th July 2020 11:00 – 12:30 Microsoft Teams (virtual meeting)	
Chair		Independent Chair
HS2 Ltd Attendees:		HS2 Ltd – Town Planning Manager HS2 Ltd - Town Planning Lead, Phase 2 HS2 Ltd – Senior Town Planning Manager HS2 Ltd – Head of Community Engagement Area North / 2a HS2 Ltd – Environment and Town Planning Manager HS2 Ltd – Senior Engagement Manager, Phase 2a HS2 Ltd – Phase 2a Director HS2 Ltd - Head of Town Planning HS2 Ltd – Town Planning Manager HS2 Ltd – Town Planning Advisor HS2 Ltd –Senior Commercial Manager

Local Authority Attendees:		East Staffordshire District Council (ESC) Cheshire East Council (CEC) Shropshire Council (SPC) Stafford Borough Council (SBC) Staffordshire County Council (SCC) Newcastle-under-Lyme Borough Council (NUL) Lichfield District Council (LDC)
Promoter Attendee:		Department for Transport (DfT)
Apologies:		East Staffordshire District Council (ESC) Senior Interface Manager (interim) Hybrid Bill Delivery Director (interim)

Item		Action Owner
	Introductions The Chair invited attendees to introduce themselves.	
1	Review of notes & actions from last meeting The previous minutes were agreed and will be uploaded to GOV.UK. All outstanding actions, except the deferred VR fly-through experience for members, were complete.	
2	Phase 2a Bill – update HS2 Ltd explained that the Select Committee are planning on hearing nine of the remaining twenty-six petitioners in the two weeks of hearings starting 20 July, using video conferencing. The remaining petitioners will	

	<p>be heard in September, when the House returns after the Summer Recess. Royal Assent is anticipated during January 2021.</p>	
3	<p>Community Engagement Update</p> <p>HS2 Ltd provided an update on three key areas: Strategic activity, Communities and look ahead (see slide pack for more details).</p> <p>Strategic activity</p> <ul style="list-style-type: none"> Engagement continues to be in line with the latest guidance on COVID-19 Fourth 'being a good neighbour' progress report published. The report covers July to December 2019 Continued political engagement with MPs and local authorities <p>Communities</p> <ul style="list-style-type: none"> Line of route newsletter sent out in early June 2020 'Meet the Expert' Archaeology presentations held for line of route parish councils (three sessions held in June 2020) 'In Your Area' booklets refreshed and updated in digital format Phase 2a Safeguarding update engagement Enquiry management and ongoing general engagement with stakeholders and petitioners <p>Looking ahead</p> <p>HS2 Ltd would look to undertake further 'Meet the Expert' presentations on different subjects alongside engagement on utilities and ground investigations. It was also emphasised that community updates via video conferences, direct mail and community websites would be continued.</p> <p>HS2 Ltd offered to undertake further engagement meetings with specific people from each authority, if members felt more engagement was required.</p> <p>Shropshire Council sought guidance on where they could find community engagement information.</p> <p>Action - HS2 Ltd agreed to provide follow up email to Shropshire Council with links to information contained within the slide deck.</p>	HS2 Ltd
4	<p>CEF & BLEF</p> <p>HS2 Ltd provided an update on the Phase One CEF & BLEF which covered</p>	

