

From: Whitaker Lydia [<mailto:Lydia.Whitaker@networkrail.co.uk>]
Sent: 17 January 2014 15:41
To: Planning; planning.EE_PO.STAFFDOM@newport.gov.uk
Cc: Morgan Barbara
Subject: Comment on planning application 13/1279 - Land South of Glan Usk Primary School, Herbert Road, Newport



Network Rail
3rd Floor
Bristol Temple Point
Bristol
BS1 6NL

Ask for : Barbara Morgan
Tel : 0117 3721118

My Ref : P/TP13/1279/BM
Your Ref : TP13/0477

Date : 14 January 2014

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: Development of 248 dwellings and associated works including boundary treatments, retaining walls, vehicular access, parking, pathways and landscaping affecting public right of way 407/1

Thank you for providing Network Rail with the opportunity to comment on this proposal.

From a desktop study it appears this proposal could potentially import risk to Network Rail's (the Company) land and infrastructure and therefore we would request the Developer and Council takes note of the following:

- Excavations – Excavations on or adjacent to the railway boundary including the erection of fencing. The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.
- Buildings – Network Rail recommends all buildings are constructed at least 2 metres from the boundary fence to avoid any access requirements on to its infrastructure either for construction or future maintenance purposes.
- Foundations – Network Rail offers no right of support to the development. Where foundation works penetrate the company's support zone or ground displacement techniques are used, the works will require specific approval and careful monitoring

by the company. There should be no additional loading placed on any cutting and no deep continuous excavations parallel to the boundary without prior approval.

- Plant and materials – There is a risk the use of plant and materials which in the event of failure could fall on to Network Rail's land. These operations will require the company's supervision.
- Drainage – All surface water drainage should be directed away from Network Rail's land to the public mains system. Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary. Soakaways are not acceptable where the following apply :
 - Where excavations which could undermine Network Rail's structural support zone or adversely affect the bearing capacity of the ground.
 - Where there is any risk of accidents or other acts leading to potential pollution of Network Rail's property/infrastructure.
 - Where the works could adversely affect the water table in the vicinity of Network Rail's structures or earthworks.
- Boundary fencing – This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, it is recommended that a 1.8 metre high trespass resistant fence be erected parallel to but separate from the railway fence. The applicant should refer to their conveyance for any particular fencing specification, however due to the change of use the minimum specification should be 1.8 metre high steel palisade. No encroachment must take place on Network Rail's land without prior agreement from the company's Property Department.
- Landscaping – It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to the company's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision. Details of planting schemes should be submitted to this office for prior approval. The proposal plan shows a 0.9m railing running close to the river/ stream. In the interests of protecting the railway line we would request a natural boundary of trees be planted to increase the size of the existing foliage to provide some protection right up the riverside.
- Ground disturbance - Should the works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the company and the utility companies have buried services in the area in which there is a need to excavate. The company's ground disturbance regulations applies. The developer should seek specific advice from the company on any significant raising or lowering of the levels of the site.
- Lighting – Any lighting scheme or structure colouration must not effect the safe operation of the railway.
- Signalling – This area has known signal sighting problems. The proposal, including the colouration of the buildings, must not interfere with or obscure any signals that may be in the area.
- Vehicle incursion – Where roadways, vehicle turning areas, parking bays abut the boundary, the company requires adequate highways approved vehicle incursion barriers to be installed to protect the boundary fencing.

- Access Points – Where the company have defined access points, these must be maintained to the company's satisfaction.
- De-watering – No de-watering of the site without Network Rail's prior approval.
- Safety - No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on before works begin.
- Plant, scaffolding and cranes - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.
- Environmental Issues: The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

In order to mitigate the risks detailed above, the Developer should contact the company's Asset Protection Wales Team well in advance of mobilising on site or commencing any works. The initial point of contact is AssetProtectionWestern@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement.

Please feel free to get in contact if you have any questions.

Yours sincerely,



Barbara Morgan
Town Planning Technician (Western)

www.networkrail.co.uk/property

Please send all Notifications and Consultations to townplanningwestern@networkrail.co.uk or by post to Network Rail, Town Planning, 3rd Floor, Bristol Temple Point, Redcliffe Way, Bristol BS1 6NL