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31 October 2016

ADDITIONAL

ADUR & WORTHING
PLANNING SERVICES

PLAN	~~AWDM/~~ NOTICE/0016/16
DATE ~~VALID~~	Rec: 31/10/16

Development Management
Adur and Worthing Councils
Portland House
44 Richmond Road
Worthing
West Sussex
BN11 1HS

Dear Peter,

Part 18 Prior Approval Application NOTICE/0016/16 – Additional Information

I am writing in relation to Network Rail's Part 18 Prior Approval application **NOTICE/0016/16**. This letter and the attached supporting material seek to provide additional information in regards to the proposed Southwick Substation and the concerns raised in your email dated 07/10/2016.

Sussex Power Supply Upgrade (PSU) project

The Sussex Power Supply Upgrade (PSU) project was selected by the Department for Transport (DfT) for delivery by Network Rail in 2014-19 and has been included in the Office of Road and Rail Regulation (ORR) CP5 Final Determination and Network Rail's CP5 Strategic Business Plan. The South East Sussex route continues to see passenger growth and will benefit from an improved train service which will see the introduction of additional rolling stock to lengthen services as well as providing additional services to alleviate significant overcrowding.

The works in outer Sussex and specifically along the coastway are vital to ensure the resilience of this route and support the coming timetable change to ensure there is sufficient traction power across the Sussex Route (outside of those areas covered by the Thameslink Programme) to meet the demands of the December 2018 timetable.

The specific location of the Southwick Substation site has been selected in accordance with a number of strict criteria.

Southwick Site Option Selection Exercise

At an early stage of the project a Southwick Site Option Selection exercise was conducted. The exercise assessed five potential sites for the Southwick Substation. Please refer to the attached 'Southwick Site Option Selection Map' which details the location of the site's which were assessed.

Following assessment of all five sites Option 1 (Down Embankment 4M 49ch Albion Rd Car Park) was selected as the most suitable site.

Please see below a summary detailing some of the key issues with the other sites;

Option 2 (Up Embankment 4M 49ch next to 46 Victoria Rd)

- The site is situated adjacent to residential properties located on Victoria Road.
- This section of the railway embankment includes a number of trees and vegetation.

Option 3 (Down Embankment 4M 25ch Spring Gardens)

- The site is situated adjacent to residential properties located on Butts Road / Station Road.
- While the land is owned by Network Rail it is leased to a tenant and used as a community garden.

Option 4 – Up Embank 4M 08ch Southwick Recreation Ground

- Part of the site is located on land which is not owned by Network Rail. Any proposed development at the site would require the purchase of 3rd party land. There is no guarantee that land purchase could be achieved. In addition it would be extremely difficult to justify expenditure of public funds to purchase 3rd party land while a suitable site is located on Network Rail owned land.

- The site forms part of the Southwick Recreational Ground.

Option 5 – Up Embank 5M 0ch off Business Park

- Part of the site is located on land which is not owned by Network Rail. Any proposed development at the site would require the purchase of 3rd party land. There is no guarantee that land purchase could be achieved. In addition it would be extremely difficult to justify expenditure of public funds to purchase 3rd party land while a suitable site is located on Network Rail owned land.

- The site is located within the Kingston Buci Conservation Area.

Alternative site behind Grange Industrial Estate

Prior to the Southwick Site Option Selection exercise being conducted, Network Rail's project team did assess the potential opportunity to locate the Southwick Substation on land situated to the rear of Grange Industrial Estate.

The location of the substation site on this land was ruled out for a number of key reasons which are detailed below;

Impact on business located within the Grange Industrial Estate

In order to carry out the proposed works a temporary site works compound will be required. It is anticipated that the temporary works site compound would be required for 6-8 months.

Please see the attached 'Southwick Substation – Temporary Works Site' which details the anticipated arrangement of the temporary works site which will be required during the construction of the Southwick Substation at the Option 1 site. The plan gives an indication of the size of the temporary works site and the amount of space it will occupy.

