

**DEPARTMENT FOR TRANSPORT**

**3 January 2019**

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)  
(ENGLAND AND WALES) RULES 2006**

**THE NETWORK RAIL (LONDON TO CORBY) (LAND ACQUISITION, LEVEL  
CROSSINGS AND BRIDGE WORKS) ORDER**

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**SUMMARY PROOF OF EVIDENCE  
of  
ANTHONY RIVERO - PLANNING**

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**1. PERSONAL DETAILS**

- 1.1 My name is Anthony Rivero. I am employed by Network Rail Infrastructure Limited (Network Rail) as Town Planning Manager for the London North Eastern & East Midlands routes ("the Route"). I have been in my current position since 2010 and I have been employed as a town planner in various capacities within Network Rail since 1998. I hold a BSc (Honours) in Town & Regional Planning from Dundee University and have been a Member of the Royal Town Planning Institute since 1987.

**2. THE SCHEME**

- 2.1. In applying for the London to Corby Order ("the Order"), Network Rail is seeking the necessary powers to acquire land to enable works in connection with the electrification of the railway line between Bedford and Corby. It will provide, in combination with other schemes, an increase in capacity on the Midland Main Line, one of the key transport arteries linking London and the East Midlands. It will contribute towards improving sustainable public transport links and facilitate faster and more frequent rail services.

**3. NATIONAL PLANNING POLICY**

- 3.1 Consistent with the Government's transport strategy, the railway industry's ambition is to increase rail's already significant contribution to the country's economic, social and environmental welfare by linking people and communities in an environmentally sustainable way.
- 3.2 The Order Scheme is consistent with the National Planning Policy Framework (NPPF) (**NR26**). By facilitating the electrification of the line and providing additional track capacity, the Order scheme will increase the connectivity between North and South and support economic growth. The Order scheme accords with the overarching principle at paragraph 11 of the NPPF that there is a presumption in favour of sustainable development. It satisfies the land use planning principles identified in chapters 6, 8, 9, and 12 of the NPPF and accords with the economic, social and environmental policies set out in that document.

**4. NATIONAL TRANSPORT POLICY**

- 4.1 The National Policy Statement for National Networks 2014 (NPS) (**NR27**) sets out the Government's strategic objectives for transport. Although the Scheme is not classified as a Nationally Significant Infrastructure Project, the NPS does have some degree of material weight in relation to the Order scheme because it involves the delivery of improvements to parts of the national rail network. The Order scheme fully accords with the principles of the NPS, including paragraph 2.2:

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*“there is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors.”*

- 4.2 There are various further national transport policies and guidance issued by the Department for Transport which are relevant to the Order scheme, as I explain in sections 5.3 to 5.6 of my proof of evidence (**NR72**).

## **5. LOCAL PLANNING POLICY**

- 5.1. The Order Scheme is consistent with the visions and objectives set out in the two local authorities' development plan documents (Bedford Council and North Northamptonshire's Core Strategies (**NR52 & 76**)). Note is particularly taken of Bedford Borough Council's saved local plan policy TR9 to actively support electrification of the railway north of Bedford. The Order Scheme will assist in delivering economic, societal and environmental benefits for the two authorities' administrative areas.

## **6. LOCAL TRANSPORT POLICY**

- 6.1 At the local level, the Northamptonshire Transportation Plan (2012) (**NR59**) and the Bedford Local Transport Plan No.3 (2011) (**NR36**) detail how transport provision will support the area's sustainable growth agenda. Key strands of this plan are to “to encourage and support a sustainable transport system that contributes to a healthy natural and urban environment” (Bedford) and “to improve...the transport network in the County to provide better access to jobs and training for the people living and working in Northamptonshire” (Northamptonshire), and the Order scheme falls within those aims.
- 6.2 The Order scheme is also consistent with the strategic policy set out in the Northamptonshire Transportation Plan (**NR59**) which seeks to assist in the reduction of transport-related carbon emissions and includes the aim to increase the efficiency of the rail network.

## **7. ENVIRONMENTAL EFFECTS**

- 7.1. The NPS summarises the environmental benefits of rail improvements, explaining that “modal shift from road and aviation to rail can help reduce transport's carbon emissions”. By delivering capacity and connectivity enhancements as well as improvements to journey quality and reliability through electrification, the Order Scheme will assist with the delivery of these benefits. I explain in section 8 of my proof of evidence the application to the Order scheme of the local plan policies and local transport policies. We are satisfied that the limited scale of works, including those which can be conditioned at Bromham Road Bridge, will not give rise to any significant environmental

## **8. OBJECTIONS TO THE ORDER**

- 8.1. It is considered that the objection raised by Bovis Homes Limited in respect of Irthlingborough Road Bridge can be overcome. Route 2 of the Stanton Cross scheme would only be marginally compromised by any requirement to re-instate the railway bridge at Irthlingborough Road and there is no reason to suggest that the delivery of the Stanton Cross development would be prejudiced.
- 8.2 In respect of the Bromham Road Bridge the planning consent sought as part of the Order does not include provision for cyclists for reasons given in my proof in section 10 (**NR72**) and Mr Butterworth's proof in section 3.3 (**NR73**). However, note should be taken of Network Rail's willingness to explore an alternative solution to cycle provision at Bromham Road as outlined in paragraph 10.4 of my proof.

## **9. PLANNING CONDITIONS**

- 9.1. Proposed planning conditions are attached to the Request for Deemed Planning Permission (**NR09**). A letter setting out Network Rail's proposals to amend the tabled planning conditions, through the addition of two extra conditions relating to the temporary footbridge, were submitted to Bedford Borough Council on 14 December 2018. Discharge of these conditions is subject to the approval of the Council as required. The planning conditions proposed are consistent with the tests set out in the NPPF (**NR26**) paragraph 55 as being necessary, relevant, enforceable, precise and reasonable.

## **10. CONCLUSIONS**

- 10.1. Railway growth is consistent with the Government's sustainable transport policies. The Order scheme will contribute to economic, environmental and societal benefits associated with improvements to one of the country's key transport arteries. There is clear strong policy support for the Order scheme in respect of economic, planning and transportation matters at both the national and local level.
- 10.2. Delivering new heavy rail infrastructure investment requires a balanced approach. It should be clear from all the evidence presented that the Order scheme will not have any unacceptable adverse impact on accessibility, will be of an appropriate design and will not give rise to any unacceptable environmental effects.
- 10.3. In my view, the need for the Order scheme, its sensitive design and its public benefit show the planning balance is plainly in favour of granting the Order. The Inspector is respectfully requested to recommend that the Order be made and that planning permission be deemed to be granted.