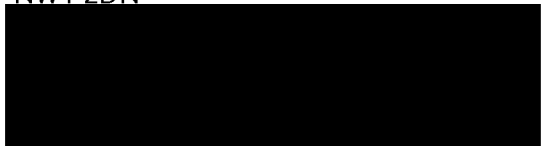




BY EMAIL planning@arun.gov.uk

Planning Services
Arun District Council, Civic Centre
Littlehampton
West Sussex
BN17 5LF

Network Rail
1 Eversholt Street
London
NW1 2DN

A large black rectangular redaction box covering the bottom portion of the Network Rail address.

31 March 2020

Arun District,

APPLICATION FOR PRIOR APPROVAL UNDER PART 18 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015

REPLACEMENT OF IVY LANE FOOTBRIDGE (IVY LANE, PO22 8AE) – NETWORK RAIL

I write to advise you that Network Rail intends to replace the Ivy Lane Footbridge which is located off Ivy Lane, PO22 8AF and between Bognor Regis and Barnham Stations in West Sussex (Easting: 493,878 Northing: 100,149).

Network Rail seeks to apply for these via a prior approval application under Part 18, Schedule 2, of the General Permitted Development Order 2015. More detail is given in the Planning Consent section.

Project Context

Network Rail is the statutory undertaker for maintaining and operating the railway infrastructure of England, Scotland and Wales. As statutory undertaker, Network Rail is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Ivy Lane footbridge provides a stepped access route for the public to cross over the rail way line. It enables movement from South Bersted residential area to the north, through to Highcroft Avenue in Glenwood to the south of the railway line.

The footpath at either end of the structure is Local Authority owned whilst the land encompassing the structure is owned by Network Rail.

Ivy Lane Footbridge is a precast concrete bridge with a stepped span and stepped access. The structure has areas of heavy spalling and exposed reinforcement along with multiple areas where concrete repairs have been undertaken, due to its condition it has been classified as life expired.

This application seeks to demolish the existing footbridge and replace it with a new footbridge. The design life of the new footbridge structure will be 120 years, and the protective paint coatings to structural steelwork is 25-30 years' service-life, and 15 years' to first maintenance.

Prior approval was previously applied for and approved in August 2017. The newly proposed location of the bridge has been altered from the design which previously received prior approval.

This has been altered due to concerns from neighbouring residents about the proposed positioning of the previous bridge design.

Application Site

Ivy Lane footbridge is located 850 north east of Bognor Regis railway station (straight line distance). The nearest postcode is PO22 8AE – Easting: 493,878 Northing: 100,149). The footbridge provides pedestrian access over the railway.

The site consists of a railway line surrounded by a strip of Network Rail owned operational land. The railway is surrounded by vegetation and residential properties on both sides of the railway.

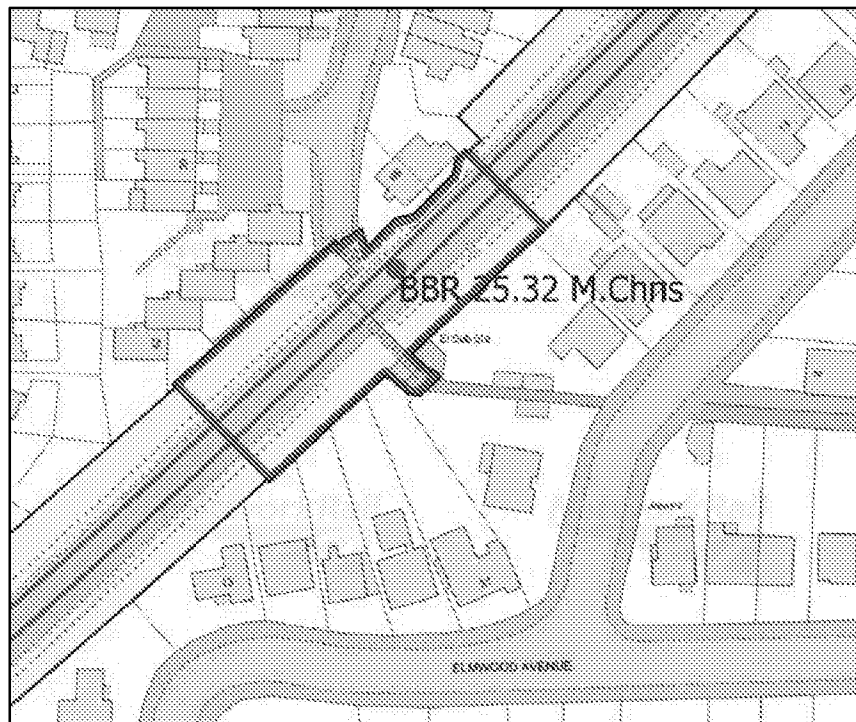


Figure 1: Site Location Plan - Site boundary is highlighted in red, land ownership in blue



Figure 2: Aerial photograph of the site and the surrounding area

The existing structure is a pre-cast concrete bridge with a stepped span and stepped access. The structure has areas of heavy spalling and exposed reinforcement along with multiple areas where concrete repairs have been undertaken. Due to the condition of the structure it has been classified as 'life expired'.

