

Xiomara Araujo

From: Aaron Walsh <Aaron.Walsh@networkrail.co.uk> on behalf of Town Planning LNE <TownPlanningLNE@networkrail.co.uk>
Sent: 12 February 2026 13:57
To: PABC
Subject: 25/00371/OUT - Land West Of Stapleford Lane Stapleford Nottinghamshire
Attachments: 25/00371/OUT - Land West Of Stapleford Lane Stapleford Nottinghamshire

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Network Rail Consultation Response

FAO:	Mr D Ottewell
Date:	12/02/2026
Application reference:	25/00371/OUT
Proposal:	Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved)
Location:	Land West Of Stapleford Lane Stapleford Nottinghamshire

Thank you for your recent correspondence relating to the above application.

Network Rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Following assessment of the additional details provided to support the above application, we note that Appendix I of the Flood Risk Assessment and Drainage Strategy Addendum identifies attenuation basins located in close proximity to railway infrastructure.

As part of our drainage requirements there should be no construction of any attenuation scheme within 30m of Network Rail's boundary, where these systems are proposed to be above existing track level. At this location, the railway lies approximately 10m below the proposed site level. This difference raises significant concern regarding the potential risk of overflow towards the operational railway, as well as the risk that the weight from the water by the attenuation features could destabilise the cutting slope.

In addition, we note that the proposed drainage strategy intends to direct water via culvert TCC 7H which runs under the operational railway. We have serious concerns regarding the suitability of this approach. The culvert already appears to be operating at or near capacity and regularly runs full, with only a small section of the barrel remaining visible. Network Rail has also received several complaints from the local council in recent years regarding flooding along Bessell Lane, reported via the Maintenance and Protection Coordinator, which further indicates that the culvert cannot accommodate additional flows.

We therefore, consider the design in its current format, imports unacceptable additional risk to the railway infrastructure.

To mitigate risk and overcome our objection, we require the applicant to relocate the attenuation features so that they are positioned a minimum of 30m from the operational railway boundary and re-submit a revised drainage proposal that does not direct any further discharge through culvert TCC 7H, for review and agreement with Network Rail.

It should be noted that our remaining comments, as previously returned in response to the original application and detailed in the attached, continue to apply.

Conclusion

Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at townplanninglne@networkrail.co.uk.

Useful Network Rail contacts;

Asset Protection Eastern

For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email assetprotectioneastern@networkrail.co.uk.

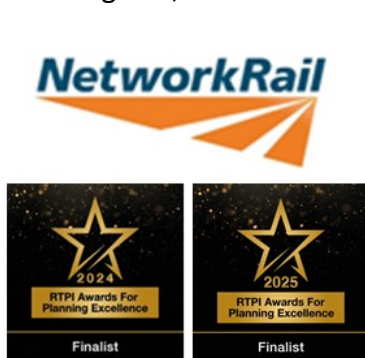
Land Information

For enquiries relating to land ownership enquiries, please email landinformation@networkrail.co.uk.

Property Services

For enquiries relating to agreements to use, purchase or rent Network Rail land, please email propertyserviceslneem@networkrail.co.uk.

Kind Regards,



Aaron Walsh

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