

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

<b>Title:</b>	<b>Planning Forum for HS2 Phase 2b (Western Leg)</b>	
<b>Date &amp; Time</b>	<b>Wednesday 24<sup>th</sup> April 2024</b> <b>10:00 – 11:00</b>  <b>Online Meeting</b> Microsoft Teams	
<b>Attendees</b>	[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 – Town Planning Lead (Phase 2) HS2 Ltd – Technical Engagement Manager HS2 Ltd – Senior Petition Manager HS2 Ltd – Safeguarding Planning Manager  Department for Transport (DfT)  Manchester City Council (MCC) Scottish Government Cheshire West and Chester Council (CWCC)

<b>Apologies:</b>		
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<b>Item</b>		<b>Action Owner</b>
	<b>Welcome and Introductions</b>  The Chair opened the meeting and confirmed that the meeting will continue as Phase 2B Western Leg Planning Forum for the time being, but will be reviewed in due course. The Chair welcomed all, including new attendees [REDACTED] [REDACTED]	
<b>1</b>	<b>Review of Minutes from Previous meeting</b>  1.1 The January 2024. HS2 confirmed no comments had been received. No further comments were raised in the meeting. The minutes were agreed.	

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	<b>Action: HS2 Ltd to upload the final version of the January minutes to gov.uk website.</b>	<b>HS2 Ltd</b>
<b>2</b>	<p><b>Review of Actions Log</b></p> <p>2.1 HS2 Ltd provided an overview of the Actions Log. The status of each action was confirmed as follows;  ITEM 1 – action completed (as per slide deck)  ITEM 2 – DfT advised that due to a restructure it had been difficult to gather the correct people for liaison with Local Authorities but those people were now ready to make contact. <b>(Action OPEN)</b></p>	<b>DfT</b>
<b>3</b>	<p><b>DfT Update - adaptation of the High Speed Rail (Crewe-Manchester) Bill</b></p> <p>3.1 DfT advised that there is limited new information at this stage, however further updates will be provided in due course. DfT briefed the Forum on the Government’s statement of 25 March 2024 , which confirmed that the consultation promised in the Network North plan had reached broad agreement with local representatives about the NPR line between Liverpool and Manchester (including stops at Liverpool, Warrington Bank Quay, Manchester Airport and Manchester Piccadilly). DfT confirmed that this will mean that the process of adapting the current Bill will begin to deliver the element between Manchester Piccadilly and the Parish of Millington and Rostherne in Cheshire. Although there was limited information that DfT could share with the Forum at this stage, they are expecting things to move relatively quickly and will advise on further progress via HS2 Petition managers, once parliamentary availability for seeking permission of Parliament to amend the Bill is agreed</p> <p>3.2 The Chair invited any questions. No questions were raised</p> <p>3.3 MCC confirmed that MCC would wish to know as soon as matters were firmed up but welcomed the Bill being repurposed.</p> <p>3.4 The Chair queried what the above would mean for membership of the Forum. HS2 confirmed that, as now, it will be Local Authorities with land within Bill limits, however the cut lines of those limits are not yet fully known and once this is known we will address membership at that time. HS2 propose to keep current membership for now until confirmation is given.</p> <p>3.5 HS2 noted that the other aspect of the Ministerial announcement was around safeguarding, with the same being amended in the Summer of</p>	

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	<p>2024, HS2 noted that this will need to be taken into account when membership of the forum is considered in the future.</p>	
<b>4</b>	<p><b>Project Update</b></p> <p>4.1 In the light of the Government’s March statement, HS2 displayed a table showing the status of various workstreams/documents before the October announcement in relation to the HS2 project (see slide deck).</p> <p>4.2 HS2 confirmed that the legal commitments and processes for the repurposed Bill have not changed and the documents that are relevant are the same documents as previously, albeit those documents will be updated to reflect the revised scope of the Bill.</p> <p>4.3 HS2 advised that, in due course, HS2 will pick up documents such as the Statutory Guidance and Planning Forum Notes and that the sub-groups will be revived. The timetable for updates will be confirmed in due course once HS2 has reviewed internally.</p> <p>4.4 MCC reminded the Forum that they had previously been engaged in detailed discussions through the subgroups and welcomed HS2’s approach to sharing technical documents as it helped in understanding how the Bill will be implemented and may allow the local authority to stand down on some petition concerns. MCC urged HS2 to continue this approach and establish the groups sooner rather than later.</p> <p>4.5 HS2 provided a summary of how they anticipate the process of document updates will work with the caveat that this is not yet fully understood given the nature of how the adapted Bill is being developed. For EMR documents, given that they basically work across large infrastructure construction projects, they may require only minor tweaks and can therefore be updated relatively easily. Other documents, for example the RTMP, which are structurally more HS2 specific, will need further consideration by DfT and legal colleagues as to how they might need to be addressed for NPR requirements. HS2 advised this will take more time and thought.</p> <p>4.6 The Chair asked for clarification of the continued involvement of HS2 colleagues in the Bill process, given that it will be for NPR, not HS2. HS2 advised that HS2 Ltd has been instructed by DfT to help take the Bill through parliament. Decisions on the delivery agency for the NPR are</p>	

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	<p>yet to be made.</p> <p>In relation to the proposed repurposed Bill the SoS for Transport remains the promoter of the Bill. In addition, the existing Bill team and petition managers, together relevant experts drawn from HS2 Limited who previously worked on HS2 Phase 2b, will work to deliver this part of NPR with colleagues in DfT and the Department's parliamentary agents and Counsel as one team..</p> <p>4.7 The Chair invited questions. No further questions raised.</p>	
<b>5</b>	<p><b>Safeguarding Update</b></p> <p>5.1 DfT advised there is no change from last meeting, and thus it is expected that safeguarding will be lifted, for those part of the proposed line not required for NPR, in the Summer, in line with previous announcements.</p> <p>5.2 The Chair asked what this might mean for northern authorities such as Preston and Scottish colleagues. DfT confirmed that there will be further processes and discussions taking place regarding the adaption of the Bill for the current scheme and on the safeguarding announcement in the summer but it is not possible to comment further until the full details are known.</p> <p>5.3 The Chair invited questions. No further questions raised.</p>	
<b>6</b>	<p><b>Local Authority Update &amp; Queries</b></p> <p>6.1 The Chair proposed that the current situation of not having a local authority pre-meet continue until such a time as it is clearer what the implications of the Bill are. This will determine whether there is need for the group to be re-established. The chair invited local authorities to comment, MCC agreed to this approach.</p> <p>6.2 CWAC advised that they are going through some staffing changes and updated contact details will be provided in the future where changes are made.</p> <p>6.3 The Chair invited other questions and comments.</p>	

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	6.4 MCC thanked colleagues in HS2 and DfT for working with the authority on a recent matter relating to a proposed scheme in the Piccadilly area.	
<b>7</b>	<b>AOB</b>  7.1 The Chair suggested proposing a date for the next meeting. HS2 suggested 3 <sup>rd</sup> July at 2pm. Following discussion and MCC only being able to commit one hour on that date it was agreed that a start time of 1:30 would be set. HS2 will send the invite.  7.2 The Chair thanked everyone for their attendance and input.	
	<b>END</b>	<b>10:30</b>