

INDEPENDENT Phase 2b Planning FORUM FOR HS2

Title:	Planning Forum for HS2 Phase 2b	
Date & Time	Wednesday 24th January 2024 10:00 – 10:30 Online Meeting Microsoft Teams	
Attendees	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Independent Chair HS2 Ltd – Head of Town Planning HS2 Ltd – Senior Town Planning Manager HS2 Ltd – Technical Engagement Manager HS2 Ltd – Town Planning Advisor HS2 Ltd – Senior Petition Manager HS2 Ltd – Head of Consultation and Engagement HS2 Ltd – Petition Manager HS2 Ltd – Design Lead HS2 Ltd – Safeguarding Planning Manager Department for Transport (DfT) Department for Transport (DfT) Department for Transport (DfT) Cheshire West and Chester Council (CWCC) Manchester City Council (MCC) Manchester City Council (MCC) Dumfries and Galloway Council (DGC) Westmorland and Furness Council (WFC)

Apologies:		
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Item		Action Owner
	Welcome and Introductions The Chair opened the meeting and thanked DfT colleagues for attending.	
1	Review of Minutes from Previous meeting	

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	<p>1.1 The November 2023 minutes were reviewed, highlighting the inclusion of “or whether” to paragraph 3.1 which now reads: “<i>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.</i>”</p> <p>1.2 The Forum agreed to this amendment and HS2 Ltd advised these will be uploaded to the Gov website in their final format.</p> <p>Action: HS2 Ltd to upload the final version of the November minutes.</p>	<p>HS2 Ltd</p>
<p>2</p>	<p>Review of Actions Log</p> <p>2.1 HS2 Ltd provided an overview of the Actions Log, with all actions being addressed. Please refer to slide pack.</p>	
<p>3</p>	<p>Bill and Project Update</p> <p>3.1 DfT advised that the hybrid Bill has been carried over from the 2023 to 2024 Parliamentary Session. The current workload is focusing on Northern Powerhouse Rail and agreeing the broad route alignment, which will then enable a decision on whether the current hybrid Bill is the right mechanism and legislation for delivery. It was advised that they are unable to confirm more than this at this stage.</p> <p>3.2 The Chair queried whether there was a timescale on decisions regarding route alignment or hybrid Bill, DfT confirmed there is no definitive timescale but as soon as information is made available the Forum will be made aware.</p> <p>3.3 The Chair asked if any assessment had been made of the potential physical/town planning implications of accommodating high speed trains, that join the classic rail network from HS2 Phase 1, on the existing rail network in the Phase 2b local authority areas, such as Crewe and Manchester. CWCC supported this, stating that it is important to have the dialogue to address any potential planning issues arising from changes to the service specifications and connection to the main lines.</p> <p>3.4 DfT stated they will take this query away to colleagues who have ongoing work on the train service specifications and will continue the dialogue with the local planning authorities.</p> <p>Action: DfT to raise with colleagues the physical planning impacts of Phase 1 services and liaise with the LPAs affected.</p>	<p>DfT</p>

INDEPENDENT Phase 2b Planning FORUM FOR HS2

<p>4</p>	<p>Safeguarding Update DfT advised the latest update is that Phase 2a Safeguarding was lifted on 18th January 2024, with the exception of land at the boundary of Phase 2a and Phase 1, to protect land required for a redesigned Handsacre Junction (where HS2 connect to the West Coast Main Line).</p> <p>4.2 DfT stated that in regard to Phase 2b safeguarding, they are on track for the safeguarding on the remaining parts of Phase 2b that are not needed for Northern Powerhouse Rails being amended in the summer 2024, in line with the commitments made in the Network North Command Paper.</p> <p>4.3 The Chair queried the area surrounding Crewe, and how the lifting of safeguarding of Phase 2a will affect Phase 2b. DfT advised more information on amendments to Phase 2b safeguarding will be available in due course.</p> <p>4.4 MCC welcomed the commitment of the Minister to work with local leaders.</p>	
<p>5</p>	<p>Future of Planning Forum HS2 Ltd advised that they are waiting on further information as to whether the hybrid Bill will be repurposed, but until such a time that further information is received, they welcomed the Planning Forum continuing as an information sharing platform on a bi-monthly basis. This view was shared by DfT.</p> <p>5.2 LPAs confirmed their support on continuing the Planning Forum meetings on a two monthly cycle, although they also expressed a willingness to meet as a Forum on an ad hoc basis should there be a major announcement in clear prospect where some element of pre-briefing was possible.</p> <p>5.3 The Forum agreed for the next meeting to be held on Wednesday 20th March at 10.00am, however should any major announcements be in prospect (where pre briefing was possible), a short meeting could be arranged for a quick update.</p> <p>5.4 The Chair confirmed there will be a pre-meeting with the LPAs on 21st February at 2pm.</p> <p>Action: HS2 Ltd to send meeting invite for Wednesday 20th March 2024.</p>	<p>HS2 Ltd</p>
<p>6</p>	<p>Local Authority Queries</p>	

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	6.1 MCC raised a site-specific query with DfT, where an offline meeting was proposed.	
7	AOB 7.1 The Chair noted the departure of two HS2 colleagues [REDACTED] [REDACTED] who had both significant involvement in the Phase 2b Planning Forum and thanked them for their work. It was noted that all queries in relation to the Forum should continue to be directed to the Phase 2b inbox: 2bplanningforum@hs2.org.uk . 7.2 MCC queried with the HS2 engagement team whether there are any communications due to be sent out, HS2 Ltd advised that any communications will be reactive to news and updates from DfT.	
	END	10:30