

OFFICIAL

FAO: David Eaves

Dear David

Network Rail consultation response to APP/24/01010 Interbridges Site, New Brighton Road, Emsworth

Thank you for consulting Network Rail Infrastructure Limited ('Network Rail') on the above planning application.

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

The above planning application is located in close proximity to Emsworth rail station and the operational railway line running along the proposed site's southern boundary. Emsworth station has some degree of step free access via long ramps to both platforms however there is no ability to change platforms via a connecting bridge so users would have to undertake a lengthy walk. The station provides regular services to London Victoria, Brighton, Southampton Central and Portsmouth Harbour stations. Network Rail supports opportunities to increase patronage on the rail network and given the proximity of the station to the proposed site, encouraging usage of the rail network should be a key element of the sustainable transport strategy for the site. To this end, Network Rail wish to see users able to access the station safely and quickly. At present there is an existing crossing point located close to the site's entrance, which is proposed to be relocated as per the Transport Assessment at 5.19. This relocation will move the crossing point further from the rail station and closer to the A27 underpass. The underpass is dark and does not provide a particularly pleasant area to cross, especially at dark.

Network Rail have concerns that users of the station may seek to cross close to the current station entrances, which would be some way in the opposite direction of the proposed relocated crossing. There appears to be no proposals to make the relocated pedestrian crossing signalised or to provide a significant improvement in respect of lighting. Network Rail question if the proposed crossing is safe and if its location would deter usage and otherwise result in pedestrians crossing closer to the station at a non-designated crossing point. This would be at odds with encouraging use of the railway by providing a safe means to do so. Network Rail considers that the crossing point should be located closer to the station and allow for safe crossing, especially at night.

Further, Network Rail notes the proposed usage of landscaping, including planting, along the southern boundary near to the railway. Network Rail would need to ensure that planting does not impact on the operational railway and request that a condition be secured to agree details of any planting and maintenance of this along the railway boundary. Additionally, the opening of the site increases the risk of trespass onto the railway. Network Rail would expect sufficient fencing to be erected to prevent trespass or the opportunity to trespass onto the railway. Network Rail request that the applicant

confirms the type of fencing currently in place so that it could be determined if this would be sufficient or requires upgrading.

Additionally, Network Rail wish to draw the applicant's attention to the attached Asset Protection informatives which are issued to all development in close proximity to the railway

Regards,



Craig Hatton MA MRTPI

Senior Town Planner

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For Town Planning advice, please complete this [Instruction Form](#) and submit to TownPlanningSouthern@networkrail.co.uk, following which your project will be assigned to a Town Planner who will be in contact.

Advance Notice of Leave:

At Network Rail we work flexibly – so whilst it suits me to email now, I do not expect a response or action outside of your own working hours