Gmail Chris Taylor <chris.stuart.taylor@gmail.com>

FW: EN14611 - Planning application at 23 Ravenshaw Street London NW6 1NP / Camden No. 2017/0911/P / Chris Taylor

Town Planning LNE <TownPlanningLNE@networkrail.co.uk> 31 May 2017 at 15:24
To: "chris.stuart.taylor@gmail.com" <chris.stuart.taylor@gmail.com>
Cc: Asset Protection LNE EM <AssetProtectionLNEEM@networkrail.co.uk>, "planning@camden.gov.uk" <planning@camden.gov.uk>

Good afternoon Chris

The below and attached have been forwarded from our Asset Protection Team for consideration. From a planning point of view, I don't recall seeing a consultation from Camden Council in relation to this site. However, given the location of the proposed development, especially as it includes the removal and replacement of the boundary wall and earthworks in close proximity to the railway boundary and embankment, we would have requested liaison with our Asset Protection team to arrange any necessary supervision and ensure that the proposed works would have no impact on the operational infrastructure.

We would generally be happy for details such as construction method statements to be conditioned as part of any approval and agreed at a later stage prior to work commencing on site. We would not accept a method statement that hadn't been agreed with our Asset Protection team first. Here is an outline of what our response would have been to the consultation;

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially with the close proximity to the development of an electrified railway (in this instance, the Midland Main Line).

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such 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.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged. We note that the proposal here is to replace the existing boundary wall. This should be discussed and agreed with our Asset Protection Team to ensure that the work can be undertaken safely and that it satisfies the above requirement.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan.
Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. **Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.**

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. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Cranes

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation. This may well be applicable with the proposal to deliver cabins to site for use during construction works depending on method of delivery.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (**s55 British Transport Commission Act 1949**). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Noise/Soundproofing

The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account. We note from the noise assessment that glazing and building materials proposed to help mitigate against this this issue.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"

Not Acceptable:

Acer (Acer pseudoplantanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus

excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common line (Tilia x europea)

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

I would advise that in particular the **drainage, boundary fencing, method statements, soundproofing, lighting and landscaping** should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.

The above would be our usual requirements and the conditions we would request for a development of this nature which I hope is a useful guide as to our normal requirements. I note this email has come via our Asset Protection team and they will be able to assist with many of the above requirements. However, as I say we usually request those to be conditioned and resolved once permission has been granted, though it is helpful that you have been seeking to discuss the construction works independently of the planning process in this instance.

I hope that the above is useful. If you need anything further from me please let me know. I've also copied in Camden Council's planning team for the above points to be considered as necessary (Network Rail is a statutory consultee).

