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Network Rail
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20th March 2017
Our ref: TP/LNE/2017 - 35

Sent by email

Dear Sir/Madam,

**Response to Consultation on Local Plan part 2 and the
Community Infrastructure Levy for Rushcliffe Council
Area**

Thank you for consulting Network Rail on Part 2 of the Rushcliffe Local Plan, the Green Belt review document and the details of the proposed Community Infrastructure Levy. Our comments are as follows:

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.

General Policies

Generally we are content that the principles in the plan accord with those set out in the NPPF and further defined in the National Planning Practice Guidance. However there are a number of minor points we would like to make. These points seek to ensure that sufficient emphasis is placed on the need for sustainable transport in accordance with core planning principles in particular the requirement to 'actively manage patterns of growth to make the fullest possible use of public transport,

walking and cycling and focus significant development in locations which are or can be made sustainable' and section 4 of the NPPF 'Promoting Sustainable Transport'.

Radcliffe on Trent (allocations RAD1 to 12)

Radcliffe on Trent is served by a train station. The train station is on the Nottingham to Grantham line 5 miles from Nottingham. The proposed housing sites in Radcliffe would provide significantly more houses in the settlement, which is supported by Network Rail as this is a village that is served by sustainable transport alternatives. However the station has limited facilities and as part of future housing proposals there should be provision made for increased patronage by providing funding for the upgrade of the station and infrastructure (where already not planned as part of National Rail Planned works). Increase in patronage may create the need for upgrades to the existing infrastructure including improved signalling, passing loops, car parking, cycle facilities, improved access arrangements, ticketing facilities or platform extensions. Application on these allocated sites should be supported by transport assessments that address the impact of development on railway facilities. The need for transport assessments addressing railway infrastructure should be acknowledged in the allocation policy.

Allocations RAD 11 and 12 are new allocations in part 2 of the plan; RAD 11 is close to the railway line and Network Rail would need to be consulted on the details of any application on this site. Sufficient buffer from the railway should be provided as part of the allocation to ensure the future resident's amenity is protected and to ensure that the future operation of the railway is not restricted by the housing allocation. (These comments would also apply to allocation RAD 1).

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.

Community Infrastructure Levy (CIL)

It is noted that the infrastructure delivery plan (IDP) says that 'the capacity limitations of the rail network are likely to impact on the successful delivery of wider policy objectives relating to congestion, carbon reduction, pollution and sustainable travel modes. The modal split for rail journeys is also relatively low for the IDP area, which suggests that further modal shift may be possible with enhanced services or travel demand management approaches'. For the Rushcliffe Council area potential

enhancements on the Nottingham to Grantham route is acknowledged as a synergy between core strategy sites and rail infrastructure. The Core Strategy policy 14 essentially seeks to prioritise locations for new development where the use of public transport walking and cycling can be maximised. In this context it is disappointing that there is no reference within the CIL schedule to the provision of enhancements to rail infrastructure along the Nottingham to Grantham Line, including improvements to stations and access, car and cycle parking and pedestrian and cycle routes, to support the allocations in the Core Strategy part 1 and 2. Network Rail consider that the CIL schedule should reflect the priorities in the NPPF and Core Strategy policies and that specific reference should be made within the schedule to rail infrastructure.

Thank you for the opportunity to comment.

Yours faithfully

Diane Cragg MRTPI

Town Planner LNE and EM

Network Rail