

Sent: 10 September 2025 10:59

Subject: 2025/91631 - West View, Browns Knoll Road, Thurstonland, Huddersfield, HD4 6XG

OFFICIAL

Network Rail Consultation Response

FAO:	Elenya Jackson
Date:	10/09/2025
Application reference:	2025/91631
Proposal:	Erection of cattle building and formation of concrete access track and feed area
Location:	West View, Browns Knoll Road, Thurstonland, Huddersfield, HD4 6XG

Good Morning Elenya,

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, especially given the proximity to railway tunnels.

It is noted that the proposed building will be constructed in close proximity to Thurstonland Tunnel, which houses the Penistone and Huddersfield Line, and it is imperative that the scheme does not impact on the structural integrity of the railway tunnel. The developer will be required to work closely with our Asset Protection Team (details below) as well as our Structures Team, prior to work commencing on site and further detail in relation to the proposed foundations, excavation depth and construction methodology will be required in order that we may ensure that there is no risk to the tunnel. Should the Council be minded to approve this application, it will be imperative that the developer is able to demonstrate to Network Rail and the Planning Authority that the proposal, the proposed foundations and construction methodology do not compromise the integrity of the our tunnel and a robustly worded condition must be included to ensure that this is the case.

Our standard tunnels condition is included below for reference;

Network Rail's Engineer is to approve details of any development works within 15m, measured horizontally, from the outside face of the tunnel extrados with special reference to:

- The type and method of construction of foundations
- Any increase/decrease of loading on the tunnel both temporary and permanent. Certified proof that the proposals shall have no detrimental effect upon the tunnel will be necessary.

Any proposal must not interfere with Network Rail's operational railway or jeopardise the structural integrity of the tunnel. The above details should be submitted to the Council and only approved in conjunction with Network Rail.

Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the tunnel structures nor for any noise or vibration arising from the normal use and/or maintenance of the tunnel. No right of support is given or can be claimed from Network Rail's tunnel's or railway land.

Condition

No development should take place in proximity to a tunnel or tunnel shafts without prior submission of details of ground investigation and foundations of the works. Such details to be approved in writing by the local planning authority in conjunction with Network Rail.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the LPAs approval in writing.

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 may 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. We would also like to advise that where any damage, injury or delay to the rail network is caused by construction works or future maintenance (related to the application site), the applicant or developer will incur full liability. This could also include police investigation as it is a criminal offence to endanger the railway or obstruct the passage of rail traffic. It should also be noted that any damage that requires a line closure or repairs can result in costs which could exceed hundreds of thousands of pounds.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal ([ASPRO Network Rail Implementation \(oraclecloud.com\)](https://asprouk.oraclecloud.com)). From there, the outside party can create an account and submit their enquiry. The enquiry will then be assigned to one of the Asset Protection team to progress. Alternative contact details for Asset Protection are supplied below and **we would draw the developers' attention to the attached guidance on Network Rail requirements.**

The application must be supported by a site-specific Construction Methodology should it not possible to satisfy Network Rail's requirements recommended in the attached. The council should satisfy itself, without consulting Network Rail, that there are good reasons why the recommended requirements cannot be adhered to.

Mining

The proposed application site falls within Network Rail's Mining Referral area. Should this application move forward, we would require the developer to work closely with our Asset Protection Team to ensure that the scheme did not adversely impact the railway infrastructure. The applicant may be required to provide ground investigation/monitoring to confirm there will be no detrimental effect on earthwork stability. Additionally, any works should comply with Network Rail guidance NR L2 CIV 191 Mod 5 (requirements for managing the risk from mining in design and construction), which will need to be managed through our Asset Protection Team.

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 propertyservices@networkrail.co.uk.

Kind Regards,



Aaron Walsh

Town Planning Technician
Network Rail Land & Property (Eastern)
George Stephenson House, Toft Green, York, YO1 6JT

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