Kind regards,

Matt Leighton

Town Planning Technician | Property

Network Rail

George Stephenson House | Toft Green |York |YO1 6JT

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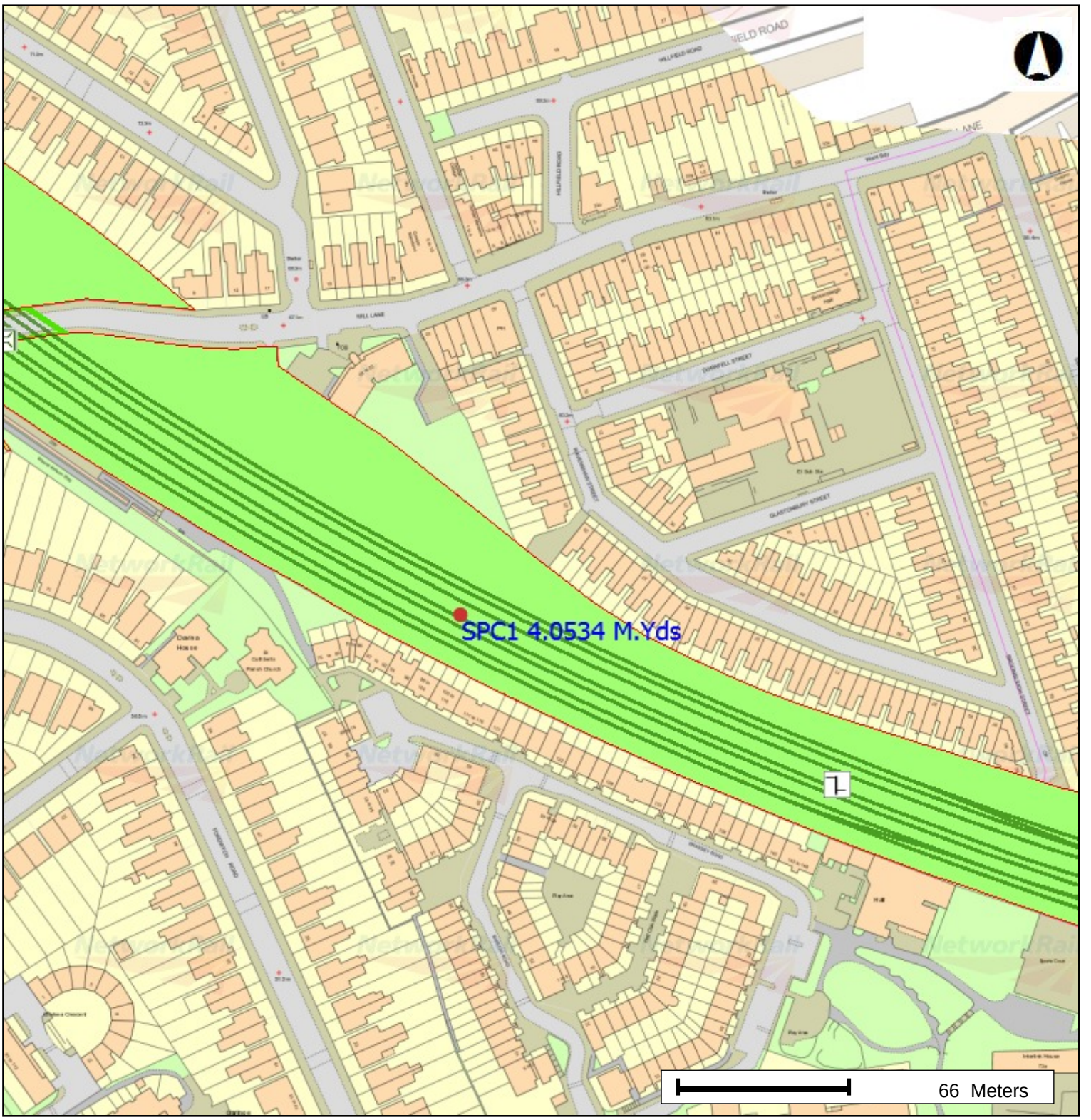
www.networkrail.co.uk/property



Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk

NetworkRail

23 Ravenshaw Street, London
EN14611, Planning Ref Camden

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GENERAL ENGINEERING REQUIREMENTS IN RESPECT OF DEMOLITION WORKS ADJACENT TO THE OPERATIONAL RAILWAY

ISSUED IN CONNECTION WITH:

EN14611: 23 Ravenshaw St, London, Mr C Taylor.

Listed below are Network Rail's general requirements for enabling demolition works to be carried out safely adjacent to the operational railway. Not all of the following will be applicable to every scheme and discussion will be required to determine scheme specific requirements. It may also be practicable to dispense with some of the requirements depending on proposed methods of working.

1. Programme

   To avoid any delays or disruption to the proposed works, an early indication of the proposed programme is required. This is to enable Network Rail's resources to be planned.

2. Health & Safety Executive

   The CDM Co-ordinator is to inform the Health & Safety Executive of the commencement of works. Network Rail requires a copy of form 10 for information purposes. Network Rail will inform the Railway Inspectorate.

3. CDM Regulations & Other Requirements

   The works are to be carried out in accordance with the CDM Regulations, BS 6187: 1982 'Code of Practice for Demolition', HSE Guidance Notes GC 29/1, 29/2, 29/3 & 29/4 and the Health & Safety at Work Act 1974.

   Network Rail requires a copy of the Health & Safety Plan produced in accordance with CDM Regulations. The plan must include the identity of the CDM Co-ordinator and identify the measures to deal with hazards associated with working in or adjacent to the railway environment.

   The works are to be carried out in accordance with 'Requirements for Constructional Works On or Near Railway Operational Land', a copy of which will be provided.

4. Safety of the Operational Railway

   The railway adjacent to the site should be considered to be operational 24 hours a day and any overhead electrified equipment present is energised at 25,000 volts. No plant, material or equipment is to be placed in a position where, in the event of accident, malfunction or failure it could fall within 3 metres of the nearest operational railway line or overhead electrified equipment. If this cannot be complied with then the works must be carried out during a possession/isolation of the railway (see Item 7).

