



Network Rail Consultation Response

To:	Peter Bond – Hampshire County Council
Date:	14/03/2022
Application reference:	HCC/2021/0787
Location:	Hamble Airfield
Network Rail Position:	Holding Objection

Dear Peter,

Thank you for consulting Network Rail (NR) on the above planning application.

NR is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland, and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway. Consequently, any third-party proposal that impacts NR's ability to deliver a safe operational railway is a concern.

Following a review of the proposal by Network Rail's Mining, Network Rail are lodging a holding objection for the following reasons.

Whilst it is noted that it is not intended to pump water off-site it is stated that water within the site will be pumped around the site where necessary to allow the mineral to be worked dry. The applicant must demonstrate what implications this localised de-watering will have to the railway line / cutting which runs parallel to the northern boundary of the site.

Similarly, the intention is to construct a lagoon and silt pond in the northern area of the site. This will likely require the placement of an impermeable surround to the void in order to retain the water. In so doing it may impact on the north to south hydraulic gradient of the water permeating through the River Terrace Deposit (RTD) and potentially create a 'backing up' of water to the north of the site in the RTD within which sits the railway cutting.

Likewise, the restoration of the site using 1.8Mt of imported inert waste, with lower permeability than the in-situ RTD, will also alter the near surface hydraulic gradient and potentially impact on the railway cutting to the north. The applicant must give further consideration to this.

The site is a former airfield, and the Explosive Ordnance Risk Rating is "Medium". Accordingly, it is assumed that conditions will be included in the planning permission for requiring a scheme to be submitted and approved in the event that ordnance is discovered on site. In this regard, consideration need to be given to the proximity of the active railway line to the north of the site.

Subject to addressing the foregoing matters, where a planning permission is proposed to be granted then conditions should be included to ensure:

- No storage of any materials, including materials used for the screening mounds, shall be placed within 30m of the railway boundary as shown on Drawing No 21-12-_HAMBLE_PHASING OVERVIEW.LSS
- There must be no reduction in the effectiveness of any drain or watercourse belonging to Network Rail. Furthermore, there must be no interference to any existing drainage rights that Network Rail enjoys.
- Without the prior approval of Network Rail, the works shall not generate an increase in the existing flow rates into any culvert that passes beneath the railway.
- Storm or surface water must not be discharged onto or towards Network Rail property. Suitable drainage or other works must be provided and maintained by the developer to prevent surface flows or run-off affecting the railway.
- It is noted that a footpath is proposed to be constructed along the northern boundary of the site adjacent to the railway line. The developer should therefore be required to provide and maintain a suitable trespass-proof fence adjacent to the existing railway boundary to prevent public access to railway property.
- Cranes and jibbed machines, used in connection with the works, must be so positioned that the jib or any suspended load does not swing over railway infrastructure or within 3 metres of the nearest rail if the boundary is closer than 3 metres.
- All cranes, machinery and constructional plant must be so positioned and used to prevent the accidental entry onto railway property of such plant, or loads attached thereto, in the event of failure.
- Trees planted close to the railway should be located at a distance in excess of their mature height from railway property.
- The site operator should ensure that the lighting scheme at the site does not present a dazzle hazard to train crew, and also that any coloured lighting does not conflict with the railway signalling system. The lighting scheme for the site must be submitted to Network Rail for prior approval.

To resolve the concerns addressed within this consultation response, the applicant will be required to engage with Network Rail's Mining team. These can be obtained by contacting myself.

I trust the above clearly sets out Network Rail's position on the proposal.

Kind regards,

Nick Donoghue

Town Planning Technician | Property (Southern)

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