

[REDACTED]

From: Woedem Acolatse [REDACTED]
Sent: 25 June 2026 14:11
To: Planning
Subject: RE: DC/26/0585

Categories: Consultations

OFFICIAL

**Town Planning Southern Region
Network Rail**

Address: 4th Floor, 1 Puddle Dock, London

Date: 24/06/2026

Application Ref: DC/26/0585

Site: Land at Station Road Warnham West Sussex RH12 3SR

Proposal: Outline application for the erection of approximately 24 residential dwellings, with all matters reserved except for access.

Network Rail Consultation Response:

Dear Planning,

Thank you for consulting Network Rail on the above planning application. Further to our previous correspondence, Network Rail wishes to provide an addendum to our formal response submitted in respect of this application. Following additional internal review, we have identified further comments that are material to the proposal. These will be provided in due course, and we would be grateful if the Local Planning Authority could take these into account as part of the determination process once submitted.

Warm Regards,
Woedem Acolatse

From: Woedem Acolatse
Sent: 24 June 2026 11:51
To: 'planning@horsham.gov.uk' [REDACTED]
Subject: DC/26/0585

**Town Planning Southern Region
Network Rail**

Address: 4th Floor, 1 Puddle Dock, London

Date: 24/06/2026

Application Ref: DC/26/0585

Site: Land at Station Road Warnham West Sussex RH12 3SR

Proposal: Outline application for the erection of approximately 24 residential dwellings, with all matters reserved except for access.

Network Rail Consultation Response:

Dear Planning,

Thank you for consulting Network Rail on the above planning application, please see our formal comments below.

Network Rail 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.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>). This website also provides more information about our Asset Protection team and the services they offer.

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

Network Rail requires at least a 3m buffer between our land and any proposed development in areas where electrification is present. This is to maintain the safety of the applicants, groundworkers during development, future site users and Network Rail staff in the case of an operational incident. We would request that the application is updated accordingly, at which time we would be happy to accept the application.

Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact ASPRO.

This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, before any part of the development is occupied, a 1.8-metre-high concrete trespass resistant fence should be erected. The new fencing provided must be independent of existing Network Rail fencing and a sufficient distance should be allowed for between fences to allow for future maintenance and renewal.

I trust the above is clear, please do not hesitate to contact me if you require any additional information from Network Rail.

Best Wishes,
Woedem Acolatse



Woedem Acolatse – (Way-dem)
Town Planning Technician
Network Rail Property - Southern
A: 1 Puddle Dock, London, EC4V 3DS
E: [REDACTED]
W: www.networkrail.co.uk

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.

