

Dear Ben,

Thank you very much for consulting with Network Rail in regards to planning application 2014/1689/P. Please see related comments below;

Whilst there is no objection in principle to this proposal the developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

#### Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary. The reason for the **2m (3m for overhead lines and third rail)** stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

#### Construction

Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required.

#### Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures.

#### Drainage

No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or

drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage.

**Noise and Vibration**

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of PPG24 and the local planning authority should use conditions as necessary.

As the application site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the developer contacts its Asset Protection East Midlands team at [AssetProtectionEM@networkrail.co.uk](mailto:AssetProtectionEM@networkrail.co.uk) prior to any works commencing on site. More information can also be obtained from our website at [www.networkrail.co.uk/asp/1538.aspx](http://www.networkrail.co.uk/asp/1538.aspx).

Thank you.

Kind Regards



**Elliot Stamp**

Town Planning Technician  
1 Eversholt Street  
London, NW1 2DN  
T 0207 9047247  
M 07740 224772  
E [Elliot.Stamp@networkrail.co.uk](mailto:Elliot.Stamp@networkrail.co.uk)

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

Please send all Notifications and Consultations to [TownPlanningSE@networkrail.co.uk](mailto:TownPlanningSE@networkrail.co.uk) or by post to Network Rail, Town Planning, 5<sup>th</sup> Floor, 1 Eversholt Street, London, NW1 2DN

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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Kings Place, 90 York Way London N1 9AG

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