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29 June 2026

Dear Arun District Council,

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

**RECONSTRUCTION OF CATTLE CREEP UNDERBRIDGE – LINESIDE WAY, LITTLEHAMPTON, WEST SUSSEX, BN17 7EH**

I write to inform you that Network Rail Infrastructure Ltd (Network Rail) intends to carry out works to the Cattle Creep Underbridge, located at Lineside Way, on the Littlehampton Junction to Littlehampton Line (Easting: 501809, Northing: 102754).

The proposal relates to the reconstruction of the Cattle Creep Underbridge, involving the replacement of the existing deteriorated steel bridge deck with a new precast concrete bridge deck, supported on new precast concrete cill beams and the existing brick abutments. These works are required to address the poor condition of the structure and ensure the continued safe and reliable operation of the railway. Further details of the proposed works are given in Section 2 below.

Network Rail seeks to apply for these works via a prior approval application under Part 18 (Class A), Schedule 2, of the General Permitted Development (England) Order (GPDO) 2015. Prior approval of the detailed plans and specification is required as the proposed

development consists of a material alteration to the external appearance of the existing bridge. Further details of Part 18 of the GPDO are provided in Section 4 below.

## 1. Project Context and Site Description

Network Rail (NR) is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR 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.

Cattle Creep Underbridge is located at Lineside Way, situated within Network Rail operational land in Wick, a suburb to the north of Littlehampton (see Figure 1). The structure is positioned between Littlehampton and Ford railway stations on the Littlehampton Junction to Littlehampton Line and carries 3<sup>rd</sup> rail electrified tracks over a pedestrian footpath public right of way P29 (PRoW) which passes beneath.



*Figure 1. Aerial view of the Littlehampton Junction to Littlehampton Line with the location of the Cattle Creep Underbridge highlighted in red (Google Maps).*

The Cattle Creep Underbridge comprises a single span trough deck with wheel timbers and a steel deck plate supported by masonry abutments. The total span is approximately 4.6 metres. The structure is currently in a deteriorated condition due to severe corrosion, and the proposed works are required to reconstruct the existing deck with a replacement precast concrete deck, to ensure the continued safe and reliable operation of the railway.

The surrounding area is characterised by railway embankments and associated infrastructure, as well as large industrial units to the east, and large retail units to the west. A Site Location Plan is enclosed with this letter showing the application site outlined in red and Network Rail ownership outlined in blue (see Figure 2).



Figure 2. Extract of Site Location Plan (application site in red, NR ownership in blue)

## 2. Proposal

The proposal involves the reconstruction of Cattle Creep Underbridge located on the Littlehampton Junction to Littlehampton Line. As outlined in Section 1 above, the existing structure is in a deteriorated condition due to severe corrosion of the steel trough deck and requires reconstruction. The proposed works seek to replace the existing superstructure while retaining the existing substructure, to ensure the continued safe and reliable operation of the railway (see Figure 3).

The proposed works comprise removal of the existing steel trough deck, including wheel timbers and deck plate, and the installation of a new precast concrete bridge deck with robust kerbs, supported on precast concrete cill beams and brick abutments. The existing brick abutments will be retained and reused as part of the new arrangement, with localised modifications undertaken where required to accommodate the new superstructure.

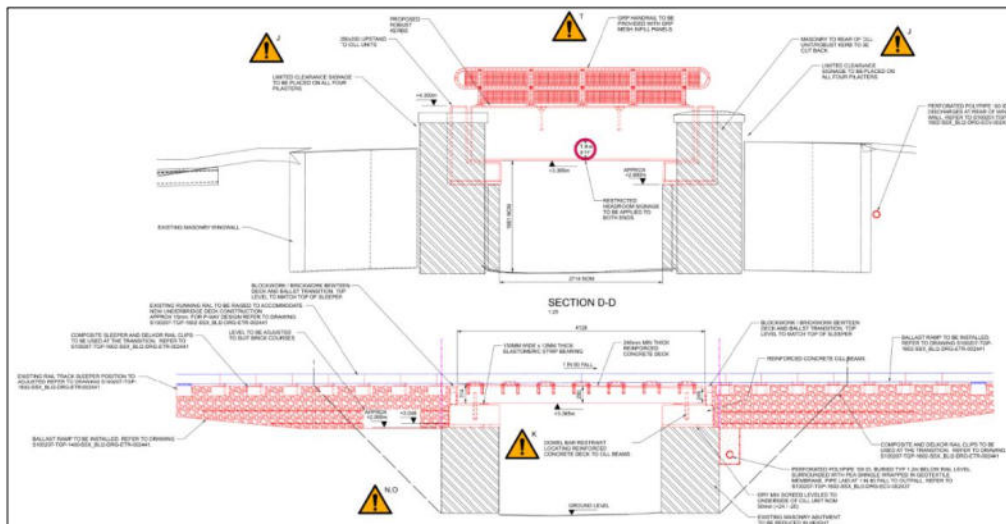


Figure 3. Extract of Proposed Sections (drawing no.: S100207-TGP-1602-SSX\_BLI2-DRG-ECV-002430 Rev.CO1)

