

From:Town Planning LNE
Sent:11 Jun 2021 10:18:21
To:planning@blaby.gov.uk,
Subject:Ref 21/0237/FUL - change of use of Thorney Field Farm, Stanton Road, Elvesthorpe
Attachments:image001.png, Standard Informatives.docx,

OFFICIAL

Network Rail Consultation Response

FAO:	Lloyd Bird
Date:	11 June 2021
Application reference:	21/0327/FUL
Proposal:	Change of use to plant and equipment training facility
Location:	Thorney Field Farm, Stanton Road, Elvesthorpe, Leicestershire

Thank you for your recent correspondence relating to the above application.

Network Rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Following assessment of the details provided to support the above application, Network Rail has **no objection in principle to the development**, but below are some requirements which must be met,

Use of plant and machinery in proximity to the operational railway

From the plans provided, it appears that the field nearest the railway will not be used as part of the training facility and that there will therefore be a separation between training activities and the railway boundary. However, we would appreciate clarity on this point as we would have concerns if this area is to be used for vehicle training without additional vehicle incursion prevention measures being installed along the railway boundary by the developer. If this field is to be used for vehicle training, the below vehicle incursion requirement will apply.

Vehicle Incursion Measures

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. This is in accord with the new guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways.

Condition

Given the nature of the proposals and location of turning areas/car parking, we would expect that a condition securing the design and installation of suitable vehicle incursion measures by the developer is included in any consent. This is for the safety, operational needs and integrity of the railway.

Railway bridge WNS 15

The access to this site is via bridge WNS 15 over the operational railway. It should be noted that the bridge is of limited width and has a 40T weight capacity. It is imperative that the developer liaise with our Asset Protection Team during the construction phase of the development (for instance during the delivery of the portacabin and delivery of large plant and machinery). The developer will be required to liaise with Network Rail Asset Protection during the operation of the site if use of the bridge will be required by abnormal loads or vehicles in excess of 40T. Network Rail must be notified immediately if any damage occurs to the structure.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridge WNS 15). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Reason for above conditions:

The safety, operational needs and integrity of the railway.

Informatives:

Please see attached standard railway requirements to be included as informatives.

Conclusion

Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at

townplanninglne@networkrail.co.uk.

Useful Network Rail contacts;

Asset Protection Eastern

For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email assetprotectioneastern@networkrail.co.uk.

Land Information

For enquiries relating to land ownership enquiries, please email landinformation@networkrail.co.uk.

Property Services

For enquiries relating to agreements to use, purchase or rent Network Rail land, please email propertyserviceslneem@networkrail.co.uk.

Kind regards



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