

From: Donoghue Nicholas [REDACTED]
Sent: 19 July 2019 14:00
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Network Rail Consultation: F/30/18/PL

Dear Sir/Madam,

Thank you for consulting Network Rail about the application F/30/18/PL. Due to the potential impact on Network Rail Infrastructure the proposed development to Network Rail land please see below the comments we would like to make:

Network Rail strongly recommends the developer contacts AssetProtectionLondonSouthEast@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/>.

As well as contacting the Asset Protection Team 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

Drainage

Run-off from the proposed polytunnels 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.

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.

Kind Regards,

Nick Donoghue

Town Planning Technician | Property



From: planning.responses@arun.gov.uk <planning.responses@arun.gov.uk>

Sent: 25 June 2019 12:23

To: Town Planning SE 

Subject: Please find attached amendment on planning application Ref: F/30/18/PL

To: **National Town Planning Manager**

NOTIFICATION FROM ARUN DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO: F/30/18/PL

Registered: 11-JAN-19

Site Address: Wicks Farm Ford Lane Ford BN18 0DF

Grid Reference:

Category: Plan Applicat'n

Description of Works: 2 multispan tunnels, 2 ancillary outbuildings, drainage pond, associated drainage works, external hardstanding for vehicle parking, access and turning.

I am able to inform you that I have received an amendment to the above application dated 21st June 2019 relating to:- New plans and amended description

[Click here to view the plans and documents](#)

If you should wish to make further representations as a result of this amendment you should click the link below and then click on 'comment on this application'. Please make any further comment by 25th July 2019.

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

[Click here to make further comments](#)

The officer dealing with this application is Mrs A Gardner who can be contacted on telephone number Direct Dial: 01903 737529.

Thanking you in anticipation

Planning Case Officer

pmac21_email

<http://www.arun.gov.uk>
DX 57406 Littlehampton
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