The works will be undertaken within the existing footprint of the structure, and the current headroom beneath the underbridge will be maintained and not reduced. The span will remain approximately 4.6 meters. The replacement structure has been designed in accordance with relevant Network Rail standards and will provide a more durable and lower maintenance solution.

Associated works will include drainage improvements, reinstatement of ballast and track, replacement palisade fencing with new handrails with a Glass Reinforced Plastic (GRP) infill mesh, and the protection and reinstatement of existing services.

In November 2024, prior approval was granted under application LU/249/24/RAI, for the reconstruction of Cattle Creep Underbridge and associated works. The proposal assumed connection into the existing local drainage network, however this was not progressed due to the absence of agreement from the local water utility, and poor condition of the existing network making it prone to flooding. Drainage for the structure has therefore been amended under the current application. The revised approach removes the connection to the existing network, with discharge now proposed locally, as indicated in the updated drawings. Other than this change to the drainage arrangement, the proposal remains consistent with the previously approved design.

For more information in relation to the proposed works, please refer to supporting information, plans and drawings that have been submitted as part of this prior approval application. Works are expected to start in December 2026, once prior approval has been granted.

### 3. Part 18 (Class A) of the GPDO 2015

The proposed works detailed in Section 2 above, are classed as operational railway 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 (GPDO) 2015, which relates to development authorised by a local or private Act of Parliament.

The Authorising Act (Act of Parliament) for the railway at this location is the 'London, Brighton and South Coast Railway Act, 1860'. Section 2 of this Authorising Act incorporates the Railway Clauses Consolidation Act (RCCA) 1845.

Section 16 of the RCCA provides powers for the railway undertaker and its successors in title (now Network Rail) to *"make or construct in, upon, across, under, or over any lands, or any streets, hills, valleys, roads, railroads, or tramroads, rivers, canals, brooks, streams, or other waters, within the lands described in the said plans, or mentioned in the said books of reference or any correction thereof, such temporary or permanent inclined planes, tunnels, embankments, aqueducts, bridges, roads, ways, passages, conduits, drains, piers, arches, cuttings, and fences, as they think proper;"*

*"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;"*

Furthermore, it provides the railway undertaker (Network Rail) with powers to carry out general alterations and future works to *"alter, repair, or discontinue the before-mentioned works or any of them, and substitute others in their stead; and They may do all other acts necessary for making, maintaining, altering, or repairing and using the Railway"*.

Section 16 of the RCCA is enclosed within this application for your information.

### 4. Assessment for Prior Approval

It is acknowledged that under condition A.1 of Part 18, Schedule 2 of the GPDO, it is necessary for details to be submitted to Arun District Council for prior approval of the design and siting of the proposed works.

It should also be noted however that under condition A.2, 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.

### **Condition A.1 – Submitted details**

The proposal is for the reconstruction of the Cattle Creep Underbridge located on the Littlehampton Junction to Littlehampton Line. There is no prescribed application form or validation requirements for this type of prior approval application and no fee is payable.

However, as required by Condition A.1 of Part 18, it is necessary for details to be submitted to the Council for prior approval of the detailed plans and specifications of the proposed works. Enclosed with this submission are the following documents.

