



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

G6: DESIGN DEVELOPMENT- DETAILED DESIGN AND THE ROLE OF PLANNING AUTHORITIES

This paper outlines the process for on-going engagement with planning authorities through the design process.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be reached at:

**High Speed Two (HS2) Limited
Two Snowhill, Snow Hill Queensway
Birmingham, B4 6GA**

by email: HS2enquiries@hs2.org.uk

or by phone: 08081 434 434 (lines are open 24 hours)

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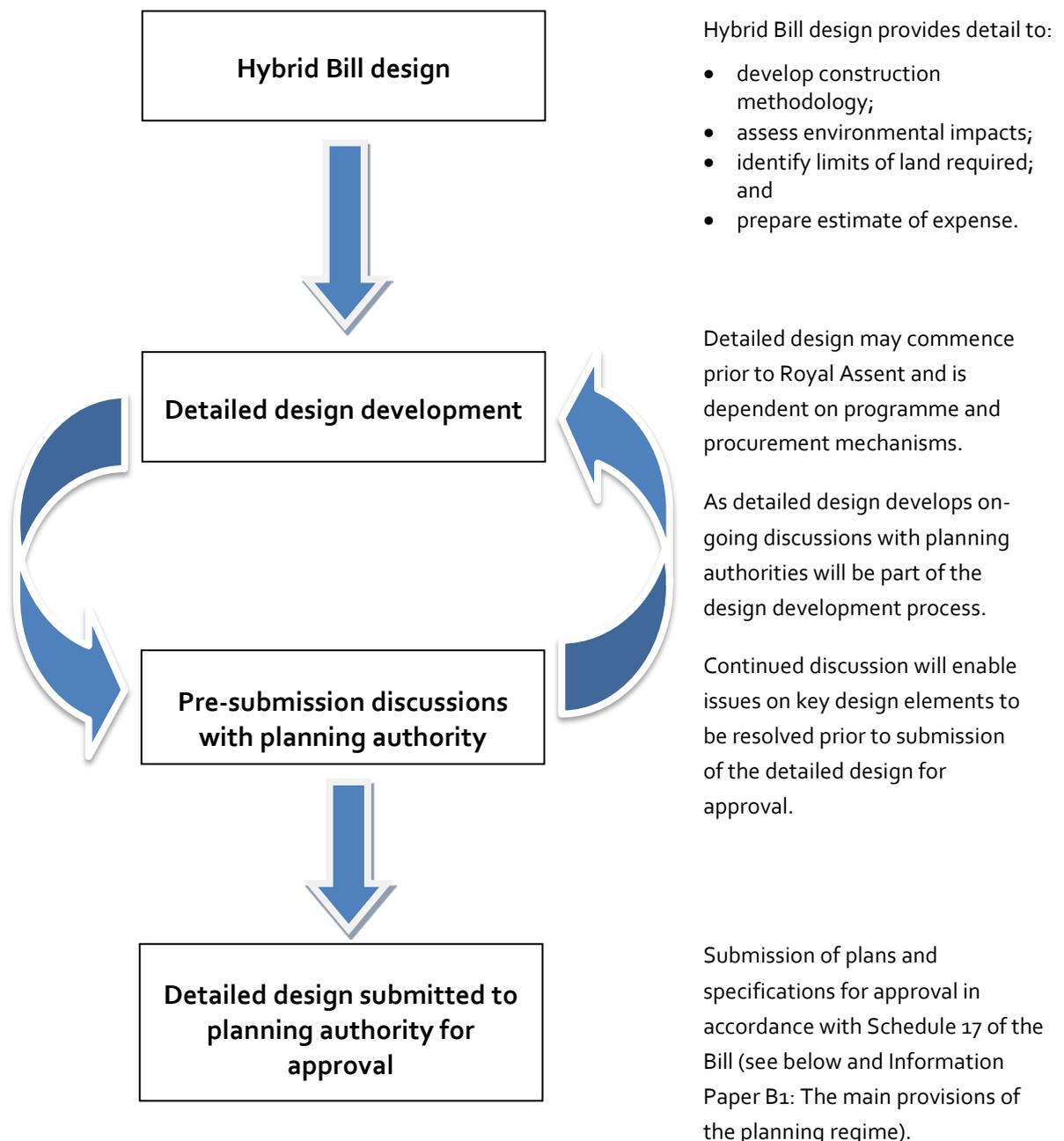
1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

