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Edward Mountain MSP
Convener
Net Zero, Energy and Transport Committee

23 March 2026

Dear Mr Mountain

**THE TOWN AND COUNTRY PLANNING (SAFEGUARDING OF LAND AT ANNANDALE)
(SCOTLAND) REVOCATION DIRECTION 2022**

I refer to the Chief Planner's letter of 7 June 2022 regarding the Net Zero, Energy and Transport Committee's consideration of the legislative consent memorandum (LCM) for the High-Speed Rail (Crewe to Manchester) Bill, and advising of the issuing of a safeguarding direction in relation to land at Annandale, Dumfries and Galloway.

The land at Annandale was included in the Bill in relation to proposals for a train-stabling depot as part of the Bill scheme. The safeguarding direction was to ensure those proposals were considered in the determination of relevant planning applications in the area. The safeguarding direction was introduced by the Scottish Government at the request of UK Government.

The UK Government have confirmed that there is no longer a requirement for the Bill to provide for a train-stabling depot at Annandale. The UK Minister for Rail confirmed to the Scottish Government by letter (13 March 2026) that the UK Government will no longer require the land at Annandale to be safeguarded, and are now content that the safeguarding direction can be lifted. We have therefore issued a revocation direction to that effect – copy attached.

I understand that the Cabinet Secretary for Transport has written today to the Committee regarding the wider issue of the Bill and LCM.

Your sincerely,



ANDY KINNAIRD
Division Head, Planning and Development Delivery

TOWN AND COUNTRY PLANNING (SAFEGUARDING OF LAND AT ANNANDALE) (SCOTLAND) REVOCATION DIRECTION 2026

The Scottish Ministers give the following Direction in exercise of the powers conferred by regulations 30, 31 and 32 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and all other powers enabling them to do so-

Citation and Commencement

1. This Direction may be cited as The Town and Country Planning (Safeguarding of Land at Annandale) (Scotland) Revocation Direction 2026 and comes into effect on 25 March 2026.

Revocation

2. The Town and Country Planning (Safeguarding of Land at Annandale) (Scotland) Direction 2022 is revoked.



ANDY KINNAIRD

Division Head, Planning and Development Delivery

Scottish Government: Planning, Architecture and Regeneration Directorate

23 March 2026

EXPLANATORY NOTE

This Direction revokes the Town and Country Planning (Safeguarding of Land at Annandale) (Scotland) Direction 2022 (“the 2022 Direction”). The 2022 Direction relates to safeguarding measures in respect of development proposals for land at Annandale relating to the High-Speed Rail (Crewe – Manchester) Phase 2b. Those development proposals are no longer required, and the 2022 Direction is accordingly no longer needed.



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Dear Mr Lockhart

THE TOWN AND COUNTRY PLANNING (SAFEGUARDING OF LAND AT ANNANDALE) (SCOTLAND) DIRECTION 2022

I refer to the Net Zero, Energy and Transport Committee's consideration of the legislative consent memorandum (LCM) for the High Speed Rail (Crewe to Manchester) Bill, and write to advise you of the issuing today (7 June 2022) of a safeguarding direction, by the Scottish Government, in relation to land at Annandale.

The Annandale site is the only area in Scotland to which the provisions of the Bill apply, the other land being in England. The UK Government Minister for Transport therefore asked the Scottish Ministers to exercise devolved planning powers to issue a safeguarding direction in relation to the Annandale site, [as the UK Government will do for other land required for this phase of High Speed 2 \(HS2\)](#). Given the Scottish Government's support for high speed rail and to ensure equivalent treatment of land in Scotland and England, the Scottish Ministers agreed to issue a safeguarding direction.

The purpose of the direction is to ensure the proposals for HS2 at Annandale are taken into account in the determination of applications for development in the area. The procedural effect of the direction is to trigger consultation with HS2 Ltd (the company responsible for developing and promoting the UK's new high speed rail network) on applications for planning permission within the specified area in the enclosed safeguarding map. In this case, the direction specifies that where the Council is minded to grant planning permission, then the application must first be notified to the Scottish Ministers, who may then call the application in for their own determination, or clear it back to the Council to proceed.

The effect of the direction is not, therefore, to compel refusal of planning permission where an application conflicts with HS2 proposals. As with other applications for planning permission, the legal requirement is for applications to be determined in accordance with the development plan for the area unless material considerations indicate otherwise.

I enclose a copy of the safeguarding direction, maps and guidance issued today to Dumfries and Galloway Council. These documents have also been laid in the UK Parliament, along with the other such directions for the HS2 proposals, as supporting information for the High Speed Rail (Crewe to Manchester) Bill.

I hope this information is helpful.

Yours sincerely

FIONA SIMPSON
Chief Planner

