

From: Leighton Matthew <Matt.Leighton@networkrail.co.uk> on behalf of Town Planning LNE <TownPlanningLNE@networkrail.co.uk>
Sent: 23 January 2020 15:26
To: Planning Admin
Subject: Ref R/2019/0767/OOM - energy recovery facility, Prairie Lane, Grangetown

FAO – Mr A Miller

Ref – R/2019/0767/OOM

Proposal – Construction of an energy recovery facility and associated development

Location – Grangetown Priarie Lane East of John Boyle Road and West of Tees Dock Road, Grangetown

Thank you for your letter of 2 January 2020 providing Network Rail with an opportunity to comment on the abovementioned application.

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met,

Asset Protection

We would advise that developer that if for any reason construction work is required to take place within 10m of the railway boundary, they should consult with our Asset Protection Team (details below) to ensure that there will be no impact on operational railway safety. This will include use of crane, plant and machinery and any excavation or construction work within that distance.

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. All soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts. There should be no ponding of water near the railway boundary caused by the development.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.

Fail Safe Use of Crane and Plant

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 materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Cranes

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular access to adjacent railway structures should remain clear and unrestricted at all times to ensure that our ongoing programme of inspection and maintenance is not hindered.

For these matters we would be pleased if an informative could be attached to the decision notice.

I trust full cognisance will be taken in respect of these comments. If you have any further queries or require clarification of any aspects, please do not hesitate to contact myself I would also be grateful if you could inform me of the outcome of this application, forwarding a copy of the Decision Notice to me in due course.

Our Asset Protection Team can be contacted as follows if required during these works:

**Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green
York
Y01 6JT**

Email: assetprotectionlneem@networkrail.co.uk

Kind regards

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