*Table 1: Schedule of Drawings and Documentation*

| <b>Drawing Title</b>                                        | <b>Drawings Reference</b>                         |
|-------------------------------------------------------------|---------------------------------------------------|
| <b>Site Location Plan</b>                                   | TP001                                             |
| <b>Site Plan</b>                                            | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002426 Rev. C01 |
| <b>Works to Existing Structure Plan</b>                     | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002427 Rev. C01 |
| <b>Works to Existing Structure Sections</b>                 | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002428 Rev. C01 |
| <b>Proposed Plan</b>                                        | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002429 Rev. C01 |
| <b>Proposed Sections</b>                                    | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002430 Rev. C01 |
| <b>Structure Gauge Clearance</b>                            | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002431 Rev. C01 |
| <b>Replacement Deck Arrangement</b>                         | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002432 Rev. C01 |
| <b>Robust Kerbs</b>                                         | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002433 Rev. C01 |
| <b>Proposed Ballast Profiles</b>                            | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002434 Rev. C01 |
| <b>Existing Ground Profile Under Structure</b>              | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002435 Rev. C01 |
| <b>3D Isometric Views</b>                                   | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002436 Rev. C01 |
| <b>Drainage Plan</b>                                        | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002437 Rev. C01 |
| <b>Delkor Rail Fixing Setting Out Drawing</b>               | S100207-TGP-1602-SSX_BLI2-DRG-ECV-002439 Rev. C01 |
| <b>Railways Clauses Consolidation Act 1845 - Section 16</b> | N/A                                               |

Network Rail considers that the supporting information provided within this application fulfils the requirements of condition A.1.

## Condition A.2 – Location and design or external appearance

Condition A.2 of Part 18 states that the prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority, nor are conditions to be imposed unless they are satisfied that—

*“(a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or*

*(b) the design or external appearance of any building, bridge, aqueduct, pier, or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.”*

The following section provides an assessment of parts (a) and (b) in relation to the proposal:

### **a) Whether the development ought to be and could reasonably be carried out elsewhere on the land**

The location of the proposed works is primarily determined by the position of the existing structure, which forms an integral part of the operational railway, and the functional need for the public to gain pedestrian access via the PRow which passes beneath.

The proposed works are required to address the deteriorated condition of the existing underbridge and to ensure the continued safe and reliable operation of the railway. This proposal facilitates the continuation of connectivity beneath the railway line in a logical location where it ties in with the established pedestrian footpath network.

As the location of the underbridge is fixed and its reconstruction must be undertaken in situ, the proposed works could not reasonably be carried out elsewhere on the land.

### **b) The design or external appearance of the bridge would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury**

The design of the replacement structure has been developed in accordance with relevant Network Rail standards and reflects a functional and durable engineering solution. The new precast concrete bridge deck and associated elements will result in a change in material appearance to the existing underbridge, however the works are contained within the existing footprint and will not significantly alter the form or scale of the structure.

The proposed works are considered to result in an improved design compared with the existing, including the use of modern materials which will improve its external appearance and the safety of the structure over the railway. The only visible external changes will be seen in the side elevation, with the replacement of the existing steel deck with a precast concrete deck, and replacement of the existing palisade fence with new handrails with a Glass Reinforced Plastic (GRP) infill mesh.

By replacing the palisade fencing with handrails, the overall height of the bridge will be reduced, consequently reducing the visual impact on the surrounding area. Additionally, the amended drainage design omits the connection to the existing network, with discharge now proposed locally, to avoid exacerbating any existing drainage issues or flooding.

The area immediately surrounding the site is characterised by predominantly light industrial and commercial uses. There are no residential properties within the vicinity. The proposed works are considered to result in a limited and functional change to the external appearance of the structure, which will not give rise to any significant adverse impacts on the amenity of the surrounding area.

The site is located within a railway corridor and is primarily experienced in this context, including by users of the footpath PRow passing beneath the structure. It is well screened by vegetation whereby there are few places where it can be viewed outside of the PRow route. As a result, the design or external appearance of the proposed works would not cause any material harm to the amenity of the neighbourhood, including from noise or disturbance.

Based on this, NR considers that the requirements of parts (a) and (b) of condition A.2 are met. The development could not reasonably be carried out elsewhere, and the design and external appearance are appropriate such that there will be no injury to the amenity of the neighbourhood.

## **5. Conclusion**

This application seeks prior approval consent for operational railway development comprising the reconstruction of the Cattle Creep Underbridge on the Littlehampton Junction to Littlehampton Line.

The proposed works are necessary to ensure the continued safe and reliable operation of the railway and the development could not reasonably be carried out elsewhere on the land. The design and external appearance are functional in nature and will not injure the amenity of the neighbourhood.

It is therefore considered that the two matters to be considered under Part 18 (Class A), Schedule 2 of the Town and Country Planning (General Permitted Development (England) Order (GPDO) 2015 are satisfied.

Network Rail awaits formal correspondence confirming that Arun District Council is satisfied with the proposed works and that prior approval has been granted. In the meantime, please acknowledge this letter upon receipt via email.

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

Yours faithfully,

**Nicola Perry**

Town Planner | Property (Southern)

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