



Network Rail
1 Eversholt Street
London
NW1 2DN

Our Ref:
Your Ref: 22/02771/OUT
Date: 17th August 2022

Contact: Oliver Owen
Tel: 07515 629011
Email: Oliver.Owen@networkrail.co.uk

Fiona Bradley
Greater Cambridge Shared Planning
Cambridge City Council
PO Box 700
Cambridge CB1 0JH

Sent by email

Dear Fiona

**Land North Of Cambridge North Station Milton Avenue Cambridge
Cambridgeshire - 22/02771/OUT [SCDC]**

Thank you for inviting us to comment on the above planning application submitted by Brookgate Property Ltd for life sciences and tech labs, offices, mobility hub and 425 homes at Network Rail's Cambridge North site. This letter sets out Network Rail's response and support in relation to its Property and Asset Protection functions within the organisation.

Property

Network Rail is committed to supporting the Government's aims to provide more housing across the UK. Therefore, Network Rail's key objectives include unlocking and releasing surplus land for housing development and in doing so, it seeks to ensure that opportunities to deliver housing and long-term regeneration are maximised, particularly as the development around stations delivers clear benefits to passengers and the wider community.

In line with this objective Network Rail is one of the key landowners and partners in the Chesterton Partnership developing a new concept masterplan of the Cambridge North Station area with key projects aims:

- Better public spaces and more local amenities;
- Significant investment in the area and new jobs for local people;
- Sustainable buildings and a greener environment; and
- High-quality housing for a mixed community.

Following on from the redevelopment of Cambridge North Station it is considered that the proposed development will form a vital part of the regeneration of the area to the north of the station, and east and west of Cowley Road.

Network Rail has worked closely with Brookgate and the Council throughout the design development process. It is committed to ensuring that this highly sustainable brownfield site is released for the delivery of a high-quality development on land currently under-utilised for employment and housing. The site offers the opportunity for a new, vibrant, sustainable, and highly connected mixed-use community and to deliver an integrated and convenient transport interchange that supports economic

growth, highlighting Cambridge North as a city-wide public transport hub and destination.

Therefore, Network Rail fully supports the proposals for redevelopment.

Asset Protection

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure in England, Scotland, and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) 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.

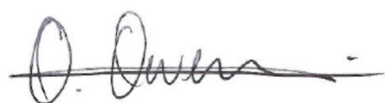
Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionAnglia@Networkrail.co.uk prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

The applicant / developer must also follow the Asset Protection informatives (enclosed) which are issued to all proposals within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

I trust the above is clear, however, if you require any further information from Network Rail, please do not hesitate to contact me.

Yours sincerely,



Oliver Owen
Development Planning Manager
Network Rail, Group Property

Enc.

Emailed to: Greater Cambridge Shared Planning -
planning@greatercambridgeplanning.org



Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

No.	Issue	Reasons/Mitigations
1	Encroachment on the boundary fence, interference with sensitive equipment, space for inspection and maintenance of the railway infrastructure.	The developer / designer must ensure that the development line is set back from the Network Rail fence line to achieve sufficient gap / space to inspect and maintain Network Rail fence line and provide an access for inspection and maintenance of the proposed development or other assets in the future without imposing any risks to the operational railway. This would normally be 5m from the boundary fence depending on the adjacent NR assets or boundary fence.
2	Stability of railway infrastructure and potential impact on the services.	Existing railway infrastructures including embankment should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment etc.).
3	Potential buried services crossing under the railway tracks. Some of the services may be owned by Network Rail or Statutory Utilities that may have entered into a contract with Network Rail.	The developer is responsible for a detailed services survey to locate the position, type of services, including buried services, in the vicinity of railway and development site. Any utility services identified shall be brought to the attention of Senior Asset Protection Engineer (SAPE) in Network Rail if they belong to railway assets. The SAPE will ascertain and specify what measures, including possible re-location and cost, along with any other asset protection measures shall be implemented by the developer.
4	Proximity of the development to the Network Rail	The developer must ensure any future maintenance does not import the risks to the operational railway. The applicant must ensure that the construction and subsequent maintenance of their development can be

