

GUIDANCE FOR DEVELOPMENT ABOVE/ADJACENT TO RAILWAY TUNNELS

1. The Developer should undertake a topographical survey of the site to determine the exact location and relationship of Network Rail's tunnels to the ground surface features. All levels to be related to Ordnance Datum. At this stage it would be beneficial for the applicant to also undertake a tunnel condition survey also.
2. Network Rail's Engineer is to approve details of any development or works within 15 metres, measured horizontally, from the outside face of the tunnel extrados with special reference to:
 - a. The type and method of construction of foundations
 - b. Any increase/decrease of loading on the tunnel both temporary and permanent. Certified proof that the proposals shall have no detrimental effect upon the tunnel will be necessary.
3. Any proposal must not interfere with Network Rail's operational railway nor jeopardise the structural integrity of the tunnel.
4. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the tunnel structures nor for any noise or vibration arising from the normal use and/or maintenance of the tunnel. No right of support is given or can be claimed from Network Rail's tunnels or railway land.
5. The developer is to reimburse Network Rail the cost of any remedial works to damage or deterioration of the tunnel structures caused by any development and in this respect Network Rail reserves the right to carry out any necessary emergency work on the site at the Developer's expense should this become necessary to safeguard the integrity of the tunnel structure.
6. If construction or other shafts associated with the tunnels are identified, Network Rail's Engineer must be advised immediately and work in the vicinity stopped. Network Rail's approval must then be obtained and working methods agreed before work is permitted to re-commence. The Developer is to reimburse Network Rail the cost of any necessary physical work, protection and/or supervision.
7. Network Rail to retain unencumbered rights of access to any existing tunnel shafts .
8. Where new roads, turning spaces or parking areas are to be situated adjacent to the tunnel shaft, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling into or damaging the tunnel shaft.

9. All drainage from any development must be taken away in an approved sealed pipe system. No soak ways are to be constructed within 50 metres of the tunnel. Details must be submitted for approval.
10. No piling over the tunnel. Bored piles as part of an independently supported structure clear from the tunnel may be acceptable, but the piles must not be closer than 5 metres from the outside face of the tunnel structure and have full bearing below invert levels, unless with prior approval of Network Rail.
11. Consideration will also be given to the monitoring of the tunnel in the vicinity of any development at regular intervals before, during any works and at completion, the cost of which to be at the Developers expense.
12. The developer should ensure that he has complied with all restrictive covenants, if any, contained in the title deeds to the property.
13. It should be noted that Network Rail as part of its rolling maintenance programme of tunnels will continue to seek access on an annual basis to carry out routine inspections of the land above such tunnels.

The Developer shall ensure that these requirements are met and provide, for acceptance by Network Rail, sufficient evidence, supported by drawings, calculations and Design check certificates. Design check certificates will be subject to an independent check arranged by and at the expense of the applicant.