

HS2 PHASE TWO: WEST MIDLANDS TO CREWE

Safeguarding directions

With guidance notes for
local planning authorities

November 2015

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Safeguarding directions for development affecting the route and associated works for the High Speed Two rail project West Midlands-Crewe

The Secretary of State for Transport gives the following directions to the Local Planning Authorities named in the Schedule in exercise of the powers conferred by articles 16(4), 25(1) and 29(6) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (“the Order”)¹.

Commencement

1. These Directions come into force on 30 November 2015 (“the commencement date”).

Application

2. These Directions apply in respect of any application for planning permission that:
 - (a) has not been finally determined by the commencement date;
 - (b) relates to development within the zone specified in paragraph 3; and
 - (c) is not an exempt application by virtue of paragraph 4.

Relevant zone

3. The zone referred to in paragraph 2(b) is the zone shown bounded by lines marked “Limits of Land subject to Safeguarding Direction” on the plans annexed to these Directions (being the zone relating to the route of a railway proposed to be constructed between Fradley and Crewe).

Exempt applications

4. An application is exempt for the purposes of paragraph 2(c) if it is an application for planning permission which relates to development that:
 - (a) lies within the zone shown on the plans referred to in paragraph 3 and is shown shaded as blue on those plans;
 - (b) consists only of an alteration to a building which is a hereditament that falls within the scope of section 149(3) of the Town and Country Planning Act 1990² (both before and after the development); and
 - (c) does not involve, or is not likely to involve, any construction, engineering or

¹ SI 2010/2184, made under the Town and Country Planning Act 1990 (c. 8), see in particular section 74.

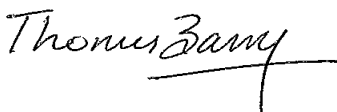
² 1990 c.8

other operations below existing ground level.

Duties on Local Planning Authorities

5. Before a Local Planning Authority may determine any planning permission in respect of any application for planning permission to which these Directions apply it must consult High Speed Two (HS2) Limited (Company No. 06791686).
6. Where a Local Planning Authority is required by paragraph 5 to consult High Speed Two (HS2) Limited, they must not grant planning permission otherwise than to give effect to the recommendation of High Speed Two (HS2) Limited:
 - (a) unless they have delivered to the Secretary of State for Transport the material specified in paragraph 7; and
 - (b) until the expiry of a period of 21 days from the date on which that material was delivered to the Secretary of State.
7. The material referred to in paragraph 6 is:
 - (a) a copy of the application, together with a copy of any plans or documents submitted with it;
 - (b) a copy of the response of High Speed Two (HS2) Limited to the consultation by the Local Planning Authority in pursuance of paragraph 5;
 - (c) such information regarding the application as the Secretary of State may require by direction under article 29(6) of the Order; and
 - (d) a statement on the provisions of the development plan and other issues involved, including whether the grant of permission would be contrary to the views of another Government Department.

Signed by authority of the Secretary of State



Thomas Barry

A senior civil servant in the Department for Transport

Schedule

Cheshire East Council

Lichfield District Council

Newcastle-under-Lyme Borough Council

Stafford Borough Council

Staffordshire County Council

Secretary of State for Transport

Guidance notes for Local Planning Authorities to accompany safeguarding directions issued for the HS2 railway line project – Phase Two, West Midlands to Crewe section

Background

1. These Safeguarding Directions were issued and came into force on 30 November 2015 under articles 16(4), 25(1) and 29(6) of the Town and Country Planning (Development Management Procedure) (England) Order 2010³ (“the Order”).
2. Phase Two of HS2 is proposed to run on an eastern leg, which will connect Phase One of HS2 in the West Midlands to Leeds and the North East with intermediate stations in the East Midlands and South Yorkshire; and a western leg, which will connect Phase One of HS2 in the West Midlands to Manchester and the North West with a proposed station at Manchester Airport. The Directions specifically relate to the section of the Phase Two route between the village of Fradley in Staffordshire and Crewe in East Cheshire.
3. In order to protect the route of Phase Two of HS2 between West Midlands and Crewe from conflicting development, the Government has safeguarded this section of HS2 using Safeguarding Directions, which are an established tool of the planning system designed for this purpose. Safeguarding aims to ensure that new developments along the route do not impact on the ability to build or operate HS2 or lead to excessive additional costs.
4. The Safeguarding Directions have been issued to Local Planning Authorities (“LPAs”), by the Secretary of State for Transport. As a result, LPAs need to consult High Speed Two (HS2) Limited (“HS2 Ltd”) with regard to any planning applications falling within paragraph 2 of the Safeguarding Directions before determining an application for planning permission.
5. The Secretary of State announced the route between West Midlands and Crewe on 30 November 2015, which results in directions for this section being issued. Further directions will be issued in due course for the remainder of the proposed Phase Two route to Manchester and Leeds.
6. Whilst there is no formal requirement to update safeguarding directions, it is appropriate to continue to review them to ensure that the right land is protected. This is to ensure that land which is not required for construction or operation of HS2 is not unnecessarily blighted for extended periods.

³ SI 2010/2184.

The Safeguarding Directions will therefore be kept under review, which is in line with the approach taken on Phase One of HS2 and other major infrastructure projects.