5. Supervision

   Certain operations adjacent to the operational railway must be supervised by Network

Rail. These are likely to be:-

a. Erection of temporary fence
b. Tree felling or lopping
c. Demolition of structures
d. Crane working
e. Erection/dismantling of scaffolding
f. Blasting
g. Plant working
h. Removal of temporary fence

The level of supervision required will be dependent on method statements and how the Contractor performs regarding railway safety.

6. Method Statements

Detailed written method statements, including risk assessments, are required for any demolition works adjacent to Network Rail's boundary. These are to be submitted to Network Rail well in advance of the works (a minimum of four weeks notice should be assumed) for approval, specify plant type, positions, movements, reach, etc. and indicate compliance with Item 4 above. Network Rail's Site Manager will provide an acceptance of method statement form template for the Contractor's use and give advice on format and information required.

Network Rail requires written confirmation (supported by diagrams in the method statements as necessary) that there will be no uncontrolled collapse of any structure, material or equipment that could come within 3 metres of the operational railway track or the overhead electrified equipment.

7. Possessions/Isolations

The demolition of structures adjacent to Network Rail's boundary and any other operation that may cause a hazard to the Operational Railway is to be carried out during a full possession/isolation of the Operational Railway.

A possession is a closure of the operational railway. An isolation is a switching off of the power to the overhead line electrified equipment.

A minimum of 18 weeks notice is required to arrange possessions/isolations. This is to allow Network Rail to programme alternative routing of trains in the area if necessary, for manpower resources to be scheduled and to allow possession timetables to be published.

A possession/isolation must start and finish only when Network Rail indicates. Possession may be shortened or cancelled by Network Rail at short notice, for operational reasons, and the person/organisation instigating the works (the Proposer) must be prepared and make allowance for this in any contract. Network Rail will not be held responsible for any costs incurred as a result of such cancellations, but every effort will be made to provide a replacement possession at the earliest opportunity.

If the Proposer/Contractor cancels a booked possession at less than 10 working days' notice Network Rail may still incur costs that will be recoverable. Cancellation of a booked isolation will incur a minimum charge of 25% of the total cost of the isolation.

An allowance of up to one hour's working time will be lost at the beginning and end of a possession to place and remove protective arrangements.

8. Bar Charts

   Network Rail will require hour-by-hour bar charts to show the programming of the demolition of a structure within a possession/isolation to demonstrate that the works can be completed in the time available. The charts are also required to show at what stages the works can be left in a stable condition in case a possession/isolation is shortened or a Network Rail engineering train is to be passed through the possession and must be approved by Network Rail as part of the possession booking process.

   If overrun of a possession/isolation occurs then the Proposer of the works will be expected to reimburse Network Rail for any train delay costs incurred. Written acceptance of this condition is required before works commence.

9. Calculations

   Engineer's calculations are required to demonstrate the stability and structural integrity of any structure that is to be left in a partially demolished state adjacent to Network Rail's boundary. Independent check certifications are required for these calculations. The information should be submitted for Network Rail acceptance not less than four weeks prior to the works taking place.

10. Temporary Works

    Drawings, method statements and calculations are required for any temporary works in proximity to Network Rail's property or the operational railway. Independent check certificates are required for these calculations. The information should be submitted for Network Rail acceptance not less than four weeks prior to the works taking place.

11. Temporary Fence

    A temporary fence is required between the site and the Operational Railway. This is to be at least 1.5m high chestnut paling, or similar, mounted on substantial posts, not less than 3.0m from the nearest rail (or overhead line masts/signal posts/etc.), approved by Network Rail and erected under Network Rail supervision/protection.

12. Scaffolding

    Scaffold design drawings, including calculations, plus an independent design check certificate must be submitted to Network Rail for acceptance not less than 10 days prior to the works commencing.

    Any scaffolding on or near Network Rail property is to be tied back, have fully boarded decks and be fully screened from the Railway with boarding or debris netting. On completion of the scaffolding, inspection and examination should be in accordance with all applicable regulations in force. A copy of the scaffold completion certificate should be handed to Network Rail, plus a copy of the scaffold inspection reports (F91 Register) on a weekly basis.

    Method statements for erection and dismantling must also be accepted by Network Rail

and should again be submitted not less than four weeks prior to the works taking place.

13. Foundations and Basements

    Network Rail reserves the right of support at all times. Details of demolition of foundations, basements, etc., within 15 metres of Network Rail's boundary are to be submitted to Network Rail's Territory Outside Party Engineer for prior approval. Demolition must not affect the structural integrity of the railway formation or structures. Stability calculations will be required to prove this where necessary. Calculations to be supported by independent design check certification and supporting Geological information.

