

Development Management
Reading Borough Council

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Submitted Electronically

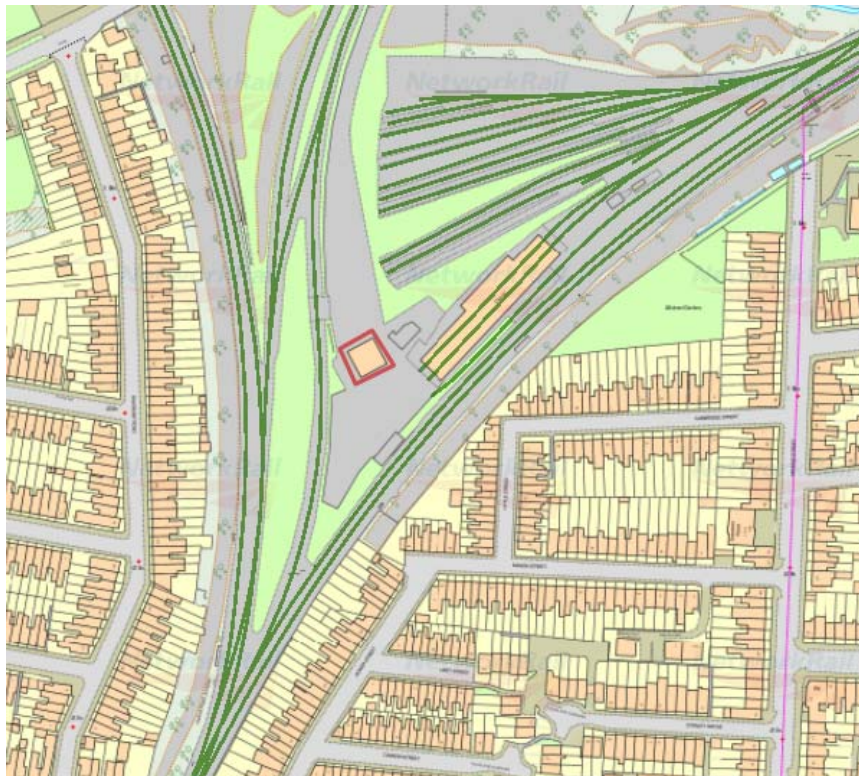
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26 February 2018

Dear Sirs,

**Notification of intention to Demolish the Railway Maintenance Building at Reading Triangle
utilising Part 11 of the General Permitted Development Order 2015**

The proposed demolition constitutes permitted development under the provisions of Part 11, Class B of The Town and Country Planning (General Permitted Development) (England) Order 2015 and the works do not trigger the requirement for the Local Planning Authority's prior approval in this instance



Part 11, Class B of The Town and Country Planning (General Permitted Development) (England) Order 2015 permits 'any building operation consisting of the demolition of a building'. Part 11, Class B.2(b) details circumstances where an application to the local planning authority for a determination as to whether prior approval as to the method of demolition and any proposed restoration of the site will not be required. This includes 'excluded demolition', which Part 11, B.3 (d) defines as '[demolition] required or permitted to be carried out by or under any other enactment'.

This section of railway was original authorised by two Acts as the land is in between the BKE and RWC lines which were authorised by a combination of The Berks and Hants Railway Act 1845 and The Great Western Railway Act 1854. Both these Act's incorporates the provisions of Section 16 of the Railway Clauses Consolidation Act 1845, which permit the original railway company and its successors in title (now Network Rail) to undertake future works, not limited to the construction of the railway, but including powers to 'alter, repair, or discontinue' works and to 'do all acts necessary for making, maintaining, altering or repairing and using the railway'.

This Act constitutes the 'other enactment' Network Rail is reliant upon for the purposes of demonstrating the demolition works proposed constitute excluded demolition, as the demolition works represent the discontinuation of existing infrastructure, necessary for maintaining, altering or repairing and using the railway.



The building shown on the photo above is beyond economic repair and Network Rail will in due course be replacing the building with a smaller modular building on the slab of the existing building and we will correspond separately with you in due course once design is finalised. The new facility will provide welfare facilities to support the sidings, serving operational use only. The facilities will

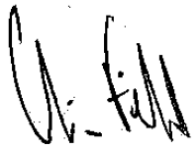
support a maximum number of staff of 30, and will be modulated in construction, the footprint of the facility to sit on the existing concrete slab from the existing facility. The design of the welfare will be in line with Network Rail standards.

The demolition process will include the following;

- Ensure all services (e.g. electricity, water, telecoms etc where relevant) have been disconnected and capped;
- Remove all internal fixings and furnishings;
- Demolition to ground level but with the retention of the slab and foundation;
- Clear the site and level adjacent ground (suitable to ensure safe operation of the railway); and
- Waste will be loaded onto waste lorries prior to it being transported off site for disposal at an authorised/licensed waste disposal site.

If you have any comments on the proposed demolition works it would be appreciated if you could let me know at your earliest convenience. If you do require any additional information or would like to discuss please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Colin Field', written in a cursive style.

Colin Field MRTPI
Town Planning Manager
Wales and Western Routes