








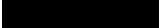









## INDEPENDENT PHASE ONE PLANNING FORUM FOR HS2

<b>Title:</b>	<b>Independent Phase One Planning Forum for HS2 - #80</b>	
<b>Date &amp; Time:</b>	Thursday 13 March 2025  Microsoft Teams meeting 13:00 – 15:00	
<b>Chair:</b>		Independent Chair
<b>Promoter</b>		HS2 Ltd (Town Planning Manager)
<b>Attendees:</b>		HS2 Ltd (Town Planning Lead Ph 2)
		HS2 Ltd (Noise and Vibration Manager)
		HS2 Ltd (Head of Town Planning)
		HS2 Ltd (Town Planning Lead Ph 1)
		HS2 Ltd (Town Planning Manager)
		HS2 Ltd (Senior Town Planning Manager)
		HS2 Ltd (Team Administrator)
		HS2 Ltd (Town Planning Manager)
		HS2 Ltd (Lead Urban Designer)
		HS2 Ltd (Urban Designer)
		HS2 Ltd (Town Planning Manager)
		HS2 Ltd (Town Planning Manager)
		HS2 Ltd (Town Planning Manager)
		Align
		BBV
		BBV
		BBV
		BBV
		EKFB
		Mace
		SCS
		SCS
<b>Planning Authority</b>		Birmingham City Council (BCC)
<b>Attendees:</b>		Birmingham City Council (BCC)
		Lichfield District Council (LDC)
		London Borough of Camden (LBC)
		North Warwickshire Borough Council (NWBC)
		Old Oak & Park Royal Development Corporation (OPDC)
		Solihull Metropolitan Borough Council (SMBC)
		Solihull Metropolitan Borough Council (SMBC)
		Staffordshire County Council (SCC)
		Staffordshire County Council (SCC)
		Stratford-on-Avon District Council (SDC)
		Three Rivers District Council (TRDC)
		Warwick District Council (WDC)
		Warwick District Council (WDC)
		Warwickshire County Council (WCC)
		West Northamptonshire Council (WNC)
		West Northamptonshire Council (WNC)

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Other Attendees:	██████████ ██████████ ██████████	DfT DfT DfT
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Item		Action Owner															
1.	<b>Introductions</b> – were made.																
2.	<p><b>Review of the minutes of the last meeting and outstanding actions.</b></p> <p>Minutes from the January 2025 Planning Forum were agreed.</p> <p>Outstanding actions were reviewed:</p> <table border="1"> <tr> <td>Jan 22 (5)</td><td>Prolonged Disturbance Scheme review being undertaken with Feedback to be provided by DfT.</td><td>Update at Agenda Item 7. <b>Action open.</b></td></tr> <tr> <td>May 24 (13)</td><td>SLAs – update to be given on simplified claims process.</td><td>PG (HS2) made a request with the SLA team. While the recent re-organisation meant responsibilities had changed, there would be an update at the next meeting. TA (Chair) to raise with ██████████ (HS2) and SLA Team have proposed an update presentation at the May Forum meeting. <b>Action open.</b></td></tr> <tr> <td>July 24 (12)</td><td>Unconsented works - Chair has received details from three planning authorities and HS2 Ltd will arrange bilateral meetings with each authority.</td><td>Bi-lateral meeting discussed matters with WCC and SMBC. The issue was discussed at recent Highways subgroup and agreed action can now be closed. <b>Action closed.</b></td></tr> <tr> <td>Sep 24 (8)</td><td>TA queried whether the Phase Two Helpdesk graphics could be amended to take account of the re-phasing of HS2.</td><td>To be discussed in Agenda Item 9. <b>Action closed.</b></td></tr> <tr> <td>Nov 24 (3)</td><td>TA asked whether the train mock-up could only be visited by invitation. PG would look into</td><td>PG confirmed that a visit for up to 10 people to the rolling stock factory in Derby could be organised: it was noted that expenses were unlikely to be</td></tr> </table>	Jan 22 (5)	Prolonged Disturbance Scheme review being undertaken with Feedback to be provided by DfT.	Update at Agenda Item 7. <b>Action open.</b>	May 24 (13)	SLAs – update to be given on simplified claims process.	PG (HS2) made a request with the SLA team. While the recent re-organisation meant responsibilities had changed, there would be an update at the next meeting. TA (Chair) to raise with ██████████ (HS2) and SLA Team have proposed an update presentation at the May Forum meeting. <b>Action open.</b>	July 24 (12)	Unconsented works - Chair has received details from three planning authorities and HS2 Ltd will arrange bilateral meetings with each authority.	Bi-lateral meeting discussed matters with WCC and SMBC. The issue was discussed at recent Highways subgroup and agreed action can now be closed. <b>Action closed.</b>	Sep 24 (8)	TA queried whether the Phase Two Helpdesk graphics could be amended to take account of the re-phasing of HS2.	To be discussed in Agenda Item 9. <b>Action closed.</b>	Nov 24 (3)	TA asked whether the train mock-up could only be visited by invitation. PG would look into	PG confirmed that a visit for up to 10 people to the rolling stock factory in Derby could be organised: it was noted that expenses were unlikely to be	
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		whether a small group could visit.	covered by the SLA. PG to arrange date with interested planning authority attendees. <b>Action open.</b>	
	Nov 24 (5)	HS2 to circulate the draft update to Site Restoration PFN in December, with a workshop to discuss in early 2025. It was then intended to seek agreement of the revised PFN in the January and/or March 2025 Planning Forum.	Update to Site Restoration PFN. Update agenda item 5. <b>Action open.</b>	
	Nov 24 (6)	Agreed PFN19 (Principles for Determination) to be uploaded to gov.uk	PFN to be uploaded once visuals have been updated. <b>Action closed.</b>	
	Jan 25 (3)	TA queried the position regarding the Euston tunnels; PG will seek details and update at the next Forum.	Mar 2025 update - Works are continuing to prepare the Tunnel Boring Machines (TBMs) at Old Oak Common to build the Euston tunnel. The TBMs are due to begin their journeys in the next 12 months. <b>Action closed.</b>	
	Jan 25 (5)	Bringing into Use - revised PFN 7 to be posted to gov.uk.	<b>Action open.</b>	
	Jan 25 (10)	Forward plan - dates for the second half the year have been suggested and will be shared at the next meeting.	Proposed dates are 18 <sup>th</sup> September and 20 <sup>th</sup> November. <b>Action closed.</b>	
	Jan 25 (10)	PG to explore July Planning Forum being a hybrid meeting held on site at Curzon Street.	<b>Action open.</b>	
<b>3.</b>	<p><b>Project Update</b></p> <p>PG gave a project update per contract area. Confirmed future presentations can include details of collective completion of assets (i.e. cuttings, embankments, bridges, etc.) which was presented at the last meeting, when the information is available and up to date.</p>			
<b>4.</b>	<b>Planning Consents Performance &amp; Appeals and Judicial Reviews Update</b>			