14. Dust

    As dust clouds can affect railway signal sighting, adequate measures for preventing dust blowing onto Network Rail's property are to be in operation during the works. These measures are to be approved by Network Rail before the works commence.

15. Access Permits

    Site Access Permits are required for any non-Network Rail personnel working on Network Rail property. Normally 2 weeks' notice is required for issue of Site Access Permits. There is to be no access onto Network Rail land without authorisation from Network Rail. Protection and/or supervision is required for any works on Network Rail land.

16. Crane Working

    A detailed site-specific method statement is required for any crane operations adjacent to the railway. These are to indicate technical details of the crane including load capacity, radii and diagrams showing jib length, position, outriggers position and anticipated lifts loads etc. Drawings are required to show crane movements and lifting positions about the site.

    A level and stable platform is to be maintained for cranes.
    Any crane working adjacent to the railway is to be supervised by Network Rail.

    Cranes may only work parallel to or pointing away from the railway when not in a possession situation and must always swing away from the railway. Safeguards must be in operation to stop any sluing over the railway.

    The necessary crane legislative documents will be required and a crane supervisor will be required for cranes of over 50 tonne capacity.

    All plant certification is to be checked by Network Rail.

17. Lighting

    Lighting schemes for the illumination of site if working at night or for security, etc., must be submitted for Network Rail's prior approval. Lighting schemes could affect sighting of railway signalling therefore Network Rail reserves the right to have any lights screened. Lighting schemes are to be approved by Network Rail's Signalling Engineer.

18. Dangerous Substances

    Any dangerous substances found on site during the works are to be reported to Network Rail and disposed of in the correct manner in accordance with HASAW and COSHH Regulations.

19. Lead Paint

    Any burning scraping or grinding of lead paint is to be carried out in accordance with the current safety regulations, Control of Lead at Work Regulation 1998 & ACOP - Control of Lead at Work.

20. Fence Reinstatement

    Network Rail will need to approve the specification of any boundary fence reinstatement. In rural areas a concrete post and 7-wire fence would normally be acceptable but in built up areas then 1.8 metre high weldmesh or a steel security fence may be necessary.

21. Demolition Contractor

    Network Rail requires that any demolition Contractor engaged on work that could affect the safety of the railway is a Member of the National Federation of Demolition Contractors (N.F.D.C.).

22. Site Safety Meeting

    Before any works commence adjacent to the operational railway, Network Rail's Site Manager will hold a site safety meeting. This meeting is to be minuted by Network Rail's Site Manager.

23. Emergency Procedures

    Network Rail's Site Manager will produce a set of emergency procedures that set out how trains are to be stopped in case of emergency. These procedures are to be displayed on the site near the operational railway when works are taking place. All site staff must be made familiar with the procedures.

24. Network Rail's Costs

    Network Rail requires any costs incurred in assisting the Proposer and his Contractor, to carry out works adjacent to the railway safely to be reimbursed by the Proposer, e.g.:-

    a. Project Management, including approval of Method Statements, and attendance at safety meeting etc.
    b. Provision of attendance, supervision and protection.
    c. Provision of possessions and isolations as required.
    d. Provision of site access permits.

    These costs are to be borne by the Developer under a Basic Asset Protection Agreement.

    A draft Agreement and associated estimate of Network Rail's costs will be prepared

when the level of involvement has been established and must be completed before works commence.

It is considered that co-operation on the foregoing allows the Proposer/Contractor and Network Rail to fulfil the principles of the following legislation:

i. The Proposer of the works has a duty under HASAW Part 1 Section 2, to ensure the Health & Safety and Welfare at Work of all his employees. The Proposer is to provide such information, instruction, supervision and working environment necessary to ensure the health and safety of his employees.

ii. The Proposer of the works has a duty under HASAW Part 1 Section 3, to conduct works in such a manner so that persons not in his employment are not exposed to risks to their health and safety.

iii. Common law imposes a duty on everyone to avoid injuring each other. It requires one to take reasonable care to avoid acts that could be reasonably foreseen as likely to injure a neighbour.

iv. The CDM regulations require that in developing the Safety Plan, neighbours should be consulted and their requirements and or restrictions incorporated and complied with.

v. The New Roads and Street Works Act 1991 Clause 88 Part 4 & 5 state that for any works in the vicinity of a bridge, the bridge authority shall be consulted in relation to the works. In addition, reasonable facility shall be given for the authority to monitor the works and any reasonable requirements for the protection of the bridge set out by the authority should be complied with.