	<p>the process, funding and key projects to date (see slide pack for more details).</p> <p>HS2 Ltd explained that there had been some recent changes to the CEF and BLEF programme, which would also apply to the £5 million Phase 2a allocation. These were:</p> <ol style="list-style-type: none">1) Cap to the CEF Strategic and large BLEF project award level - £250k2) New £2.9m notional annual funding budget cap for all awards, including those under £75,0003) Development of CEF Strategic Application Process- 'EOIs' become 'Stage Ones'4) Partnership Funding- stipulation of 40% funding only for project partner5) Level of supplementary information from applicants - further guidance on what is acceptable <p>Newcastle under Lyme (NuL) sought clarification as to whether projects had to be directly related to HS2 and whether geographical limits apply?</p> <p>HS2 Ltd explained that projects applied for do not have to specifically relate to the type of disruption faced but the application must reference effects from the Environmental Statement (ES) to prove disruption. For example, a community organisation could apply for funding to refurbish their village hall, evidencing traffic and transport effects from the ES: the project does not have to relate to the specific effect. It was also confirmed that there is no defined geographical boundary, but applications within 1km of the line of route will be prioritised.</p> <p>NuL asked if projects up to 3km could be included, if there was clear evidence of traffic and transport disruption? HS2 Ltd confirmed that this was correct and added that traffic and transport effects were a prime example of how applicants can provide evidence of disruption more than 1km from the line of route.</p> <p>The Chair sought clarity on the process gone through to make the additional changes to the CEF and BLEF programme.</p> <p>HS2 Ltd explained that the change process was undertaken internally, with the support of the independent panel chair in the decision-making process. HS2 Ltd clarified that the CEF & BLEF route-wide assurance provided during the Phase One Select Committee process was high level and simply stated the level of funding to be made available. The C12 information paper was published with some detail on governance and management but it was not prescribed that any future detailed developments would need to be approved through parliament.</p> <p>The Chair asked if annual accounts were published and if the costs for administration were taken from the £40 million pot. HS2 Ltd explained that the administrative costs are funded separately to the funding</p>	
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	allocation as the £40 million had been ring fenced for the projects only. It was explained that Groundwork UK produce an independent annual report which includes financial information.	
5	<p>Approach to borrow Pits</p> <p>HS2 Ltd provided an overview of their approach to borrow pits, which included and highlighted the locations of the borrow pits, control and governance and how borrow pits are operated and restored through the restoration process (see slide pack for more details).</p> <p>HS2 Ltd explained that the Phase 2a Bill proposes six borrow pits:</p> <ul style="list-style-type: none"> • Kings Bromley (South) • Kings Bromley (North 1) • Kings Bromley (North 2) • Blithbury • West of Netherset Hey Farm • North of Checkley Lane <p>HS2 Ltd noted that the presentation was an opportunity to give members an understanding of HS2's approach to borrow pits and was intended to provide an overview of the specific requirements. Technical details could be found in the Phase 2a Environmental Statement:</p> <ul style="list-style-type: none"> • Volume 1: Introduction and methodology – Section 6.10.8 • Volume 3: SES2 & AP2 ES: Route Wide Effects – Section 12.2.25 • Volume 5: Technical appendices: Borrow pits restoration strategy (CT-009-000) <p>CEC asked if agricultural land was to be used and then restored, would HS2 restore the land to its existing quality (Best and Most Versatile level).</p> <p>Action - HS2 agreed to take an action to consult internal specialists with regards to quality of agricultural land that will be restored.</p> <p>CEC questioned if HS2 were confident that the level of materials on site would be enough to backfill to existing levels.</p> <p>HS2 explained that once the information is obtained from the ground investigation works, it will inform the detailed design stage. At this point HS2 can then consider plans for each borrow pit and assess if a cut and fill balance can be achieved in each location.</p> <p>HS2 Ltd emphasised that there is still more work to be done on borrow pits, given that the main work contractors are not onboard at this stage. HS2 Ltd assured members that they would be involved throughout the process, to ensure that members are fully aware of the content of future Schedule 17 submissions.</p> <p>NuL queried the consultation timeline and process, as the Schedule 17 submissions would go to the Staffordshire County Council, rather than</p>	HS2 Ltd

	<p>Newcastle under Lyme Borough Council.</p> <p>HS2 Ltd explained that these are County Council matters, but other relevant parties will be made aware of HS2's activity and likely submissions dates through HS2's regular community engagement activity. The Chair clarified that the decision to consult more widely was down to the determining authority.</p> <p>HS2 Ltd confirmed that the only statutory consultees that were legally required to be consulted on Schedule 17 submissions (where appropriate) were Canals & River Trust, Historic England, Natural England and the Environmental Agency. However, it would be at the determining authority's discretion whether to consult wider during the 21-day statutory period.</p> <p>HS2 Ltd went on to acknowledge that much of the technical pre-application consultation would be with SCC. However, it was stressed that through HS2's ongoing community engagement, communities, Councillors', MPs and Parish Council's will be made aware of HS2's activity.</p> <p>SCC confirmed that they would be consulting on Schedule 17 submissions related to borrow pits, with the Borough and District Councils.</p> <p>CEC questioned if haul roads mentioned within the presentation, referred to internal haul routes or local roads? HS2 Ltd confirmed that "haul roads" was used as a general term to encompass internal haul roads on site <u>and</u> approved routes for large goods vehicle. HS2 Ltd emphasised that they would seek to minimise the use of local roads wherever possible by utilising internal haul roads where practical.</p> <p>CEC stressed that early pre-application discussions are crucial, given that the proposed works are likely to create significant issues for the authority. HS2 Ltd agreed and reiterated the importance of the engagement process to provide the authority with confidence and reduce HS2's planning submission risk. It was made clear that these discussions are likely to take place over the coming 12 – 18 months.</p>	
6	<p>Planning Forum Notes</p> <p>HS2 Ltd introduced PFN15 on Waste and Spoil Disposal & Excavation from Borrow Pits which included the process of approval for Schedule 17 submissions and the context of the note in relation to the Bill (see slide pack for more details).</p> <p>HS2 Ltd highlighted that approval is required under both paragraphs 7 (plans and specifications approval) and 8 (site restoration) before works can start on site.</p>	

