

Altman, Rebecca

From: Woedem Acolatse <Woedem.Acolatse@networkrail.co.uk>
Sent: 30 September 2026 15:15
To: Eastleigh DC
Subject: F/26/102043
Attachments: ASPRO Informatives Wessex 2026.pdf

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OFFICIAL

Town Planning Southern Region**Network Rail**

Address: 4th Floor, 1 Puddle Dock, London

Date: 30/09/2026

Application Ref: F/26/102043

Site: FORMER ODM BUILDING, SOUTHAMPTON ROAD, EASTLEIGH, SO50 5QT

Proposal: Use of premises for vehicle repair and servicing, to include MOT testing station (Use Class B2 - general industrial)

Network Rail Consultation Response:

Dear Planning,

Thank you for consulting Network Rail on the above planning application, please see our formal comments below.

Network Rail 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.

Due to the close proximity of the proposed development 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 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. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website

<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and->

[optimisation/](#)). This website also provides more information about our Asset Protection team and the services they offer.

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

Please refer to the attached document, which contains informatives relevant to your proposal, particularly in relation to vehicle incursion and the site's proximity to the Network Rail boundary. These informatives should be carefully considered as part of the development process.

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

Best Wishes,
Woedem Acolatse



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