SUPPLEMENTARY CLAUSES FOR USE WHEN DEMOLITION INVOLVES USE OF EXPLOSIVES

25. British Standards

All explosives used are to be used in accordance with the following:-

i. BS.5607 : 1988 'Code of Practice for Safe Use of Explosives in the Construction Industry'.

ii. Explosives Acts of 1875 & 1923

iii. Control of Explosives Regulations 1991

iv. Placing on the Market and Supervision of Transfer of Explosives Regulations 1993.

v. Current Health & Safety Executive guidelines.

26. Q.R.A.

The safety plan is to include Quantitative Risk Assessments for the works.

27. Explosives Engineer

Network Rail requires to be informed of the identity of the Explosives Engineer, his previous work experience and knowledge.

28. Site Topography

Network Rail requires to be informed of the site topography. Plans and Cross Sections are to be provided, these are to be to a suitable scale and show:-

a. Position of structure to be demolished.
b. Network Rail's property/operational railway.
c. Ground profile (contours).
d. Any berms or screens to be constructed.
e. Other buildings or structures on the site or in the proximity of Network Rail's operational railway.
f. Water courses.
g. Overhead power lines.
h. Underground services.
i. Exclusion zone.

29. Exclusion Zone

The designed exclusion zone must be submitted to Network Rail for acceptance. The exclusion zone should be clearly marked on a suitably scaled plan which is to indicate the following:-

a. Structure to be demolished.
b. Designed drop area.
c. Predicted debris area.

d. Buffer zone.
e. Network Rail's property and operational railway.

The plan should be forwarded to Network Rail together with design calculations for the derivation of the aforementioned zones. These calculations are to be supported by an independent check certificate and the following information as applicable:-

a Designed collapse mechanism.
b Form of the structure to be demolished and construction materials.
c Condition of structure.
d Planned pre-weakening.
e Types of explosives.
f Charge weights, location and detonation sequences.
g Integrity of demolition system.
h Degree and integrity of blast protection.
i Test blast results.
j Historical and mathematical data from use of explosives.

Please note if the exclusion zone includes Network Rail's operational railway or property then the demolition must be carried out during a possess/isolation period. A full possession is the only way trains can be kept out of the exclusion zone. Possession/isolation times can be extremely limited.

30. Failed Explosive Procedure

A procedure is to be in place, in case of an explosives failure. This procedure is to be agreed with Network Rail before the works and is to take into account the possession/isolation period and the fact that no overrun of possession is to occur.

31. Other Structures

Where there are other structures in the proximity of Network Rail's operational railway, which could fall within 3 metres of the operational railway line or its overhead electrified equipment, the following is required:-

a Scale drawings showing size, location and construction details/materials of structures.
b Written confirmation that the structural integrity of these structures will not be impaired by the blasting.
c Calculations proving the above, supported by an independent design check certificate.

32. Slap Effect

Network Rail requires to agree the type of materials laid in the drop zone and need to be informed of the possibility of projectiles being thrown up and onto Network Rail property. A Risk Assessment is required to be submitted for approval. Methods of stopping materials being thrown onto the Railway are to be submitted for approval. E.g. ground netting or earth mounds.

33. Ground Vibration

Monitoring of the ground vibrations and air-transmitted values must be undertaken by

the Proposer/demolition Contractor. The maximum peak particle velocity allowable at Network Rail's boundary is 10 mm/sec. However this value is to be limited to 5 mm/sec at any Network Rail structure including bridges and any overhead electrification structure.

Network Rail requires written confirmation that the above values will not be exceeded for the full length of the exclusion zone adjacent to Network Rail's property and that the structural integrity of its structures including bridges and overhead electrification structures will not be impaired. It must be emphasised that even a minor failure of the overhead electrification structures or bridge could have serious safety consequences.

To cover any other unquantifiable risk the works may place on the operational railway it is recommended that a suitable form of public indemnity insurance be taken out (amount of cover £25m).

The Proposer of the demolition will be required to reimburse Network Rail for any damage caused to its structures, by the blasting operation, and any resulting train delay costs. Network Rail will require written confirmation of the above before works commence.

Only by close liaison with Network Rail can the above be achieved, when working over or in proximity to the Operational Railway infrastructure.