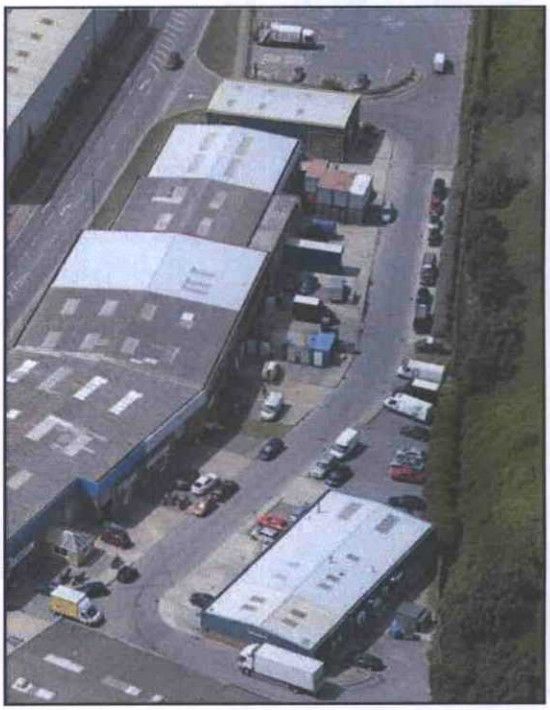
If the Southwick Substation were to be located behind the Grange Industrial Estate the temporary works site would cause significant issues and have an adverse effect on the businesses operating within the estate.

As shown in the images below this area is heavily used by vehicles and restricted in space. The route provides crucial access to the business located within the estate. The positioning of the temporary works site at this location would have a significant impact on operation of the businesses and the accessibility of the units.

Furthermore the location of the temporary works site in this area may also create issues with lorries turning into the lorry car park as it would reduce the space available for the vehicles to turn.

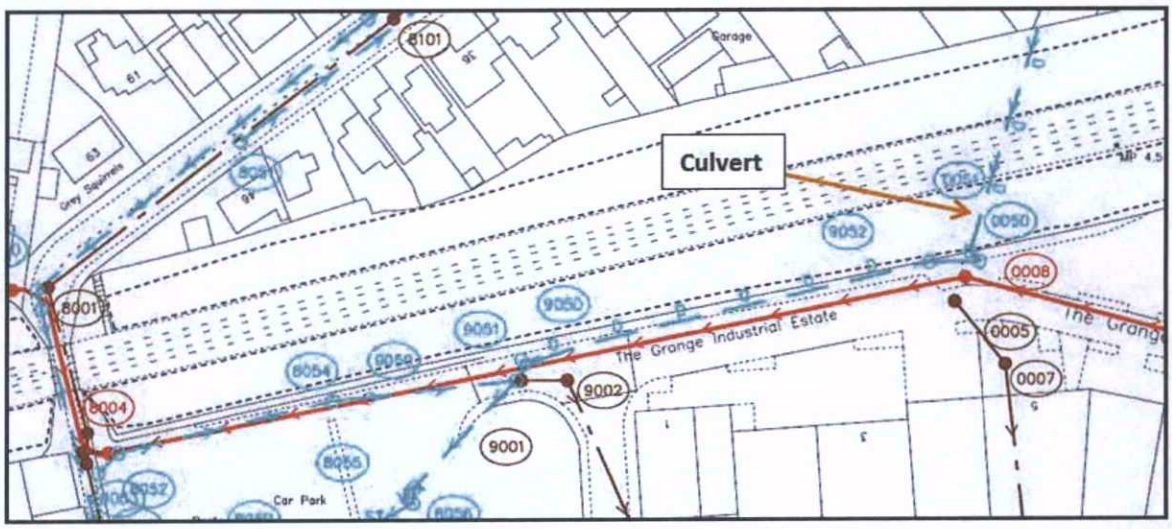

REE-EVEN
TYRE CENTRE


Wyndeham Grange
Optimum
Wemoto
Southover Food
Coppard - Brighton
Amber Garage



Location of Culvert

A culvert is located within this section of the railway infrastructure / embankment. Please see image below;



As detailed within the attached 'Southern Water Drainage Plan' the culvert forms part of Southern Water's service water network and enables water to flow underneath the railway line.

If the substation site were to be located within this area extensive works would be required in order to reduce any impact on the culvert and service water network. Further investigation in regards to the culvert would need to be undertaken.

Railway Embankment

Network Rail categorise embankment/cutting in terms of risks every 5 chains and assess using a range of data collection and assessments. At this section, the railway embankment behind the Grange Industrial Estate attracts a higher 'risk rating' than the section adjacent to the public car park (Option 1). This is due to the identified surface water flood risk and its vicinity to existing surface water drainage (culvert). Any major construction to the earthwork at risk would require further assessment in order to minimise any long term operational impact.

Please contact me on the [redacted] or email me at [redacted] if you have any queries on this matter or require any further information.

Yours sincerely,

Elliot Stamp
Town Planner