

Dear Sir / Madam

Thank you very much for consulting with Network Rail in regards to planning application APP/14/01004 for the Proposed new two storey office block and car parking at 2 New Road, Havant, PO9 1DE. Please see related comments below;

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.

Construction and Maintenance

The development proposal must ensure that any construction and future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

It would therefore be requested that the proposed offices and parking spaces are at least 2 metres away from the boundary of the operational railway. This will allow construction and future maintenance to be carried out from the applicant's land, thus avoiding provision and costs of; Network Rail Asset Protection Engineer Approval (requiring 20 weeks notice), railway look-out protection, supervision, and other facilities necessary when working from or on railway land.

Glare assessment should be carried out to ensure that building façade would not reflect sun light that may affect train driver.

Plant & Materials

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 plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

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. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffold / access for working at height within the footprint of their property boundary.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Landscaping

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:

- Permitted:
Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata “Zebrina.”
- Not Permitted:
Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

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

Drainage

No storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Embankment

The proposed development, both during and after construction, should not affect the integrity and stability of the embankment on which the operational railway sits.

Roads and Parking

The Department of Transport recommends the provision of a safety barrier adjacent to the railway, alongside all roads, turning circles and parking areas, where the railway is situated at or below the level of the development. The safety barrier should be designed to cater for specific loadings dependent on the road traffic anticipated and in a position to stop vehicles driving into or rolling onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged.

Fencing

In the interests of promoting public safety and reducing the risk of trespass and vandalism on the railway, the applicant should ensure that a suitable trespass resistant fence is located along the boundary to the railway. If such fencing does not exist we strongly recommend that new Network Rail approved fencing, which is trespass proof and at least 1.8 metres high with a concrete foundation, be installed. The fence must be constructed independently of any existing Network Rail fencing, and sufficient distance should also be allowed between fences to allow for future maintenance and renewal.

Party Wall Act

Where works are proposed between 2 and 6 metres away from the boundary to the operational railway it will be necessary to serve the appropriate notices on Network Rail Property and their tenants under the Party Wall etc Act 1996.

As the application site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the applicant contacts its Asset Protection Wessex team at AssetProtectionWessex@networkrail.co.uk and signs up to an Asset Protection Agreement prior to any works commencing on site. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx

Thank you.

Kind regards

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