

From: [REDACTED]
To: [REDACTED]
Subject: FW: 2273 RE: Network Rail Consultation -190900 - 483791 168499
Date: 07 March 2025 08:57:30
Attachments: [REDACTED]

Advanced Notice: I will be taking time away from work between 4th April and 7th May 2025.

[REDACTED]
Associate



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From: [REDACTED]
Sent: 06 March 2025 21:57
To: [REDACTED]
Subject: RE: 2273 RE: Network Rail Consultation -190900 - 483791 168499

OFFICIAL

Dear Nick

Having reviewed the consented application and the knowledge of an existing fence being in place, we are satisfied that the boundary is sufficiently secured and there is no need for an additional fence to be erected.

KR

[REDACTED]
Senior Town Planner
Network Rail Property (Southern)
Office Address: 1 Puddle Dock, London, EC4V 3DS



E: [REDACTED]
M: [REDACTED]

For Town Planning advice, please complete this [Instruction Form](#) and submit to TownPlanningSouthern@networkrail.co.uk, following which your project will be assigned to a Town Planner who will be in contact.

Advance Notice of Leave:

At Network Rail we work flexibly – so whilst it suits me to email now, I do not expect a response or action outside of your own working hours

From: [REDACTED]
Sent: Friday, February 28, 2025 1:53 PM
To: Town Planning Southern [REDACTED] >
Subject: FW: 2273 RE: Network Rail Consultation -190900 - 483791 168499
Importance: High

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From: [REDACTED]
Sent: 28 February 2025 13:13
To: [REDACTED]
Subject: 2273 RE: Network Rail Consultation -190900 - 483791 168499 [Filed 28 Feb 2025 13:12]
Importance: High

Dear Alghoul/Network Rail,

I am representing the landowner of the site in question.

I write with regards to the below Network Rail consultation response in relation to the proposed setting out of a new SANG (Sustainable Alternative Natural Greenspace) in Wokingham.
This space is due to have a circular footpath installed within the surrounding greenspace.
No residential development is being constructed.

In relation to fencing, you have provided a 'standard comment' which stipulates that the developer is to provide a 1.8m high trespass proof fencing along the boundary adjacent to the railway.

Having personally walked this boundary, I can confirm that there is already a solid 1.8m high trespass proof fence in place. (concrete post, mesh, barbed wire topped) – please see selected images attached and plan of boundary below.

My understanding (as taken from the following webpage; <https://www.networkrail.co.uk/communities/living-by-the-railway/fencing/>) is that Network Rail are responsible for this boundary fencing and its suitability based on the adjacent land use.

Based on the above information, it seems reasonable **not** to expect the developer to install an additional fence running parallel with the existing.
Please can you provide comment/agreement to this?



Kind regards,

Associate Director



Head Office: Harley House, Brooklands Park, Farningham Road, Crowborough, East Sussex, TN6 2JD

London Office: 3rd Floor, News Building, 3 London Bridge Street, London SE1 9SG

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From: [REDACTED]
Sent: 11 October 2019 12:06
To: [REDACTED]
Cc: [REDACTED]
Subject: Network Rail Consultation -190900 - 483791 168499

Location: 483791 168499

Proposal: Change of use of land from nil use to D2 for proposed Suitable Alternative Natural Greenspace (SANG) with associated landscaping.

Dear Sir/Madam

Thank you for consulting Network Rail regarding the above planning application.

The site is located near to the railway sidings, so extra precaution should be taken should you plan to develop 2-3 meters away from the railway sidings. A standard comment is attached below for your information.

If there is no development to be constructed near by, Network Rail has no further comments to make.

Standard comments are as follows;

The developer **must** ensure that their proposal, both during construction and after completion of works on site, does not:

- Encroach onto Network Rail land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Place additional load on cuttings
- Adversely affect any railway land or structure
- Over-sail or encroach upon the air-space of any Network Rail land
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary. The reason for the **2m (3m for overhead lines and third rail)** stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail

Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. 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. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer 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. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) 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.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebryna"

Not Permitted: Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts AssetProtectionsWessex@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/>

Kind Regards,

Town Planning Technician | Property
Network Rail
1 Eversholt Street | London | NW1 2DN

www.networkrail.co.uk



From: [REDACTED]
Sent: 09 October 2019 10:45
To: [REDACTED]
Subject: RE: WBC Planning Application 190900 ~[UNCLASSIFIED]~

Morning Dalia,

I was wondering whether you had any further comments on this application? The application is connected to two others – 190914 and 191068 – for residential development but I'm unclear why the use of this land as public open space might pose a risk to Network Rail Infrastructure?

Kind regards

Emy

[REDACTED]
Delivery Manager (South Wokingham & Wokingham Town Centre)
Development Delivery Team
Wokingham Borough Council
Address: PO Box 157, Shute End, Wokingham, RG40 1WR

[REDACTED]
Website: www.wokingham.gov.uk



From: [REDACTED]
Sent: 22 July 2019 13:24
To: Development Control [REDACTED]
Subject: RE: WBC Planning Application 190900

Dear Sir / Madam,

Thank you for consulting with Network Rail in regards to planning application 190900

We are currently carrying out an internal investigation as we suspect that the proposed development could potentially impose a risk to Network Rail Land/Infrastructure.

We will provide a response as soon as we receive a confirmation from our internal consultants, should you have any further details that will aid this investigation please do not hesitate to contact Network Rail.

Kind Regards,

[REDACTED]
Town Planning Technician | Property
Network Rail
1 Eversholt Street | London | NW1 2DN
[REDACTED]



www.networkrail.co.uk



-----Original Message-----

From: [Redacted]

Sent: 18 June 2019 11:01

To: Town Planning SE [Redacted]

Subject: WBC Planning Application 190900

Dear Consultee,

Please see the attached document in relation to a consultation about the above planning application.

Kind regards,
Development Management

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