

Cerys Jones

From: Kevin Hughes
Sent: 09 November 2015 14:12
To: planning_admin
Subject: FW: Wrexham ref P-2015-0728 Kronospan Holyhead Rd Chirk gas engines building

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From: TownPlanning LNW [<mailto:TownPlanningLNW@networkrail.co.uk>]
Sent: 05 October 2015 09:47
To: Kevin Hughes
Subject: Wrexham ref P-2015-0728 Kronospan Holyhead Rd Chirk gas engines building

FAO Kevin Hughes
P/2015/0728
Kronospan, Holyhead Rd Chirk
Erection Of Building To Contain Three Gas Engines And Three Steam Boilers, Erection Of Electrical Substation Building, Oil Tank Compound A Duct From The Press Abatement System To Carry Process Emissions To The Seka (Wesp) Stack And Associated Infrastructure
328727 / 338242

Kevin

From the location plan it appears that the proposed building for the gas engines and the substation are away from the railway boundary, but we would add the following for information and action where necessary.

Network Rail requests that the developer submit a risk assessment and method statement (RAMS) for the proposal to the Network Rail Asset Protection Engineer once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken within 10m of the operational railway. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. The developer should contact Network Rail Asset Protection prior to works commencing at AssetProtectionWales@networkrail.co.uk to discuss the proposal and RAMS requirements in more detail.

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement should be submitted to the Network Rail Asset Protection Engineer.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

If vibro-impact equipment is to be used we would request a condition is added to the planning consent as follows:

"Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to the LPA and Network Rail."

Reason – to prevent any piling works and vibration from de-stabilising or impacting the railway.

Regards

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