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	<p>HS2 Ltd stated that (Action) they will circulate PFN15 by the end of July, allowing three weeks for comments from the date of circulation, before being brought back for discussion at the next Forum meeting.</p> <p>The Chair noted that PFNs will be misaligned as there is not a PFN related to borrow pits for Phase 1. He therefore suggested that PFNs numbering should remain aligned so far as possible to avoid future confusion.</p> <p>Action - HS2 Ltd to re-number PFNs to ensure consistency with Phase 1.</p> <p>HS2 Ltd introduced PFN11 on site restoration which included the process of approval for Schedule 17 submissions and the context of PFN11 to the Bill (see slide pack for more details).</p> <p>HS2 Ltd stated that they will circulate PFN11 by the end of July, allowing three weeks for comments from the date of circulation, before being brought back for discussion at the next Forum meeting. HS2 Ltd advised members in the meantime that a note on site restoration already exists for Phase 1 and they could review this for context as the Phase 2a version will follow the same general principles.</p> <p>Action – HS2 Ltd to circulate PFN11 and PFN15 by the end of July for comments.</p>	<p>HS2 Ltd</p> <p>HS2 Ltd</p> <p>HS2 Ltd</p>
7	<p>Pre-application</p> <p>HS2 Ltd explained that pre-application meetings have now taken place with all local authorities and all parties agreed that discussions have been positive.</p>	
8	<p>Schedule 17 Forward Plans</p> <p>HS2 Ltd explained that the next Schedule 17 forward plan look aheads will be sent out in August.</p> <p>The Chair questioned if the forward plans would include applications under the Town and Country Planning Act pre and post Royal Assent. HS2 Ltd confirmed that this was correct.</p> <p>HS2 Ltd highlighted that PFN9 had been presented at a previous meeting but had not been agreed by members. It was confirmed that HS2 Ltd would circulate PFN9 for final comments prior to the next meeting.</p> <p>Action – HS2 Ltd to circulate PFN9 by the end of July for comments.</p>	<p>HS2 Ltd</p>
9	<p>AOB</p> <p>SBC raised concerns over the recent Phase 2a safeguarding update,</p>	

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	<p>specifically that members were not made aware prior to the public announcement, which is likely to create resource implications for authorities.</p> <p>HS2 Ltd noted members concerns and explained that the announcement was issued by the Department for Transport (DfT) and HS2 Ltd did not have any influence over the announcement date. It was stated that HS2 Ltd would discuss this matter with DfT to understand if more notice can be given to local authorities prior to future safeguarding updates. However, it was also explained that an early warning is not given as there is an inherent legal risk and compensatory implication for the DfT and HS2 Ltd if prior knowledge of the changes were provided ahead of the safeguarding update announcement.</p> <p>SBC understood the potential implications but stressed that this was a resource issue and it would be helpful, as a minimum, to receive an indication that a safeguarding update is imminent.</p> <p>Action - HS2 Ltd to email members with information on how to access shapefiles and the main changes that have taken place.</p> <p>Action – HS2 Ltd to seek further clarity from DfT as to whether local authorities can receive advanced notice of safeguarding updates and the amount of change.</p> <p>Meeting concluded at 12:35pm</p>	<p>HS2 Ltd</p> <p>HS2 Ltd</p>
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