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	<p>SA (HS2) presented the planning consents performance and appeals update.</p> <p><u>Performance on determinations within last six months</u></p> <p>Performance for the recent period was largely the same as the previous reported period, with a number of applications taking a significant timeframe to determine. The reasons were consistent with those highlighted at previous Forums.</p> <p><u>Applications awaiting decision</u></p> <p>Still a number of applications in determination for a long time, due to a range of reasons outlined at previous Forums. The number of applications awaiting determination overall has reduced. This position reflects a fewer number of Plans &amp; Specifications (P&amp;S) submissions, noting that the north area still has a number to submit. In the coming months, numbers will increase with Bringing into Use (BiU) and Site Restoration (SR) submissions, as well as submissions where changes are needed to P&amp;S approvals.</p> <p><u>Application performance</u></p> <p>February actual submissions exceeded target forecast, following very low submissions and forecasts for December and January.</p> <p><u>Appeals</u></p> <p>There were currently no live appeals awaiting determination.</p> <p>There are judicial reviews for both the Bromford Tunnel East Portal and the Bromford Tunnel East Portal Headhouse. The hearing for the Bromford Tunnel East Portal was held 26<sup>th</sup>-28<sup>th</sup> February. Given the similarities, the headhouse judicial review has been stayed until the first hearing.</p> <p>Details of all appeals and JR decisions are available on the Planning Forum gov.uk website and the appeals digest will be updated to reflect any decisions:</p> <p><a href="https://www.gov.uk/government/publications/hs2-phase-one-planning-forum-planning-appeal-decisions">https://www.gov.uk/government/publications/hs2-phase-one-planning-forum-planning-appeal-decisions</a></p>	
5.	<p><b>Site Restoration – Planning Forum Note 11 (PFN) Review</b></p> <p>SA gave a brief history of the update, explaining that given the phase of the project moving into with Site Restoration, it was a sensible juncture to review the PFN. A workshop took place in March to review PFN with planning authorities, with a number of changes proposed. A further revised draft PFN would be circulated to the Forum in advance of the next meeting. Anticipated agreement of the revised PFN was sought.</p> <p>An overview comparison was presented for Site Restoration agreements for both Schedule 16 and Schedule 17 of the HS2 Act as reflected on the slides.</p>	HS2