	infrastructure and boundary fence and adequate space for future maintenance of the development.	carried out without adversely affecting the safety of operational railway.
5	Collapse of lifting equipment adjacent to the boundary fence/line.	Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling adjacent to the running line'. Collapse radius of the cranes should not fall within 4m from the railway boundary unless possession and isolation on NR lines have been arranged or agreed with Network Rail.
6	Collapse of temporary structure near the railway boundary and infrastructure.	Any temporary structures which are to be constructed adjacent to the railway boundary fence (if required) must be erected in such a manner that at no time will any item fall within 3 metres from the live OHLE and running rail or other live assets. Suitable protection on temporary works (for example: Protective netting around scaffold) must be installed.
7	Piling adjacent to the railway infrastructure if any. Concerns with ground movement affecting the track geometry and surrounding ground and structure stability.	The developer must ensure that any piling work near or adjacent to the railway does not cause an operational hazard to Network Rail's infrastructure. Impact/Driven piling scheme for a development near or adjacent to Network Rail's operational infrastructure needs to be avoided, due to the risk of a major track fault occurring. No vibro-compaction/displacement piling plant shall be used in development.
8	Trespasses and unauthorised access through an insecure or damaged boundary fence.	Where required, the developer should provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. Network Rail's existing fencing / wall must not be removed until it is agreed with Network Rail.
9	Interference with the Train Drivers' vision from artificial lighting and human factor effects from glare.	Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting. Glint and Sunlight glare assessment should be carried out (if there is a risk) to demonstrate the proposed development does not import risk of glare to the train drivers which can obstruct in the visibility of the signals.
10	Errant vehicle onto the railway land.	If there is hard standing area / parking of vehicles area near the property boundary with the operational railway, Network Rail would recommend the installation of vehicle incursion barrier or structure designed for vehicular impact to prevent vehicles accidentally driving or rolling onto the railway or damaging the railway lineside fencing.
11	Potential impact on the adjacent railway infrastructure from the construction activities.	The applicant shall provide all construction methodologies relating to works that may import risks onto the operational railway and potential disruption to railway services, the assets, and the infrastructure for acceptance prior to commencing the works. All works must also be risk

		assessed to avoid disruptions to the operational railway.
12	Structural stability and movement of Network Rail Assets.	Network Rail's infrastructures should be monitored for movement, settlement, cant, twist, vibration etc if there are risks from the proposed development (if there the proposed development import these risks in the operational railway) to mitigate the risk of adverse impact to the operational railway in accordance with Network Rail standard 'NR/L2/CIV/177 - Monitoring track over or adjacent to 13building or civil engineering works'.
13	Invasive or crawling plants near the railway.	The developer must ensure that the locations and extent of invasive plant (if any, for example: Japanese Knotweed) are identified and treated in accordance with the current code of practice and regulations if exists on site. Any asbestos identified on site should be dealt in accordance with current standard, Health and Safety Guideline and regulations by the developer.
14	Effects due to electromagnetic compatibility on the users and the development located within proximity of a high voltage overhead electrification lines.	Any Outside Party projects that will be within 20m and/or any transmitter within 100m of the operational railway will be required to undertake an Electromagnetic Compatibility assessment to be carried out in accordance with Network Rail standards 'NR/L1/RSE/30040 & 'NR/L1/RSE/30041' and NR/L2/TEL/30066'. The developer will be required to undertake a full Electro Magnetic Interference (EMC) risk assessment on the impact the project will have upon NR.
15	Risk of electrocution and EMC interference to human health due to 25kV live OHLE on railway.	<ul style="list-style-type: none"> • Electrocution Clearance - within 3m of the overhead cable. Distance within which any works will require the overhead cable to be isolated. • Electromagnetic interference – within 5.2m. Distance within which the effect on human health should be considered. • Dewirement zone – within 5.2m. Distance within which the overhead cable could reach in the event of a failure. • Electromagnetic compatibility – within 7m. Distance within which the affect of the building on the cable function needs to be considered in the design.
16	Environmental pollution (Dust, noise etc.) on operational railway.	Contractors are expected to use the 'best practical means' for controlling pollution and environmental nuisance complying all current standards and regulations. The design and construction methodologies should consider mitigation measures to minimise the generation of airborne dust, noise, and vibration in regard to the operational railway.
17	Tree species alongside the railway boundary.	Contractors are expected to use Network Rail recommended tree species only if required alongside the railway boundary. List of recommended tree species can be made available when requested.
18	Disruption of access to operational railway.	If there are any access points / gates to the railway, it's contractor's responsibility to maintain 24/7 unobstructed access to the railway for maintenance purposes.
19	Flying objects on operational railway from the playground if any adjacent to the operational railway.	If there are playgrounds next to the operational railway, the developer shall consider a barrier / fence to hold the objects (for example: balls).
20	There is a risk of	Project shall engage signal sighting chair and carry out full signal

	obstruction to the visibilities of railway signals due to the development.	sighting assessment to confirm the railway signals are visible to the train drivers.
21	Drainage.	Drainage from the site shall be taken away from the railway infrastructure. There shall not be any attenuation tank or soakaways within 10-20m from the railway boundary.
22	Interface with NR Telecom System (GSM-R)	Due to the proposed development adjacent to the operational railway, GSM-R service might be impacted. Project shall carry out this assessment during the design phase.

If you would like to discuss any of the above, please contact your local Network Rail's Asset Protection team:

Anglia: AssetProtectionAnglia@Networkrail.co.uk

Kent and Sussex: AssetProtectionLondonSouthEast@NetworkRail.co.uk

Wessex: AssetProtectionWessex@NetworkRail.co.uk

To identify your route, please use the link: <https://www.networkrail.co.uk/running-the-railway/our-routes>