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15th Aug 2022

Dear Sir/Madam,

Channel Tunnel Rail Link Act 1996: Submission package HS1/GRA/3, Installation of two cable drum storage units within existing compound

This submission is being made in accordance with the requirements of the Channel Tunnel Rail Link Act 1996 (the Act). If you have queries relating to the requirements of the Act, validation and fees please contact [REDACTED]

This submission comprises:

- This letter
- Proforma
- Drawings
 - Yard - Location Plan 16612-01A
 - Proposed plan and elevations 30062022-3

The Channel Tunnel Rail Link (Fees for requests for Planning Approval) Regulations 1997 apply to this submission. A fee of £190 is therefore payable and we shall arrange for this to be paid by phone. The regulations provide that non payment of a fee shall not be grounds for not registering an application. This submission should reach you by Monday 15th Aug so the 8 week period for approval will expire on 10th October. We would hope, however, that given the nature of the application that approval can be granted before this date.

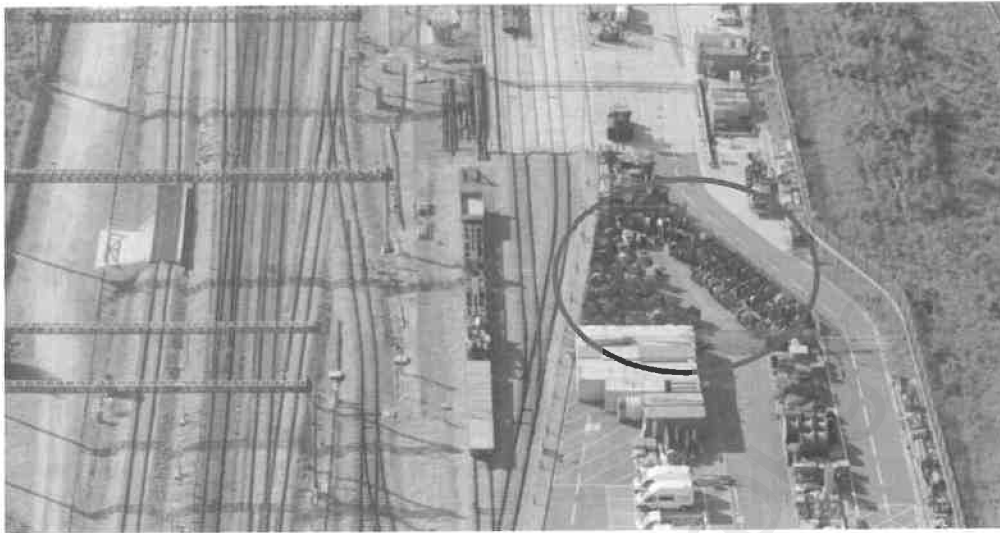
Background

Singlewell Infrastructure Maintenance Depot is a railway maintenance depot located near to the village of Singlewell. The depot is located on Henhurst Road between the A2 and HS1 rail lines. It was opened in May 2006 and was subject to a CTRL Act planning consent in 2004. The complex provides infrastructure maintenance depot facilities, including;

- Car parking,
- Access road,
- Open air lay down, storage and training areas,
- Rail sidings,
- 360m² Maintenance shed for rail vehicles,
- Fuelling facility,
- 3600m² of offices, workshop and stores.

Proposed Development

HS1 has a requirement to store various cables for the maintenance of the railway, these are currently stored on cable drums within the depot, but in a very unstructured way, with cable drums being placed on the existing hard surfaced area within the fenced area. A similar application was submitted and approved in 2016 (Gravesham ref 20160518) for a cable drum storage unit, we are now seeking a further approval for additional cable drum storage facilities within the same area of the depot.



The proposed development is for a covered 3 tier cable drum storage system which would offer safe, secure and weather protected storage.

HS1 as the nominated undertaker already has deemed consent by virtue of Section 2 (Schedule 2) of Part 1 of the Act to “make provide and maintain all such.....buildings, apparatus, plant and machinery as may be necessary of convenient”, however under Schedule 6 of the Act details are required to be submitted to the Local Planning Authority. Schedule 6 sets out the grounds that the Qualifying Authority may use for possible refusal.

Design and Access Statement

The key factors in the design are location, safety and security, weather protection and cost. The location within the centre of the maintenance depot enables direct and quick access to both the adjacent railway and vehicle areas, as well as offering high levels of security. The proposed structure was selected so that the cable drums can be stored in a neat and ordered manner, with safe access and with the necessary weather protection. The following statement will demonstrate that the facility continues to meet the operational requirements and does not compromise the amenity of the area.

Physical Context

The location is within a fenced compound within the Singlewell Infrastructure Maintenance Depot which is itself surrounded by a perimeter security fence. To the southwest of the site is the two storey Singlewell Depot building and carparking area, to the north east is the main rail and maintenance yard. On other sides the site is surrounded by landscaped embankments and the A2 trunk road and HS1 rail line. The character of the site is utilitarian, and the predominant materials are concrete, galvanised metal and sinusoidal cladding. Plant and equipment dominate and underline the functional character of the area.

Use, Layout and Scale

The triangular site is surrounded by 1.8m high palisade fencing and is currently used for the storage of cable drums on the surface and within the existing consented cable drum storage unit. The proposed storage facilities would be 6m high, 1.5m wide and respectively 7.5m and 8.9m long.

Appearance

The storage facility is a simple structure with clean lines which is sympathetic in character to the existing depot building. The grey cladding is consistent with other materials on the site. An example of a similar structure is shown below, as well as an open air system to demonstrate how the cable drums are stored.



Example of a similar two tier structure



Example of a two tier structure without cover

Landscape

The site is located within a large open area of hardsurfacing and therefore does not lend itself to additional landscape screening. However the site in general is located within the overall railway cutting and benefits from landscaped embankments which help to screen the site from most external views.

Access

Access to the site is restricted to HS1/NR(HS) operatives and is made via a controlled gate off Henhurst Road into Singlewell Infrastructure Maintenance Depot

Conclusion

There is a demonstrable need for HS1 to store maintenance equipment and parts for the upkeep of the railway. Current storage facilities for cable drums are inadequate and the proposed solution will provide a safe, secure, and cost efficient solution, whilst also providing weather protection and a more structured and tidy storage solution.

We trust this provides you with all the information you require in order to determine this application. If you require further information or wish to visit the site, please email [REDACTED]

Yours sincerely,

[REDACTED]

Ben Olney
Planning and Consents Manager, HS1 Limited
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