



M Vine  
County Development  
West Sussex County Council  
County Hall  
Chichester  
West Sussex  
PO19 1RG  
18 February, 2010  
Your Ref: WSCC/027/10/BA

**Network Rail**  
**Wyvern House, Room 55**  
**Railway Terrace**  
**Derby**  
**DE1 2RU**  
DX 707074 DERBY 7

**Our Ref:** S/MISC/216  
Please use reference on correspondence

**Tel:** 01332 262717  
**Ask For:** Terry Donnelly  
**Fax:** 01332 262719

Dear Mr Vine,

**TOWN AND COUNTRY PLANNING ACT 1990 etc.**  
**LOWER STUMBLE HYDROCARBON EXPLORATION SITE.**  
**LONDON ROAD, BALCOMBE, HAYWARDS HEATH.**  
**DRILLING OF HYDROCARBON EXPLORATORY BOREHOLE.**  
**VICTORIA TO BRIGHTON LINE.**

With reference to your letter, dated 28 January, 2010, and attached details relating to the application for the abovementioned site.

It is noted that it is proposed to drill an exploratory borehole on land to the south west of the railway, near Balcombe.

Network Rail has concerns that the safe operation of railway and/or the integrity of railway infrastructure may be jeopardised by the proposed works and consequently recommend that Conditions 1 to 2 (Part A) be attached to any grant of planning permission and also that the Operational and Safety Informatives 1 to 5 (Part B) be passed to the applicant/operator for information. It should be noted that an Emergency procedure is in preparation and will be forwarded to you as soon as it is completed.

**Part A: Conditions to be attached to any grant of planning permission**

**Plant and machinery**

- (1) Cranes and jibbed machines, used in connection with the works, must be so positioned that the jib or any suspended load does not swing over railway infrastructure or within 3 metres of the nearest rail if the boundary is closer than 3 metres.
- (2) All cranes, machinery and constructional plant must be so positioned and used to prevent the accidental entry onto railway property of such plant, or loads attached thereto, in the event of failure.

Reason: to maintain the safety of railway operations.

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- (1) The development is adjacent to an electrified line and electrocution can occur if one comes into contact with the third rail conductor. Site personnel should be aware of the electrified lines.

Reason: safety of site personnel.

### **Lighting**

- (2) Lighting schemes for illuminating the site shall be submitted to Network Rail for prior approval.
- (3) The site operator should ensure that the lighting scheme at the site does not present a dazzle hazard to train crew, and also that any coloured lighting does not conflict with the railway signalling system. The lighting scheme for the site must be submitted to Network Rail for prior approval.

Network Rail requires the operator to undertake any necessary work to mask, or re-direct, on-site lighting. All the costs of such works are to be met by the operator.

Reason: to ensure that the safety of the railway signalling system is not compromised.

### **Emergency Procedure**

- (4) An emergency procedure and electrification warning are to be included in the pre-start briefing, displayed in site cabins and at the worksite. This procedure is to be implemented promptly in the event of an incident affecting safe operation of the railway. The Contractor must ensure that at least one employee at the site has a mobile phone to facilitate implementation.

Reason: to maintain the safety of railway operations.

### **Liaison**

- (5) Network Rail shall be notified of any significant alteration to the characteristics of the work or site, for example changes in location of the rig, lighting scheme, etc.

Reason: for safety, Network Rail needs to be aware of all development adjacent to its property.

I shall be pleased if you will keep me informed on the progress of this application and provide a copy of the Decision Notice when it becomes available.

Yours sincerely,



for D.J. Stothard  
Principal Mining Engineer