Proposal

The proposal involves the replacement of the existing footbridge. The proposed footbridge will have a straight deck and four leg trestle supports with stringer staircases. The proposed footbridge will be on a similar alignment to the existing bridge with the staircases project to the south west.

The proposed bridge would have a single simply supported square span of 15.2m with a clear walkway width of 2m. The main span will bear directly onto steel trestle cleats. The stairs will run perpendicular to the span and are comprised of 3 spans, continuous over landing support frames.

Access to the bridge will be by a 1.5m corridor from the existing access points. A 2.4m high standard Network Rail palisade fence will prevent access onto the track area and a 1.8m high standard chain link fence will prevent access under the stairs, whilst enabling visibility around corners.

The existing bridge has a fully enclosed mesh canopy due to vandalism and trespassing and it is proposed that this is incorporated on the new bridge. Chevaux-de-frise are also currently installed at the entrances to the bridge and it is proposed that these are incorporated into the new design as well.

The following temporary works are required for these works:

- Crane scheme including crane outrigger pads. Crane loads to be spread to provide acceptable bearing pressures;
- Ground support when excavating for foundations;
- Access Scaffolds;
- Existing footbridge demolition;
- Vegetation removal.

There will be an area of the footpath that falls outside of Network Rail owned land which will have fences demolished/replaced and paths resurfaced. This application does not seek approval for these works. Network Rail and its appointed contractor will engage with the relevant Highway Authority to gain the required licence for these proposed works.

The location of the temporary site compound, details of works outside of Network Rail land ownership, and details of planned disruptions will be confirmed upon completion of the tender process of which the winning contractor will provide a proposal. Network Rail and the contractor will engage with the relevant Authorities where required for the temporary works, demolition works, and disruption.

At this time no lighting is proposed for the footbridge however provision has been made for it in the design by incorporating Garda Light fixing plates to the main span.

At this stage no ramped access has been included however passive provision for future inclusion of access ramps has been included via removable trestle panels.

Part 18 of the GPDO 2015

The works described above comprise a railway operational development for which Network Rail has statutory powers and planning permission is therefore granted by virtue of Part 18 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, which relates to development authorised by a local or private Act of Parliament.

The railway line and Ivy Lane footbridge was constructed with the authority of Parliamentary powers contained in the Southern Railway Act 1937. The Act incorporates the Railway Clauses Consolidation (RCC) Act 1845. Section 16 of the RCC 1845 Act contains powers of alteration, maintenance and substitution.

Section 16 of the RCC Act 1845 enlarges upon the works which may be carried out and this includes the following powers; "They may erect and construct such houses, warehouses, offices, and other buildings, yards, stations, wharfs, engines, machinery, apparatus and other works and conveniences as they think proper". A copy of Section 16 of the Act is attached for your information.

It is acknowledged that under condition A1 of Part 18, it is necessary for details to be submitted to the Council for Prior Approval to the design and siting of the proposed works. It should be noted however that under Condition A2, the Prior Approval cannot be refused unless the Council are satisfied that the development ought to be and could reasonably be carried out elsewhere on the land, or the design or external appearance would injure the amenity of the neighbourhood and is reasonably capable of modification so as to avoid such injury. It is noted that the proposed positioning of the bridge is a second revision. Prior Approval was granted in 2017 for a different design which effectively mirrored the existing bridge.

It is considered that due to the location of the proposed bridge which will be on a similar alignment to the existing structure, it will have limited impact on residential amenity. The stair wells will project to the south west in line with the tracks. However, as they will extend up to the bridge which is in a similar location to existing, it is considered the impact on adjoining properties will be limited.

The temporary site compound would be permitted under Part 4 (Temporary buildings and uses) of the Town and Country Planning (General Permitted Development) (England) Order 2015.

I enclose herewith a copy of the following supporting material:

- Site Location Plan (1:1250);
- Site Photographs;
- Railways Clauses Consolidation Act 1845 – Section 16;
- Drawings:
 - 010 – Rev P01 – Existing Block Plan;
 - 011 – Rev P01 – Existing General Arrangement;
 - 020 – Rev P01 – Proposed Block Plan;
 - 021 – Rev P01 – Proposed General Arrangement;
 - 022 – Rev P01 – Proposed High Level Plan;
 - 023 – Rev P01 – Proposed Low Level Plan;
 - 012 – Rev P01 – Existing Elevations (1);
 - 013 – Rev P01 – Existing Elevations (2);
 - 024 – Rev P01 – Proposed Downside and Upside Elevations;
 - 025 – Rev P01 – Proposed London End and Country End Elevations;
 - 035 – Rev P01 – Proposed Canopy Details.

There is no prescribed application form for these submissions or any fee payable.

Network Rail awaits formal correspondence confirming that Arun District Council is satisfied with the proposed development and that prior approval has been granted. In the mean-time please acknowledge this letter via email.

If you require any further information to process this proposal, then please do not hesitate to contact me.

Yours faithfully,

Anna Woodward
Town Planner