

From: Donoghue Nicholas <Nicholas.Donoghue@networkrail.co.uk>

Sent: 25 September 2020 10:46

To: Wright, Richard <RWright@Fareham.Gov.UK>

Cc: Town Planning Southern <TownPlanningSouthern@networkrail.co.uk>

Subject: Network Rail Consultation Response: P/20/0912/OA- Land To The East Of Down End Road Fareham

Dear Richard,

Thank you for consulting Network Rail on the planning application P/20/0912/OA, and apologies for the delay getting these comments to you. I hope they can still be considered.

From a planning perspective, Network Rail has no objections to the proposed development providing no vehicular movements are made via Cams Bridge.

Network Rail have within previous consultation responses at this location, highlighted the need for no access to or from the development via Cams Bridge for construction traffic and future traffic therefore only accessible by pedestrians and cyclists. The nature of Cams Bridge means it is unsuitable to support large amounts of vehicular traffic i.e. the bridge is narrow with a single track road either side as well as the hazard of electricity cables running above. Any incident near or on the bridge could pose a risk to the operational railway. The applicant should ensure that the bridge is not used by motor vehicles by implementing appropriate measures as well as signage to highlight the route is not to be used by motor vehicles.

Network Rail's Asset Protection team can also confirm that they have been approached in regards to the Downend Road Bridge improvements however no Asset Protection Agreement is currently in place. It is essential that the applicant / developer contacts Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing with a view to enter into an Asset Protection Agreement to get the required resource and expertise on-board 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/>.

The applicant will also need to:

1. Adopt ASPRO guidance and requirements and a list of NR deliverables that will be provided to the developer in kick-off meeting;
2. Submit for ASPRO acceptance design-if needed, risk assessment & method statement (RAMS) for any work -within Network (NR) zone of influence such as, but not limited to:
 - Ground Investigation Report
 - Detailed ground investigation to be carried out which should include the risk of ground stability of NR embankment and ground movement
 - Ground Contamination Assessment
 - Drawings/design & RAMS for foundation and ground works
 - Design & RAMS for any temporary works for buildings frame such as scaffolding, edge protection, etc
 - Drawings & RAMS for building construction
 - RAMS for erection of roof
 - Lifting plan for all liftings associated with construction works, using plant, etc

- Drawings & RAMS for fence- based on trespassing risk assessment and additional RAMS covering; drainage, vehicle incursion, landscaping works adjacent to NR boundary.
 - No soakaways or attenuation ponds should be installed within 20m from NR boundary, bridge, embankment toe.
3. Confirm if any covenants are applied to the land and if so comply with them.
 4. Ensure the change of use in the land does not increase any surface water run off to the railway.
 5. Apply for buried services report prior to any works on site.

As well as contacting Network Rail’s ASPRO Team to enter into an APA and provide the information requested above, the applicant / developer must also follow the attached Asset Protection informatives (compliance with the informatives does not remove the need to contact ASPRO).

Kind Regards,



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