

From: [Aaron Walsh](#) on behalf of [Town Planning LNE](#)
To: [Planning](#)
Subject: 6/2023/1086/HOUSE - Full Application at Postern Gate Farm Newgate Street Village Hertford SG13 8QR
Date: 30 June 2023 14:55:20
Attachments: [image001.png](#)
[Standard Drainage Requirements.doc](#)
[Standard Informatives.docx](#)

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Network Rail Consultation Response

FAO:	Chris Carter
Date:	30/06/2023
Application reference:	6/2023/1086/HOUSE
Proposal:	Erection of an outbuilding following demolition of existing outbuilding and removal of concrete blocks to vehicle crossover
Location:	Postern Gate Farm Newgate Street Village Hertford SG13 8QR

Thank you for your recent correspondence relating to the above application.

Network Rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Following assessment of the details provided to support the above application, Network Rail has **no objection in principle to the development**, but below are some requirements which must be met,

Vehicle Incursion Measures

We note that proposed use of the new storage building will be for the primary use for storing vehicles. We additionally note the proposal incorporates a new access route to the south of said building.

An Armco or similar barrier or raised curbing should be located in positions where vehicles may be in a position to drive into or roll onto railway land or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged.

Given vehicle movements, a provision should be made where the new access route is being implemented to the south of proposed building. This is in accord with the new guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways.

Condition

Given the nature of the proposals and location of turning areas/roadways, we would expect that a condition securing the design and installation of suitable vehicle incursion measure by the developer is included in any consent. This is for the safety, operational needs and integrity of the railway.

Works in Proximity to the Operational Railway Environment

Development Construction Phase and Asset Protection

Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any

work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.

Condition

Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Contact details for Asset Protection are supplied below and **we would draw the developers' attention to the attached guidance on Network Rail requirements.**

Drainage

It is imperative that drainage associated with the site does not impact on or cause damage to adjacent railway assets. Surface water must flow away from the railway, there must be no ponding of water adjacent to the boundary and any attenuation scheme within 30m of the railway boundary must be approved by Network Rail in advance. There must be no connection to existing railway drainage assets without prior agreement with Network Rail. **Please note, further detail on Network Rail requirements relating to drainage and works in proximity to the railway infrastructure is attached for your reference.**

Condition

It is expected that the preparation and implementation of a surface water drainage strategy addressing these above points will be conditioned as part of any approval.

NB – consider if the delivery of HGV and ALVs are likely to pass over a level crossing or under/over a railway bridge.

Reason for above conditions:

The safety, operational needs and integrity of the railway.

Informatives:

Please see attached standard railway requirements to be included as informatives.

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Conclusion

Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at townplanningline@networkrail.co.uk.

Useful Network Rail contacts;

Asset Protection Eastern

For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email assetprotectioneastern@networkrail.co.uk.

Land Information

For enquiries relating to land ownership enquiries, please email landinformation@networkrail.co.uk.

Property Services

For enquiries relating to agreements to use, purchase or rent Network Rail land, please email propertyserviceslneem@networkrail.co.uk.

Kind Regards

Aaron Walsh

Graduate

Network Rail Property (Eastern Region)



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