

**INDEPENDENT Phase 2b Planning FORUM FOR HS2**

<b>Title:</b>	<b>Planning Forum for HS2 Phase 2b</b>	
<b>Date &amp; Time</b>	<b>Wednesday 22<sup>nd</sup> November 2023</b> <b>10:00 – 10:32</b>  <b>Online Meeting</b> Microsoft Teams	
<b>Attendees</b>	[Redacted]  [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]  [Redacted] [Redacted] [Redacted]  [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]	<b>Independent Chair</b>  HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted] HS2 Ltd – [Redacted]  Department for Transport (DfT) Department for Transport (DfT) Department for Transport (DfT)  Scottish Government (SG) Scottish Government (SG) Cheshire East Council (CEC) Cheshire East Council (CEC) Cheshire West and Chester Council (CWCC) Cheshire West and Chester Council (CWCC) Lancashire County Council (LCC) Manchester City Council (MCC) Manchester City Council (MCC) Trafford Council (TC) Dumfries and Galloway Council (DGC)

<b>Apologies:</b>		
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Item		Action Owner
	<p><b>Welcome and Introductions</b></p> <p>The Chair opened the meeting and thanked DfT colleagues for attending. The Chair acknowledged the meeting will take a different format following the announcement of the Prime Minister on 4<sup>th</sup> October 2023 regarding the cancellation of Phase 2 of High Speed Two (HS2) and introduction of the Network North: Transforming British Transport Command Paper.</p>	
<p><b>1</b></p>	<p><b>Review of Minutes from Previous meeting</b></p> <p>1.1 The September 2023 minutes were reviewed, and no amendments proposed. HS2 Ltd advised these will be uploaded to the Gov website in their final format.</p> <p><b>Action: HS2 Ltd to upload the final version of the September minutes.</b></p>	<p><b>HS2 Ltd</b></p>
<p><b>2</b></p>	<p><b>Review of Actions Log</b></p> <p>2.1 HS2 Ltd provided an overview of the Actions Log, noting that some previous actions are no longer applicable following the Prime Minister’s announcement.</p> <p>2.2 It was acknowledged that Item 5 ‘Future of Planning Forum’ will allow members the opportunity to decide on the continuation of meetings and whether a date in 2024 is required.</p> <p>2.3 HS2 Ltd identified a new action that was created following receipt of a collaboration on queries from the Local Authorities which sought clarification on various matters following the Prime Minister’s announcement. It was acknowledged that DfT would seek to address these points during the Planning Forum, in so far as it was possible at this early stage, and the issues were within the scope of the Planning Forum.</p>	
<p><b>3</b></p>	<p><b>Bill and Project Update</b></p> <p>3.1 DfT advised that the Government is carrying out work to determine the next steps in the Network North Command Paper. Currently there has not been a decision made on how or whether the hybrid Bill will be used particularly in the context of Northern Powerhouse Rail, however there is ongoing collaboration between DfT and HS2 Ltd to work through the detail.</p> <p>3.2 DfT noted that they had contacted the organisations and petitioners on the hybrid Bill to inform them that they are working through the</p>	

