



Open space land between Cator Lane and Bramcote Lane in Chilwell



Dear resident,

NET Phase Two is the collective name for the proposed lines two and three of Nottingham's tram network, one to Chilwell via the Queen's Medical Centre (QMC) and Beeston, and the other to Clifton via Wilford. The Chilwell via Beeston and QMC line passes through open space between Cator Lane and Bramcote Lane in Chilwell.

Following significant public consultation and public inquiries held in November/December 2007 and October 2008, the Government decided that NET Phase Two was in the public interest and so approved a Transport and Works Act (TWA) application for NET Phase Two. The resulting NET System Order made by the Government came into effect in June 2009.

Recent changes

The NET System Order was jointly applied for by Nottingham City Council and Nottinghamshire County Council. The Order did not seek any legal powers to purchase compulsorily any open space land already owned by one or other of the Councils, which was required for NET Phase Two.

Following a change in administration in June 2009, the County Council decided, in September 2009, to withdraw from the NET Phase Two scheme. Negotiations on the arrangements for the County's withdrawal are ongoing. However, the County Council has not started the necessary procedure to transfer to the City Council an area of open space between Cator Lane and Bramcote Lane that is needed for NET Phase Two use, which the County owns.

Nottingham City Council is therefore proposing to start compulsory purchase procedures, although these can be withdrawn if the County Council decides at a later date to transfer the land to the City Council.

These procedures are in two parts:

Firstly, the City Council is proposing to make an application to the Secretary of State for Transport for a second TWA Order, which will change the 2009 NET System Order so that the open space land can now be acquired compulsorily.

This second TWA Order would not include any new works or other powers for the City Council, and the tramway will be built in accordance with the 2009 NET System Order.

Secondly, due to the legal requirements involved when seeking compulsory purchase powers for open space land, the City Council also intends to apply to the Secretary of State for Communities and Local Government for a certificate under the Acquisition of Land Act 1981 (section 19). This Certificate would say that the Secretary of State is satisfied that the area of replacement open space land the City Council is proposing to provide in exchange for the existing open space land (see plan on back page), is 'equally advantageous' to the public. If granted, the certificate would allow the powers to be given (through the second TWA Order) for the existing open space land to be purchased compulsorily by the City Council in exchange for the creation of the replacement area of open space land.



Replacement Open Space

The proposed replacement open space is located next to Field Lane and Inham Road (see plan below), and will be as large as and similar to the open space between Cator Lane and Bramcote Lane.

The final layout of the replacement open space will have to be approved by Broxtowe Borough Council as the local planning authority closer to the time of construction. This, combined with the continued use of the Cator Lane and Inham Nook recreation grounds and the retention of the open space alongside the proposed tramway, will ensure that considerable leisure and recreation facilities continue to be provided in the local area once the tramway is built.

Next steps

Subject to approval of the City Council, it is intended that the new applications will be submitted later this year.

The City Council will publicise the applications in local and national newspapers and post notices at locations close to the open space, to make sure the public is aware of the applications. These notices will include the dates and locations where the plans and documents for the applications can be viewed.

An objection period would follow the submission of the applications and the Secretaries of State will then decide whether to deal with any objections received by a process of written exchanges or a public inquiry. If an inquiry is held it is likely to take place in early 2011. The whole process is expected to take less than 12 months from the date of the applications.

NET Phase Two progress

In 2009 the Government announced a funding contribution of around £500 million towards NET Phase Two.

This has paved the way for the City Council to start the process of selecting the companies that will build NET Phase Two and operate the extended tram network. Two consortia have been selected and are currently bidding for the work. It is hoped that construction work will start in late 2011 with trams running on the new routes by late 2014.



NOTTINGHAM EXPRESS TRANSIT

Your views

If you have any views about the proposed applications (for a TWA Order and a Certificate under the Acquisition of Land Act 1981) please write them on this slip and return it by Friday 18th June 2010 at the latest.

Alternatively you can email your views to: tram@nottinghamcity.gov.uk.

