Camden

Planning Department

[redacted]

Network Rail Consultation Response

Reference:	2022/2019/P
Location:	Camden Highline Land between Kentish Town Road and Royal College Street including Camden Gardens and 223 Royal College Street and Camden Road Railway Station Camden Road London NW1 9LS
Recommendation:	Approve

Dear Sir/Madam,

Thank you for consulting with Network Rail regarding the following application. Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Section A identifies the principal issues derived explicitly from the application.
Section *B* are generic comments from our Asset Protection (ASPRO) team, aiming to ensure high standards of Network Rail's operation.

Section A:

Item 1. Camden Road station as a public thoroughfare for non-railway:

Arriva Rail London (ARL) /Transport for London (TfL) could not support any proposal for access/egress to the attraction, which permits access through the station and/or via platforms without the purchase of a valid railway ticket.

As a result, Network Rail recommends that the project seek to investigate other entry/exit points other than through Camden Road station.

Section B:

Item 1. Issues - Encroachment on boundary fence of operational railway, interference with sensitive equipment, space for inspection and maintenance of the railway infrastructure.
Reasons/Mitigations:
The developer / designer must ensure that the development line is set back from the operational railway (Railway Fence) to achieve sufficient gap / space to inspect and maintain fence line in the future and provide an access for inspection and maintenance of the proposed development or other assets in the future without imposing any risks to the operational railway. This would normally be 2-5m from the boundary fence depending on the adjacent NR assets or boundary fence.

Item 2. Issues - Stability of railway infrastructure and potential impact on the services.
Reasons/Mitigations:
Existing railway infrastructures (operational) including embankment should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment etc.).

Item 3. Issues - Collapse of lifting equipment adjacent to the boundary fence/line.
Reasons/Mitigations:
Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling adjacent to the running line'. Collapse radius of the cranes should not fall within 4m from the railway boundary unless possession and isolation on NR lines have been arranged or agreed with Network Rail.

Item 4. Issues - Interference with the Train Drivers' vision from sunlight and human factor effects from glare.
Reasons/Mitigations:
Glint and Sunlight glare assessment should be carried out (if there is a risk) to demonstrate the proposed development does not import risk of glare to the train drivers which can obstruct in the visibility of the signals.

Item 5. Issues - Effects due to electromagnetic compatibility on the users and the development located within proximity of a high voltage overhead electrification lines. Any Outside Party projects that will be within 20m and/or any transmitter within 100m of the operational railway will be required to undertake an Electromagnetic Compatibility assessment to be carried out in accordance with Network Rail standards 'NR/L1/RSE/30040 & 'NR/L1/RSE/30041' and NR/L2/TEL/30066'
Reasons/Mitigations:
The developer will be required to undertake a full Electro Magnetic Interference (EMC) risk assessment on the impact the project will have upon NR.

Item 6. Issues - Flying objects on operational railway from the development if any adjacent to the operational railway.
Reasons/Mitigations:
Due to the development of high level garden and parks on existing viaduct and disused railway adjacent to the operational railway, there will be a risk of objects falling or throwing within the operational railway. The developer shall consider a barrier / fence to hold the objects (for example: balls).

Item 7. Issues - There is a risk of obstruction to the visibilities of railway signals due to the development, railway alignment is in a curve.
Reasons/Mitigations:
Project shall engage signal sighting chair and carry out full signal sighting assessment to confirm the railway signals are visible to the train drivers.

Item 8. Issues - Interface with NR Telecom System (GSM-R)
Reasons/Mitigations:
Due to the proposed development adjacent to the operational railway, GSM-R service can be impacted. Project shall carry out this assessment during the design phase.

Item 9. Issues - Capacity of Existing Viaduct support new development.
Reasons/Mitigations:
Existing structures and ground shall be assessed to confirm the structures and ground can undertake the new loadings safely. Assessment report shall also be supplied to Network Rail for review.

Network Rail strongly recommends the developer contacts the Asset Protection Team AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/

I trust the above clearly sets out Network Rail's position on the planning application. Should you require any more information from Network Rail, please do not hesitate to contact me.

Kind regards,

Dalia Alghoul MSc
Town Planning Technician | Property | Eastern Route | Anglia
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