

From: TownPlanning LNW <TownPlanningLNW@networkrail.co.uk>
Sent: 11 April 2018 10:35
To: Howard, Lisa
Cc: Planning (HPBC)
Subject: High Peak ref HPK-2017-0173 Hayfield Road Chapel-En-Le-Frith gas fuelled capacity HOLDING OBJECTION

Importance: High

Categories:

HPK/2017/0173	LAND WITHIN FEDERAL MOGUL, HAYFIELD RD, CHAPEL-EN-LE-FRITH	PROPOSED GAS FUELLED CAPACITY GENERATION PLANT	GFP
405673	381340		

FAO Lisa Howard

Network Rail is placing a holding objection on the proposal. It has emerged that there are issues with the proposal and its interface with the railway.

Whilst the existing earthwork slope lies outside of the railway boundary and is not a Network Rail asset, it is nonetheless supporting the track (see plans below confirming levels with respect to adjacent railway). If the outside party proceeds with the proposed scheme, they would need to develop a wall design which provides 120 year design life and takes account of rail traffic loading (further described below).

Any design which affects the railway embankment must be accepted and signed off by the Network Rail Asset Engineer responsible for the earthwork. In order to achieve this, the designer must undertake the following:

-Appoint a civil engineering consultant with geotechnical design experience who can fulfil the roles of CRE and CEM, as required by Network Rail Standard NR/L2/CIV/003 *Engineering Assurance of Building and Civil Engineering Works*. The consultant is to:

- Undertake the required level of site/ground investigation to inform the design of the retaining structure at the embankment toe.
- Produce a design for the retaining structure in the format of forms F001 through to F003 (approval in principle through to detailed design). The design will be subject to a checking procedure for independent verification.
- The design including calculations and ground investigation information will be subject to scrutiny from Network Rail Project Engineers who will comment on the suitability of the design and its compliance with standards before either approval or requesting amendments/change/additional information. Once signed off by the Network Rail Project Engineer, the design will go to the asset engineer for final approval.
- As a vehicle for recovery of Network Rail costs associated with the engineering reviews it will be necessary for Network Rail to enter into a Basic Asset Protection Agreement the developer of the proposed site.

Network Rail right of structural support would require consideration of the following:

1. Full rail loading to Network Rail Standard NR/L3/CIV/020 (Section 12) the adjacent railway line.
2. The construction organisation would need to follow Railway procedures regarding Temporary Works approval and monitoring for movement depending on the proposed construction methods to be employed on site.

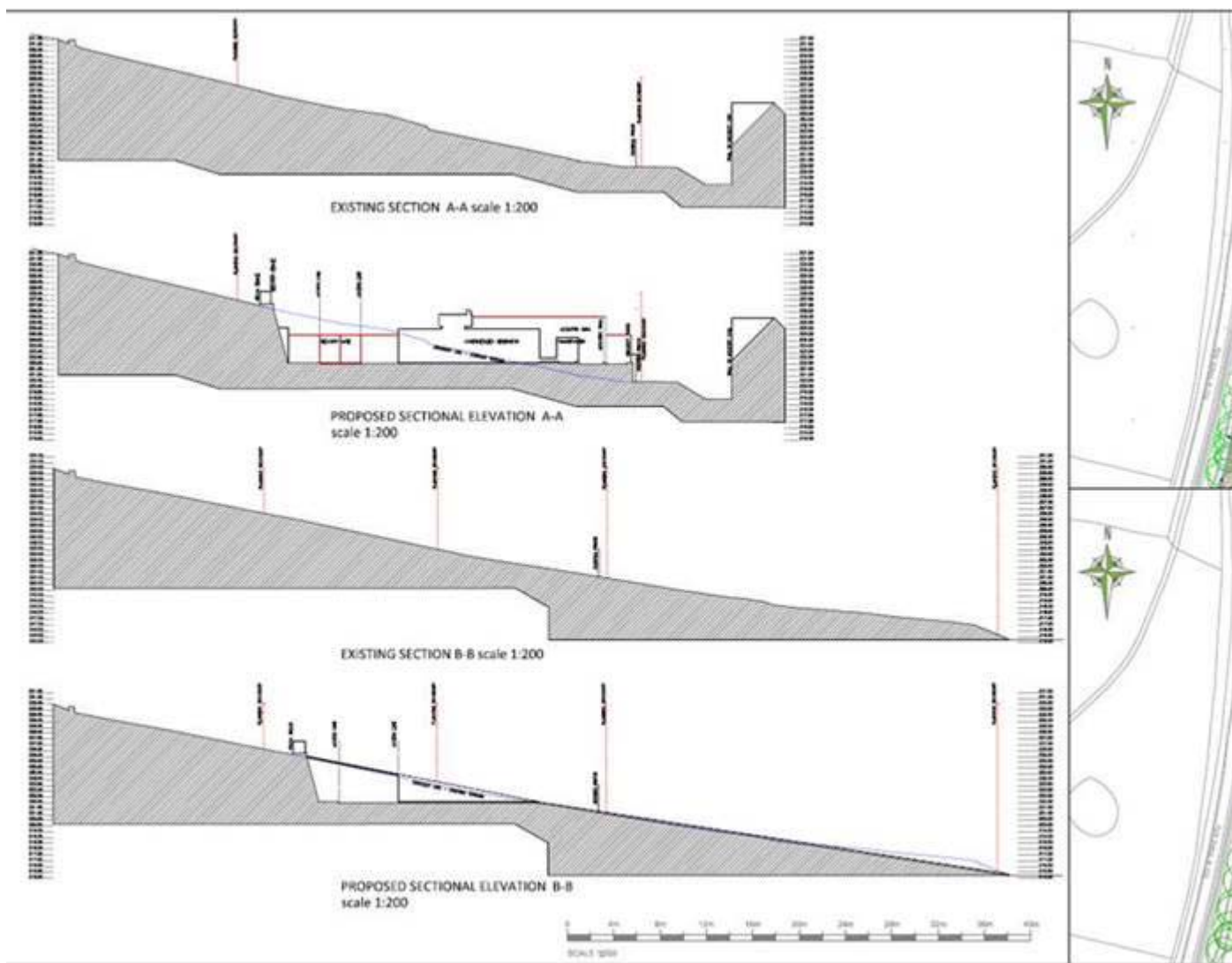
The NPPF states:-

120. To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Due to the nature of the supporting structure Network Rail would need to agree works with the outside party and in this instance conditions may not be sufficient to allay our concerns as raised above.

Regards





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