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	<p>consequences and effects of the Network North announcement and further details will be provided in due course. There was acknowledgement that many questions had been raised on how the Local Authorities will be involved with Network North and the impact on existing Undertakings and Assurances and, although this is not currently known, the Planning Forum and relevant stakeholders will be updated as soon as more information is available.</p> <p>3.3 The Chair stated there is an appreciation that there is lots of detail to work through but sought clarity on what the next steps in the process might be and when, broadly, they might take place. DfT responded that although the hybrid Bill has been carried over into the current parliamentary session, DfT are still working with Ministers to understand the next steps in the process, and once this is known they will be able to provide clearer guidance on the scope and timescales for future stages.</p> <p>3.4 CWCC advised they understand that DfT are currently working through the specifics but sought clarity on whether, once DfT had established what parts of the bill scheme will be retained to deliver Northern Powerhouse Rail, the rest of the scheme would be removed from the hybrid Bill. DfT advised there are many options they are exploring and are looking at what is the best and most efficient way to proceed and exploring whether there may be other legislative vehicles to deliver the aspirations of Network North.</p> <p>3.5 CWCC queried whether the Rolling Stock Depot in Crewe is being considered as part of this, DfT responded this is unclear at this stage and they're unable to provide specific comments.</p>	
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<p><b>4</b></p>	<p><b>Safeguarding Update</b> DfT highlighted that their role is on policy development, with HS2 Ltd leading on the practicalities of acquisition and compensation schemes. It was highlighted that DfT are working through the impacts of the Network North Command Paper and what this means to the safeguarded route but cannot provide much more of an update currently.</p> <p>4.2 It was highlighted that the Command Paper committed to lifting the safeguarding throughout Phase 2a ‘within weeks’, whilst acknowledging that weeks have already passed, DfT advised that HS2 Ltd are working with external suppliers on the background work to meet a specified timeframe. They were unable to provide the specific date at this stage but assured the forum there is a workplan in place.</p> <p>4.3 With regards to safeguarding on Phase 2b, the Network North Command paper committed to lifting safeguarding in Summer 2024, however DfT advised they cannot commit to a date at this stage. It was emphasised that until such a time that safeguarding is lifted, the Safeguarding Directions remain in place where HS2 Ltd will continue to provide comment on planning applications and have powers to object where the proposal may conflict with the hybrid Bill.</p> <p>4.4 MCC queried what instructions DfT are giving to HS2 Ltd in terms of developments that may prejudice the delivery of the hybrid Bill. DfT advised that as safeguarding is still in place, HS2 Ltd will review proposals in the same manner as the Safeguarding Directions state. However, it was acknowledged that some developments can be reviewed on a case-by-case basis if they are brought to the attention of DfT.</p> <p>4.5 The Chair queried when an updated business case may emerge, DfT stated that more details will be provided in due course, but they are unable to confirm this at this time.</p>	
<p><b>5</b></p>	<p><b>Future of Planning Forum</b> HS2 Ltd stated that following the announcement there isn’t clarity on the future of the forum and how DfT will be engaging with the local authorities that interact with Network North.</p> <p>5.2 The Chair stated that the Planning Forum provides a ready-made platform and mechanism for information sharing with the former Phase 2 LPAs. From his informal discussions with LPA Forum members there appeared to be a consensus that the Forum should be maintained whilst the hybrid Bill is retained. It was proposed that a meeting is scheduled in January which could provide some further clarity around the future of the hybrid Bill and then the future of further meetings could be decided</p>	

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	<p>at this point. Members agreed that this meeting should take place on 24<sup>th</sup> January 2024.</p> <p><b>Action: HS2 Ltd to send meeting invite for Wednesday 24<sup>th</sup> January 2024.</b></p> <p>5.3 MCC agreed that it would make sense to maintain the forum especially if the hybrid Bill is repurposed, in order to ensure that up to date information about the bill scheme can be communicated to local communities by the LPAs. CWCC agreed with this approach.</p> <p>5.4 CWCC queried if it was possible to have a list of relevant contacts on specific queries they may have outside of the forum. HS2 Ltd advised that the same point of contacts remain and that the Local Authorities, HS2 Ltd and DfT can work collaboratively together on any queries that may be raised. DfT provided new contact details for strategic queries on safeguarding. All other safeguarding queries should be directed to HS2 at: <a href="mailto:town.planning@hs2.org.uk">town.planning@hs2.org.uk</a>.</p> <p>5.5 MCC queried what will be happening with the HS2 website, HS2 Ltd advised that this is being updated to reflect the announcement and the current approach for Phases 2a and 2b. It was advised that an email is being sent out to the list of stakeholders in the following week outlining everything that has happened since the announcement. It was reiterated that this will not contain new information however provides an overview to the stakeholders. MCC requested they have sight of this email prior to distribution, so they can be prepared for any queries that may arise from this.</p> <p><b>Action: HS2 Ltd to distribute email to LPAs prior to distribution to stakeholder list.</b></p>	<p>HS2 Ltd</p> <p>HS2 Ltd</p>
<p><b>6</b></p>	<p><b>Local Authority Queries</b></p> <p>6.1 The Chair stated that the list of queries from Local Authorities will be kept under review and communicated to both HS2 Ltd and DfT. MCC queried whether any written answers will be provided today, it was confirmed that written responses are not possible at this time, but oral updates will be provided in January meeting.</p>	
<p><b>7</b></p>	<p><b>AOB</b></p> <p>No other matters were raised, and the Chair thanked colleagues from DfT for joining and providing an update to the Forum.</p>	
	<p><b>END</b></p>	<p><b>10:32</b></p>

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