

**From:** Cragg Diane [mailto: [REDACTED]]  
**Sent:** 08 November 2017 13:53  
**To:** LDF NCC  
**Subject:** Response to the local plan part 2 - Nottingham City Council

Hello,

Thank you for your letter informing Network Rail of the consultation on part 2 of the local plan.

Whilst we appreciate that this is a re-consultation following amendments Network Rail has not previously commented on the document. We therefore attach a letter with our general comments and concerns about one specific site at Bestwood.

We apologise the response is not on your standard form but the general elements of our comments are not easy to slot into the form.

**5208** We can confirm that we consider that the plan overall is sound and compliant as far as we can assess from the information on the web site.

Thank you for the opportunity to comment.

Diane Cragg



**Diane Cragg MRTPI**  
**Town Planner EM & LNE**  
George Stephenson House  
Toft Green, York, YO1 6JT  
E [REDACTED]  
T: [REDACTED]

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)



Local Plan Revised Publication consultation  
Planning Policy and Research Team  
Nottingham City Council  
Loxley House  
Station Street  
Nottingham NG2 3NG

Network Rail  
Floor 3A/55  
George Stephenson House  
Toft Green  
York  
YO1 6JT

8<sup>th</sup> November 2017  
Our ref: TP/LNE/2017 - 119

Sent by email

Dear Sir/Madam,

**Response to Consultation on the Local Plan Part 2 for  
Nottingham**

Thank you for consulting Network Rail on the Nottingham City Development Plan Document Local Plan Part 2.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

Network Rail supports the principles within the Plan which is underpinned by the Core Strategy's hierarchical approach to Travel Demand Management that places priority on delivering the most sustainable modes of transport first with highway network management and highway capacity improvements as a last resort. We also support the principle of policies that seek improvements in rail infrastructure.

## Local Plan Policies

5208

Network Rail has very few comments to make about the policy principles set out in the chapters of the plan. Generally we are content that the principles accord with those set out in the NPPF and clarified further in the National Planning Practice Guidance.

5209

However Network Rail would like to highlight that the level of land allocations for employment, housing and retail/tourist development is such that there is potential for increased rail usage. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development.

5210

We are pleased to see that Policy TR1 supports development where the need to travel is minimised and highlights the need for applications to be supported by appropriate transport statements or assessments. It may be beneficial to clarify that funding to support increased connectivity necessary to support the principle of the development will be sought via developer contributions.

## Level Crossings

5211

There are a number of level crossings within the Nottingham local plan area. The safety, reliability and efficiency of the rail infrastructure are of paramount importance to Network Rail and we cannot agree to any proposals which jeopardise the safety of level crossings. We are pleased to note that there are no level crossings close to the major allocations in the Plan.

Please note that the council has a statutory responsibility under the Town and Country Planning (General Permitted Development Procedure) Order 2015 (GPDO) to consult statutory rail undertakers where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway or impact upon rail infrastructure. The GPDO also requires authorities to consult on all developments within 10m of the railway.

5212

## Bestwood Sidings, Hucknall Lane, Bestwood

Network Rail own the above site which is partly within Nottingham local plan area (and partially within Ashfield Council area). The site is 2.08 ha in total and is located approximately 100 m north of the Moor Bridge Tram Stop.



Site

The Nottingham local plan (part 2) proposals map shows Bestwood Sidings as being within the mineral safeguarding area and allocated as part of the network of open spaces supported by policy EN1. The area of the site located within Ashfield local plan area is not allocated.

Bestwood Sidings is operational railway land which benefits from permitted development rights granted under Part 8 and 18 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Access to the site is maintained adjacent to Millbank Place to access existing infrastructure.

Network Rail will be maintaining their operational use of this area of land; the land will not be made available as an area of open space nor will it necessarily retain the trees if further operational activity is proposed on the site. There can be no assumption that the site will fulfil the purposes of its open space designation. The allocation gives an unrealistic impression of the amount of open space available in the Bestwood parish area thus potentially reducing the need to provide enhancement within other adjacent development sites or on other open land.

Network Rail would ask that the open space network designation is removed from the site and object to the allocation as proposed.

Thank you for the opportunity to comment.

Yours faithfully

5212  
cont

Diane Cragg MRTPI

Town Planner LNE and EM

Network Rail