

Planning Department

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**Submission by email:**

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## Network Rail Consultation Response

**Reference:** HGY/2022/4533  
**Location:** Whitehall Community Centre, Whitehall Street, Tottenham, London, N17 8BP  
**Recommendation:** Approve

Dear Sir/Madam,

Thank you for consulting Network Rail (NR) regarding the above planning application. Please see below the informative suggested by our Asset protection Team (ASPRO);

**Item 1. Issues** - Environmental pollution (Dust, noise etc.) on operational railway.

**Reasons/Mitigations:**

The design and siting of installations should take into account possible effects of noise, vibration and generation of airborne dust in regard to the operational railway. Contractors are expected to use the 'best practical means' for controlling pollution and environmental nuisance complying all current standards and regulations. The design and construction methodologies should consider mitigation measures to minimise the generation of airborne dust, noise and vibration in regard to the operational railway. Demolition work shall be carried out behind hoardings and dust suppression systems are to be employed to risk to the operational line.

**Item 2. Issues** - Collapse of lifting equipment adjacent to the NR boundary fence/line.

**Reasons/Mitigations:**

Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with **CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'**. Operation of Piling Rig should comply with Network Rail standard **'NR/L3/CIV/0063 – 'Piling, Drilling, Crane, MEWP and SMPT operations adjacent to the Railway'**. Collapse radius of the cranes should not fall within 4m from the railway boundary unless possession and isolation on NR lines have been arranged or agreed with Network Rail.

**Item 3. Issues** - Potential impact on the adjacent railway infrastructure from the construction activities.

**Reasons/Mitigations:**

The OP shall provide all construction methodologies relating to the works that may import risks onto the operational railway and potential disruption to railway services, the assets and the infrastructure for acceptance prior to commencing the works. All works must also be risk assessed to avoid disruptions to the operational railway. Existing railway infrastructures including embankment and bridges should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment, boundary fence, etc.). All works, both temporary and permanent, should be designed and constructed, so that they will have no influence on the stability of NR's existing.

**Item 4. Issues** - Collapse of temporary work.

**Reasons/Mitigations:**

Where, in the temporary condition, structural collapse of any temporary works which may be constructed which would include scaffolding and access towers could result in any element falling within 4m of the railway boundary or a NR asset.

**Item 5. Issues** - Effect of artificial lighting and human factor effects from glare on Train Drivers

**Reasons/Mitigations:**

Any lighting associated with the proposed work must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

**Item 6. Issues** - Structural stability and movement of Network Rail Assets which will affect the Track Support Zone.

**Reasons/Mitigations:**

Please also note that the 'track support zone' is defined in Network Rail standard '[NR/L2/CIV/177 - Monitoring track over or adjacent to Construction Works](#)' and any proposal which may require works to be conducted within this zone must be identified by the outside party and subsequent consultation with Network Rail must take place. Should criteria be met within this standard, a track monitoring plan will have to be agreed with Network Rail to ensure that movement, settlement, cant, twist, vibration etc are mitigated the risk to the operational railway

**Item 7. Issues** - Piling adjacent to the railway infrastructure (**if any**). Issues with ground movement affecting the track geometry and surrounding ground and structure stability.

**Reasons/Mitigations:**

The developer must ensure that any piling work near or adjacent to the railway does not cause an operational hazard to Network Rail's infrastructure. Impact/Driven piling scheme for a development near or adjacent to Network Rail's operational infrastructure needs to be avoided, due to the risk of a major track fault occurring. No vibro-compaction/displacement piling plant shall be used in development.

**Item 8. Issues** - Proximity of the development to the Network Rail infrastructure and boundary fence and adequate space for future maintenance of the development.

**Reasons/Mitigations:**

It is recommended that all works be situated at least 3 metres from NR boundary fence, to allow construction and any future maintenance work to be carried out without involving entry or encroachment onto Network Rail's land. Where trees exist on Network Rail land, design of any foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

**Item 9. Issues - Proximity of OLE Risk/Catenary cables (if any) to proposed work.****Reasons/Mitigations:**

No works may be carried out where there is a risk of any plant or element, temporary or permanent, coming within 3.5m of the Overhead Live Electricity (if any). The proximity of the development to the 25kV high voltage Overhead live cables (and the associated steel stanchion supports), will require an electromagnetic compatibility (EMC) assessment to be undertaken by the OP to assess the potential impact on the residents, the level of electrical interference or emissions of electromagnetic fields (EMF) due to the railway equipment. EMF reduces at an exponential rate over distance, so the measured values will drop significantly at 7 meters below any buildings limit as set out by the UK or EU Standards.

