



High Speed Rail (London - West Midlands) Act 2017

2017 CHAPTER 7

Planning

23 Parking at Birmingham Interchange: limit on deemed planning permission

- (1) In the case of development consisting of the provision of parking at Birmingham Interchange (“relevant development”), section 20(1) only applies to development which, when taken together with any other relevant development which has deemed planning permission under section 20(1), does not involve—
 - (a) the provision of more than 7500 parking spaces for cars, and
 - (b) the provision of more than 5 parking spaces for coaches.
- (2) Schedule 17 (planning conditions) does not apply to development to which subsection (1) applies.
- (3) The deemed planning permission under section 20(1) for relevant development is to be treated for the purposes of the Development Management Procedure Order (and for no other purpose) as an outline planning permission in respect of which access, appearance, landscaping and layout (in each case as defined by that Order) are specified as reserved matters for the subsequent approval of the local planning authority.
- (4) In this section—
 - (a) “Birmingham Interchange” means so much of the land within the Act limits as falls within the area bounded by—
 - (i) the A452 Chester Road to the east,
 - (ii) the M42 to the west, and
 - (iii) the A45 Coventry Road to the south;
 - (b) “the Development Management Procedure Order” means the Town and Country Planning (Development Management Procedure) (England) Order 2015 (S.I. 2015/595) (or any order replacing it);

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, Section 23. (See end of Document for details)

- (c) the reference to development consisting of the provision of parking does not include development consisting of—
 - (i) the provision of short-term parking for cars, taxis and coaches, or
 - (ii) the provision of parking on working sites.

Changes to legislation:

There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, Section 23.