

From: [Diane Clarke](#) on behalf of [Town Planning NWC](#)
To: [Planning \(HPBC\)](#)
Subject: high peak HPK/2022/0484 Land off Long Lane South of Chapel-en-le-Frith High School Proposed glamping site, to include 10 glamping units
Date: 08 January 2024 14:29:21

OFFICIAL

NEW APPLICATION	HPK/2022/0484
APPLICANT'S NAME	High Peak Retreat
LOCATION	Land off Long Lane South of Chapel-en-le-Frith High School
	Chapel-En-Le-Frith
PROPOSED DEVELOPMENT	Proposed glamping site, to include 10 glamping units, 5 units for facilities and covered parking for 10 cars
GRID REFERENCE	405244.26 379907.57

Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

The site is not adjacent to the railway boundary however, there is an access route to the site under the railway via a single lane, Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Engineers is necessary to understand if there is a problem. Developers will be liable for the cost of any necessary bridge protection barriers. Where low bridges may be impacted by the proposal the applicant may also need to contact the local

Highways Agency to liaise with them over the erection of signage. Consideration is to be given to high sided vehicles/HGVs that have the potential to strike low bridges carrying materials to site. Consideration should also be given to the potential for vehicles to impact the proposal once complete/as a permanent arrangement. Network Rail will need to review the traffic to site for impacts.

BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

All new enquiries will need to be submitted via the *Asset Protection and Optimisation - Customer Portal*

Link to ASPRO ACE Portal [ASPRO Network Rail Implementation \(oraclecloud.com\)](https://asprouk.oraclecloud.com)

From there, the client can create an account and submit their enquiry.

Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

No works are to commence until with agreed Network Rail. Early engagement with Network Rail is strongly recommended.

From

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Network Rail

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