



6th May 2008

To: Jackie Ratcliffe
Planner
Lake District National Park Authority
Murley Moss
Oxenholme Road
KENDAL
Cumbria
LA9 7RL

Y/ref: DC7/2008/3025
Dated: 28 April 2008

Dear Ms. Ratcliffe,

Comments on Planning Application No. 7/ 2008/3025 **Extension to Agricultural Shed, Cocklakes, Penrith, CA11 0SG**

Thank you for your letter, which arrived over the Bank Holiday weekend, asking us to comment on this application.

Having looked at the application and supporting material on your website, I feel that it is appropriate to repeat and amplify the comments that I made regarding the application for the original building (Application No. 7/2007/3113) - which apparently were received by you too late to be considered.

In the current application there is cause for concern, although we would have no objection in principle to the development provided that the trackbed of the Keswick to Penrith Railway was not affected..

The drawings contain some inconsistencies regarding exact location and relationship to the trackbed. On some of the drawings, it seems that the building is intended to encroach onto the former Railway trackbed.

Thus there seems to be a contradiction, or possible source of ambiguity.

In the "design and access statement" the applicant's agent states that "The required minimum width of the former railway route will be retained".

Retaining a "minimum" width of trackbed could severely restrict the operation of the reinstated Railway thus:

- by eliminating the possibility of laying a second track
- by requiring a deviation which would add to reinstatement costs
- by imposing a speed restriction for proximity to buildings, or due to a deviation

Any of these factors could significantly reduce the overall capacity of the Railway (in terms of the number of trains which could be handled per day). Any such restriction would be detrimental to the whole Railway scheme - affecting its overall viability - and reducing the benefits which would accrue to the National Park.

The Railway at Cocklakes was formerly double tracked, and it is technically feasible to reinstate both tracks to allow more than the minimum frequency of service to operate.

If the re-opened Railway was restricted to single track, for example, it would not be possible to increase the frequency above one train per hour in each direction, and highly unlikely that trains for special events, or excursions, or freight, could ever be handled. Additional speed restrictions could make running an hourly service with intermediate stops difficult or impossible.

This would be a serious handicap to future development of the region as a whole.

It is essential, therefore, that the FULL width of the original trackbed remains clear, and that no new building is placed so close to it that it would cause any of the above limitations to be imposed. This would allow maximum flexibility of development of the Railway, and maximum benefits for the area.

The applicant has not provided a figure for the "required minimum width", or reference to any source for clarification.

The following item from the Rail Safety and Standards Board website is relevant:

GE/GN 8573 "Guidance on Gauging". The relevant section is appended to this letter.

The minimum width for double track, according to the current version of this Guidance Note, is 8740 mm (actually 4370mm either side of the centre line of the existing trackbed) (calculated as 1950+1435+1970+1435+1950 mm from the attached diagram).

This in itself imposes a future maximum passing speed for trains of 160kph (100mph), which should be adequate for our purposes. Please note that the figures quoted amount to an absolute MINIMUM, not an approximation.

I would therefore ask that the "minimum required width" of the trackbed to be retained is interpreted as that width required by modern standards for trains moving at up to 100mph to pass on double track. The Standard extract attached is the basis of future requirements which we will be obliged to work to. The figure we have calculated is 4370mm either side of the centre line of the existing trackbed.

It would be extremely helpful if the Lake District National Park Authority took this as a key parameter for protecting the whole length of the Keswick to Penrith Railway trackbed within its area of influence.

Thank you for taking into consideration the future reinstatement of the Keswick to Penrith Railway, which will have great benefits for the area as a whole, and is supported by the Northwest Regional Development Agency.

Yours sincerely,

Cedric Martindale
Managing Director
CKP Railways plc

Guidance on Gauging

Part J Development of a structure gauge

J1 A possible structure gauge for Britain

The following model allows the development of a standard structure gauge based upon the parameters discussed in sections J2 and J3.

The structure gauge model is based upon the traditional BR structure gauge defined in BR Handbook 4 and further described in withdrawn Railway Group Standard GC/RT5204.

The terms 'vertical' and 'lateral' are used to describe dimensions perpendicular to, and parallel with, the plane of the rails respectively, irrespective of track cant.

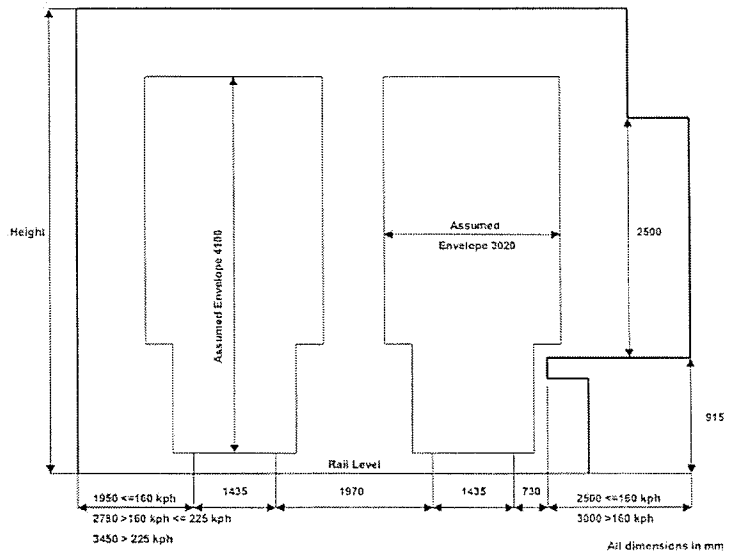


Figure 4: Model structure gauge requiring minimum associated control measures (applicable only to straight and level track)