Processing of applications

7. Applications for planning permission on which HS2 Ltd must be consulted, in accordance with paragraph 5 of the Safeguarding Directions, should be sent either by first class post to:

The Safeguarding Planning Manager,
High Speed Two (HS2) Limited,
One Canada Square,
London E14 5AB

Or by email to: town.planning@hs2.org.uk

8. Such applications must not be determined before the expiry of the period for consultation set out in article 16(5)(b) of the Order.
9. Any applications sent to HS2 Ltd under paragraph 5 of the Safeguarding Directions will be considered by HS2 Ltd on a case-by-case basis on the grounds of whether the proposed development will impact on the ability to build or operate HS2 or lead to excessive additional costs.
10. Where the application does not include all the information required to allow HS2 Ltd to determine whether the development will impact on the ability to build or operate HS2 or lead to excessive additional costs, HS2 Ltd will notify the LPA without delay, setting out what additional information is needed and why.
11. In order to assist developers to design buildings that do not conflict or obstruct the route of HS2 and to avoid the possibility of a recommendation of refusal being made to the LPA by HS2 Ltd under the Safeguarding Directions, HS2 Ltd intends to produce information about HS2 design criteria for the use of developers bringing forward new developments in the safeguarded area of the route of HS2.
12. Where HS2 Ltd has not responded within the period set out in article 16(5)(b) of the Order, the LPA may proceed to determine that application. Where HS2 Ltd has responded, the LPA will not be bound by that recommendation. However, if the LPA does not accept the recommendation, it will be required to notify the Secretary of State for Transport under paragraph 6 of the Safeguarding Directions.
13. Where permission is refused due to a conflict with the HS2 project, the decision notice should include that conflict in the reasons for refusal. Copies of all decisions on planning applications on which HS2 Ltd has been consulted should be sent to the Safeguarding Planning Manager at the above postal or email address. HS2 Ltd has developed procedures for handling consultations relating to the Safeguarding Directions and may recommend that conditions

are imposed in specified circumstances and where appropriate in order to protect the HS2 project.

14. Applications which LPAs are minded to approve against the advice of HS2 Ltd should, in accordance with paragraph 6 of the Safeguarding Directions, be sent, together with the material specified in paragraph 7 of the Safeguarding Directions, by LPAs by first class post to:

High Speed Rail Property Team,
Department for Transport,
Great Minster House,
33 Horseferry Road,
London SW1P 4DR

Or by email to: highspeedrail@dft.gsi.gov.uk

15. The Department for Transport will inform LPAs of the date of receipt of the application and the material required under paragraph 7 of the Safeguarding Directions, and will either notify LPAs that there are no objections to permission being granted, or issue Directions restricting the granting of permission specifically for those applications.
16. Where the Department for Transport has not responded to this consultation within 21 days of receipt of the papers referred to above, the LPA may proceed to determine the application.

Blight and purchase notices

17. The provisions of the Town and Country Planning Act 1990 on blight and purchase notices will apply to property affected by safeguarding. The appropriate authority to receive purchase notices is the LPA. Blight notices should be served on the Secretary of State for Transport and sent to:

The Land and Property Team,
High Speed Two (HS2) Limited,
5th Floor, Sanctuary Buildings,
Great Smith St,
Westminster,
London SW1P 3BT

Alternatively, blight notices with attached evidence can be emailed to: blightnotice@hs2.org.uk

Further details of the provisions and how to complete the prescribed form can be obtained from the Land and Property Team at the above address or at <https://www.gov.uk/hs2>

Planning and local land charges registers

18. In accordance with article 36(4)(b) of the Order, particulars of the Safeguarding Directions must be entered in Part 2 of the Register of

Applications, in respect of any application for planning permission to which they apply. The Department for Transport/HS2 Ltd is also of the view that the safeguarding provisions should be revealed in response to Optional Enquiries sent with requisitions for searches of the local land charges register in relation to properties within the zone described in paragraph 3 of the Safeguarding Directions.

Extant planning permissions

19. Where LPAs are aware of, or become aware of, any extant planning permissions affecting land within the zone described in paragraph 3 of the Safeguarding Directions, which have yet to be implemented, it would be helpful if they could inform HS2 Ltd.

Pending planning applications

20. LPAs are reminded that the Safeguarding Directions issued on 30 November 2015 apply to any planning application that has not been finally determined by that date (and which includes cases where a resolution to grant a permission has been made by the LPA but the permission has not been formally issued) other than an application in relation to development of the exempted category specified in paragraphs 2 and 4 of the Safeguarding Directions.
21. Accordingly, LPAs must review all pending applications to determine whether the development proposed is development to which the Safeguarding Directions apply.

Local Plans

22. In preparing any Development Plan Document (an area's Local Plan), the area safeguarded by the Safeguarding Directions should be taken into account. Where a Safeguarded Direction is taken into account in a Local Plan, it should be represented on the policies map (in accordance with Regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)).
23. Adding information about the extent of the safeguarded area on the Policies Map is helpful for those considering development in the area. However, it is important to note that the requirements of the Safeguarding Directions apply, in the circumstances described above, regardless of whether the safeguarded area is identified on the Policies Map.
24. Local Plans should state that the Safeguarding Directions have been made by the Secretary of State for Transport. They are not proposals of the LPA and the route in question will not be determined through the development plan process. The route will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme.

25. Further information on the hybrid Bill procedures can be obtained from www.parliament.uk and from the HS2 Ltd enquiries line – telephone 020 7944 4908 or HS2enquiries@hs2.org.uk
26. Where the Local Plan has been submitted for independent examination, the LPA should record any representations received which relate to the Safeguarding Directions and bring these to the attention of the inspector appointed to hold the examination of the Local Plan. The inspector's role is to consider the policies of the LPA set out in the Local Plan. If the inspector is satisfied that an objection is solely to matters covered by the Safeguarding Directions, rather than to proposals of the LPA, the inspector is unlikely to consider the objection to be relevant to consideration of the Local Plan document.
27. LPAs, when adopting supplementary planning documents, should note in the statement of consultation any representations received which relate to the Safeguarding Directions.

Timing

28. These Safeguarding Directions come into force on 30 November 2015 and apply in respect of the categories defined in paragraph 2 of the Directions.

30 November 2015