**Item 10. Issues - Construction activities at height.****Reasons/Mitigations:**

Any works at height or within **3.0 metres** of the OLE infrastructure will require isolation of the overhead lines and possessions. The use of scaffolding within the close proximity to NR assets introduces high risk to individual when the railway is in operation and the overhead line is energised

**Item 11. Issues - Stability of railway infrastructure and potential impact on the services.****Reasons/Mitigations:**

Existing railway infrastructures including embankment should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment etc.). Any works within the railway boundary shall be carried out following Network Rail standard 'NR/L2/MTC/089 - Arrangements for the exchange of asset data and the continuing maintenance of assets undergoing change'.

**Item 12. Issues - Trespasses and unauthorised access through an insecure or damaged boundary fence.****Reasons/Mitigations:**

Where required, the developer should provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. Network Rail's existing fencing / wall must not be removed until it is agreed with Network Rail.

**Proposed work contained within the DEMP:****Item 13. Issues - Interference with the Train Drivers' vision**

**Reasons/Mitigations:**

Glint and Sunlight glare assessment should be carried out to demonstrate the proposed development does not import risk of glare to the train drivers which can obstruct in the visibility of the signals.

**Item 14. Issues** - Encroachment on the boundary fence, interference with sensitive equipment, space for inspection and maintenance of the railway infrastructure.

**Reasons/Mitigations:**

The developer / designer must ensure that the development line is set back from the Network Rail fence line to achieve sufficient gap / space to inspect and maintain Network Rail fence line and provide an access for inspection and maintenance of the proposed development or other assets in the future without imposing any risks to the operational railway. This would normally be 2-5m from the boundary fence depending on the adjacent NR assets or boundary fence.

**Item 15. Issues** - EMC consideration near NR boundary fence/line

**Reasons/Mitigations:**

Any Outside Party projects that will be within 20m and/or any transmitter within 100m of the operational railway will be required to undertake an Electromagnetic Compatibility assessment to be carried out in accordance with Network Rail standards 'NR/L1/RSE/30040 & 'NR/L1/RSE/30041' and NR/L2/TEL/30066'. The developer will be required to undertake a full Electro Magnetic Interference (EMC) risk assessment on the impact the project will have upon NR.

**Item 16. Issues** - Impact of potential 'flash-over' from metallic materials near Network rail assets and property

**Reasons/Mitigations:**

All metallic materials on the railway elevation may require electrical bonding for protection against flash-over from the high voltage electrification. Specialist High Voltage engineer will be required to make the necessary assessment and recommendations.

**Item 17. Issues** - Errant vehicle onto the railway land.

**Reasons/Mitigations:**

As the property boundary with the operational railway, Network Rail would recommend the structure designed for vehicular impact to prevent vehicles accidentally driving or rolling onto the railway (below) or damaging the railway lineside fencing.

**Item 18. Issues** - Stability of railway infrastructure and potential impact on the services and drainage from Soakaways / attenuation ponds / septic tanks.

**Reasons/Mitigations:**

Any Soakaways / attenuation ponds / septic tanks etc, required for the proposed scheme as a means of storm/surface water disposal should not be constructed within 10 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be added to nor compromised by any proposed work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it

becomes a controlled source and as such no water should be discharged in the direction of the railway.

**Item 19. Issues - Potential buried services crossing under the railway tracks. Some of the services may be owned by Network Rail or Statutory Utilities that may have entered into a contract with Network Rail.**

Reasons/Mitigations:

The developer is responsible for a detailed services survey to locate the position, type of services, including buried services, in the vicinity of railway and development site. Any utility services identified shall be brought to the attention of Senior Asset Protection Engineer (SAPE) in Network Rail if they belong to railway assets. The SAPE will ascertain and specify what measures, including possible re-location and cost, along with any other asset protection measures shall be implemented by the developer.

**Network Rail strongly recommends the developer contacts the Asset Protection Team [AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>**

I trust the above clearly sets out Network Rail's position on the planning application. Should you require any more information from Network Rail, please do not hesitate to contact me.

Kind regards,



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