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<p><b>6.</b></p>	<p><b>Safeguarding</b></p> <p>JF provided a case study reminder of the consultation requirements of the safeguarding direction covering Phase One. This case followed the omission of consultation with HS2 following the submission of a third-party application affecting land within the sub-surface safeguarded area which included a proposed HS2 tunnel.</p> <p>JF set out the case study background, together with the missed requirements and potential significant implications. PG also emphasized the significant risk it poses to the project if consultation requirements aren't followed and cost to the taxpayer.</p> <p>JF confirmed the relevant contact details if HS2 needs to be consulted on a planning application.</p>	
<p><b>7.</b></p>	<p><b>Prolonged Disturbance Compensation Scheme (PDCS)</b></p> <p>AM acknowledged and apologised for the length of time taken to reach a conclusion with the PDCS, which has been due to a range of factors including changes to Phase 1, Covid pandemic, cancellation of Phase 2a/b and change of government. Despite severe delays no one has been impacted by the delays.</p> <p>AM provided background to PDCS including when it was launched, requirement of the HS2 Environmental Minimum Requirements and objectives.</p> <p>Review taken on behalf of HS2 and concluded in November 2023. The outcomes included:</p> <ul style="list-style-type: none"> <li>• Noise levels of the project have on occasion exceeded noise thresholds, but not for sufficient duration to trigger temporary rehousing or PDCS based on short durations.</li> <li>• Use of noise as measure of disturbance is still appropriate but can miss cumulative effects.</li> <li>• Eligibility thresholds are appropriate but could be reviewed based for specific circumstances.</li> <li>• Proposed compensation and noise insulation measures are considered appropriate.</li> </ul> <p>Review has made four recommendations:</p> <ul style="list-style-type: none"> <li>• Policy wording could be amended to reflect severity of disturbance.</li> <li>• Consider cumulative effects.</li> <li>• Variation of special circumstances of PDCS.</li> <li>• More flexible approach to exceptional circumstances and any reasonable adjustments required.</li> </ul>	

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	<p>The PDCS will be amended to reflect the recommendations, with policy wording updated to take account of severity of impact. It will also be amended to take account of cumulative impacts and a broadening of measures to cover exceptional circumstances.</p> <p>JN questioned whether any thought had been given to practical examples. AM responded to explain the review is seeking to reduce consideration of thresholds and focus more on specific impacts on people and how early mitigation can manage disruption. Examples were given of bedroom noise insulation, blackout blinds, mechanical ventilation or temporary relocation in hotel, with mitigation being flexible and swift enough to meet needs.</p> <p>TA queried how the PDCS review can conclude both that it doesn't take account of cumulative disturbance impacts but that noise is still an effective proxy. AM explained that noise is considered easily measurable but acknowledged PDCS does consider broader disturbance.</p> <p>JN asked if a dedicated team will be available or will initial contact still need to be made through the HS2 helpdesk. AM confirmed contact should be made through the HS2 helpdesk or local stakeholder management teams.</p> <p>TA questioned the next steps for PDCS. AM explained that HS2 are in the process of updating the relevant policy documents and public facing guidance document on the website. Once updated, it will be formally announced. Initial target is for 1<sup>st</sup> April 2025.</p>	
8.	<p><b>National Audit Office Report (NAOR)</b></p> <p>TA introduced background to the agenda item based on the NAO Report advising that consents had contributed to escalating costs of Phase 1.</p> <p>Figure 8 of NAOR outlines reasons for cost increases, which included capacity and complexity of design related matters, including obtaining planning consents. More consents have been needed and taken longer to obtain than anticipated, driven in part by local political opposition.</p> <p>Summary advises budget and schedule being set too early and delays in obtaining planning consents. HS2 Ltd's plan is to deliver station and systems more efficiently, with improvements to main works contractors and engaging with third parties to speed up planning consents.</p> <p>TA explained he will approach NAO for further information based on matters reported on behalf of the Planning Forum and will at the same time seek better HS2 Exec representation at Forum.</p> <p>TA acknowledged the level of design for HS1 at parliamentary stage was more advanced than for HS2 at the same stage, resulting in a greater design task for</p>	Chair

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	HS2 contractors. HW noted for Curzon Street Station Schedule 17 consent granted in 2020, but due to cost pressures and contractual arrangements, designs are now having to be reworked, with significant work involved in these stages.	
9.	<b>Local Authority Feedback</b>  No matters raised	
10.	<b>Forward Plan/ AOB</b>  Placeholders have been sent for the following scheduled Planning Forum dates:  15 May 17 July  Further dates proposed:  18 September 20 November	
	<b>End</b>	