

From: [Matt Leighton](#) on behalf of [Town Planning LNE](#)
To: [Planning](#)
Subject: Ref 6/2021/0181/MAJ - residential development, Former Shredded Wheat Factory, Broadwater Road, Welwyn Garden City
Date: 22 March 2021 15:34:33
Attachments: [image001.png](#)
[Standard Information.docx](#)

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Network Rail Consultation Response

FAO:	Ms Clare Howe
Date:	22 March 2021
Application reference:	6/2021/0181/MAJ
Proposal:	Hybrid planning application
Location:	Former Shredded Wheat Factory, Broadwater Road, Welwyn Garden City, AL7 1RR

Thank you for giving us the opportunity to comment on the proposal.

You will be aware of our previous responses to the pre-application consultations issues in respect of the site and it is disappointing to note that neither of our key issues raised have been addressed in this application.

We have previously indicated our concern that the existing S106 funding for footbridge improvements is insufficient to provide full Equality Act accessibility to the bridge itself. Although the main structure has now been refurbished utilising some of the funding provided in the S106 Agreement we note the funding of a lift and improved staircase is not addressed in the planning statement but merely says that it is planned - but we would question how the improvements to mobility impaired pedestrians is going to be addressed given the remaining funding in the existing S106 pot is considered insufficient to deliver the suggested improvements. Secondly we again must express our concern that the current NR access road onto Bridge Road seems to be regarded as a satisfactory access route for part of the development (notwithstanding the previous approvals). We must repeat that the road is not of adoptable standard, it is merely hardcore; whilst this is sufficient for our needs the transport assessment makes no mention of the condition of the road given the likely level of usage it will see. We have previously sought agreement from WQ that they would finance the improvement of the road to adoptable standard but no satisfactory conclusion has been reached. As such we consider that (notwithstanding the previous approved consent) the current application should include provision within a S106 agreement for a financial contribution to cover the upgrade of the road to an acceptable standard. Ideally the road should be adopted by the highway authority given the level of use envisaged by the proposed development.

The sidings at Welwyn are very important to NR and is utilised as a key access point for maintenance purposes; they are the most southern stabling point from Kings Cross. The sidings are frequently occupied by tampers, milling and grinding machines. The tampers are operating every week and the milling and grinding probably every 2 to 3 weeks. They operate day and night when they are running and are a loud source of noise. The Authority should be satisfied that an adequate noise assessment has been carried out and that appropriate insulation is provided for residents.

It should also be noted that the turning area for Network Rail lorries at our yard access gates must remain as before ie no reduction in the width of the access road as a result of the development. It is imperative that rail related vehicles are able to access and manoeuvre without obstruction or restriction.

Below are some further requirements which must be met:

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.**

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.

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 townplanninglne@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



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