

From: TownPlanning LNW <TownPlanningLNW@networkrail.co.uk>
Sent: 19 June 2018 09:53
To: Neighbourhoodplanning
Subject: Sefton - Maghull Neighbourhood Plan and Lydiate Neighbourhood Plan

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Sefton - Maghull and Lydiate Neighbourhood Plans

As you are aware Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development 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 (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order); in addition you are required to consult the Office of Rail and Road (ORR).

(1)
 The Maghull and Lydiate Neighbourhood Plans (and the Sefton Local Plan) appears to show that there are proposed residential developments as below:

Tunrbridge Rd, Maghull = 40
 Land east of Maghull = 1400
 Kenyon Lane, Lydiate = 295

The Sefton Local Plan states (following on from our submissions):

IN2 TRANSPORT

3. Transport Assessments or Transport Statements will be required for all significant development (see paragraph 9.23 below). A Transport Assessment will also be required where a development:

- a. Is below the Transport Assessment threshold but which will generate a significant number of trips*
- b. Will affect the strategic route network*
- c. Is judged to result in a significant impact on air quality, particularly where the development is within, or adjacent to an Air Quality Management Area or the development would be likely to result in the declaration of an Air Quality Management Area*
- d. Is in close proximity to, or may have a significant impact upon a level crossing. Any proposal that significantly impacts upon a level crossing should be accompanied by a transport assessment which includes assessment of the level crossing.***

The local level crossings in the area are CCTV, so are fully protected. However, the any increase in the type and volume of of users could create more accidental or deliberate misuse, tailbacks, blocking blocking back across the crossings etc. Councils need to be aware that, as well as increased numbers of pedestrians and vehicles at level crossings as a result of individual developments, there is also the potential for the cumulative impact of increased usage by several developments.

Contributions should be sort from developers where proposals impact on level crossings to mitigate the impacts of those developments.

(2)
 Consideration should be given in Transport Assessments to the potential for increased footfall at Railway Stations as a result of proposals for residential development / employment areas within the neighbourhood plan area. Location of the proposal, accessibility and density of the development, trip generation data should be considered in relation to the station. Where proposals are likely to increase footfall and the need for car parking at the station; the council should include developer contributions (either via CIL, S106) to provide funding for enhancements as part of planning decisions.

(3)

Sustainable drainage proposals should take into account the impacts upon adjacent railway infrastructure, i.e. proposals must not import a risk of flooding, pollution, soil slippage onto the existing operational railway. Sustainable drainage systems within the Local Plan area should be directed away from the railway and should not use soakaways within 30m of the railway boundary. Attenuation ponds/basins on sites adjacent to or near to the railway boundary should only be included in proposals with the agreement of Network Rail and should not be included in proposals that are adjacent to a railway cutting.

- (4)
Developments in the neighbourhood areas should be notified to Network Rail to ensure that:
- (a) Access points / rights of way belonging to Network Rail are not impacted by developments within the area.
 - (b) That any proposal does not impact upon the railway infrastructure / Network Rail land e.g.

- Drainage works / water features
- Encroachment of land or air-space
- Excavation works
- Siting of structures/buildings less than 2m from the Network Rail boundary / Party Wall Act issues
- Lighting impacting upon train drivers ability to perceive signals
- Landscaping that could impact upon overhead lines or Network Rail boundary treatments
- Any piling works
- Any scaffolding works
- Any public open spaces and proposals where minors and young children may be likely to use a site which could result in trespass upon the railway (which we would remind the council is a criminal offence under s55 British Transport Commission Act 1949)
- Any use of crane or plant
- Any fencing works
- Any demolition works
- Any hard standing areas

All initial proposals and plans should be flagged up to the Network Rail Town Planning Team London North Western Route at the following address:

Town Planning Team LNW
Network Rail
1st Floor
Square One
4 Travis Street
Manchester
M1 2NY

Email: TownPlanningLNW@networkrail.co.uk

Regards


Town Planning Technician LNW
Network Rail

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Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