2. Overview

- 2.1. Until the Bill is enacted, the design of the Proposed Scheme is at 'concept' stage, as illustrated on the Bill plans. The design at 'concept' stage complies with operational requirements and statutory regulations. Detailed designs for the Proposed Scheme will be prepared in due course and will involve on-going engagement with planning authorities through the design process. This information paper outlines this process.
- 2.2. Illustrated below are the key stages of design development which are to be undertaken prior to the construction of the railway.



3. Detailed design and role of Planning Authority

- 3.1. The design of the Proposed Scheme to date provides the level of detail necessary for the purposes of the Bill and the requirements of the Environmental Impact Assessment in accordance with the Standing Orders of Parliament. The level of detailed design necessary to enable the Proposed Scheme to be constructed has yet to be carried out and, although detailed design development may commence as the Bill progresses through Parliament, it will not be completed until after the Bill has secured Royal Assent. Once the design is complete the nominated undertaker will need to apply for approval of the detailed design of a range of elements of the Proposed Scheme from planning authorities along the route, as set out in Schedule 17 of the Bill.
- 3.2. This will ensure that although deemed planning permission for the Proposed Scheme is granted by Parliament, planning authorities will be able to ensure that the design of permanent structures fit into the local environment.
- 3.3. A planning authority that becomes a qualifying authority under Part 2 of Schedule 17 will be required to approve plans and specifications for matters such as buildings and road vehicle parks, terracing, cuttings, embankments and other earthworks, fences, walls or other barriers, transformers, telecommunication masts, pedestrian access to the railway line, artificial lighting, waste and spoil disposal and borrow pits. Information Paper B1: The main provisions of the planning regime provides further detail.
- 3.4. The planning authority can only refuse to approve (or impose conditions in respect of) the plans and specifications on the grounds specified in Schedule 17.

4. Engagement on detailed design

- 4.1. Ongoing engagement with planning authorities is critical to the design development process. It will ensure the detailed design of the Proposed Scheme has regard to planning authority aspirations, and fits within the local environment. For example, at station locations where there are opportunities to maximise regeneration and growth, HS2 Ltd has engaged with planning authorities in the development of the Bill design through station working groups and bilateral discussions. This level of engagement will continue as the process moves forward, with HS2 Ltd working with planning authorities in the preparation of their planning frameworks, establishing the vision for the station locations, while engaging in the detailed design of the stations.
- 4.2. With regard to other key design elements such as viaducts, bridges and retaining walls, the Planning Forum² will consider common designs for certain structures. Discussions between the nominated undertaker and the relevant planning

² See <http://www.hs2.org.uk/developing-hs2/forums/planning-forums> for more information.

authority will determine the appropriateness of the common designs to the local environment.

- 4.3. The Planning Memorandum, currently in draft, provides the commitment that the nominated undertaker will engage in pre-submission discussions with planning authorities, whenever reasonably practicable. Recognising constraints on local planning authority resources, the Department for Transport has agreed the principle of funding pre-submission discussions with local planning authorities. The details of these funding arrangements are yet to be determined, and will be discussed at the Planning Forum.

5. Design Panel

- 5.1. The Secretary of State, through the commitment to develop an independent Design Panel, will ensure that designs of major stations and structures and other related design aspects of the new railway will complement local aspirations and contribute to the natural and built environment. HS2 Ltd is seeking to appoint a Chair of the Design Panel. Once appointed, a pool of expertise will be sought to independently assist the design challenge. The Design Panel will assist HS2 Ltd through advice, and HS2 Ltd will work in partnership with a range of organisations, including planning authorities. The aim will be to deliver a high standard of design that is also cost-effective and sustainable.

6. More information

- 6.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2