

Email: plgadmin@reading.gov.uk



Planning
Reading Borough Council Civic Offices
Bridge Street
Reading
RG1 2LU

Network Rail
1 Eversholt Street
London
NW1 2DN
T 07732639973
E Laura.Mellon@networkrail.co.uk

20th October 2020

Reading Borough Council,

Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (Amended) Order 2018.

Network Rail – Underbridge Replacement of Huntley & Palmers Bridge, Napier Road Under Pass, Reading, RG1 3DH, (Nearest Postcode) (Easting 472478, Northing 173743).

I write to inform you that Network Rail Infrastructure Ltd intends to carry out replacement works to Huntley & Palmers Underline Bridge, (Southern end of Napier Road Under Pass).

Network Rail seeks to apply for these via a prior approval application under Part 18, Schedule 2, of the General Permitted Development Order 2018. More detail is given in the Planning Consent Section.

The Site

Huntley & Palmers Underbridge No.1402 (Napier Road Underpass) is a Single Span Masonry Arch on the London side of Reading Station carrying the Up & Down Southern / Main Lines on ELR RDG2 at 68m489yds / 68m22ch, OS grid reference SU 7246 7374. Nearest Postcode is RG1 3DH. The underbridge carries 2no. tracks over a public footpath and is built against another bridge on the MLN1 lines (Western Route).

Figure 1: Site Location Plan – Site boundary is highlighted in red



Project Context

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, Network Rail 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.

Huntley & Palmers is a single span masonry arch carrying the Wokingham Junction to Reading line. The underbridge carries 2no. tracks over a public footpath and is built against another bridge on the MLN1 lines (Western Route).

The underpass itself is 3 different independent arches adjacent to each other. The existing superstructure is southern part of the underpass is the part Network Rail are going to carry out works on.

Masonry defects were identified through site inspections. These are shown on the defect's drawings.

It is proposed to remove the existing metallic long timber decks and demolish the existing sections of arch structure down to springing level and install new precast reinforced concrete cill & deck units which will bear onto the existing substructures.

Consideration was given to the precast concrete U ballastless deck as well as concrete portal option but due requirement of ballast as per network rail for the former and limitation on lifting weights on the latter option we had to go for separate units for deck as well as cill units.

The new superstructure will consist of 4No. of 575mm deep precast RC deck slabs along with 2 cill units dowelled onto each of the abutments. The deck slab will rest on elastomeric strip bearings along each cill unit. The end unit of the precast deck will carry a steel walkway along with trough to carry the existing cables.

All sections are to be prefabricated off-site with lifting weights <34 tonnes as requested by the contractor to enable their installation procedure. No in-situ concrete works are proposed except for stitches between decks.

The proposed solution will decrease the existing vertical clearance by approx. 575mm, provide ballasted deck with sleepers and adequate structural capacity for a 120-year superstructure design life.

The existing clear square span shall be maintained as 5.00m as a result of the works. The effective span between bearings shall be 5.57m (approx.). The existing arch beyond the proposed underbridge is protected by providing a spandrel wall at the northern end of the proposed bridge.

For more information please see attached drawings.

The works are to take place wholly within Network Rails ownership.

Enclosed with this submission are the following documents:

- Section 16 of the Railways Clauses Consolidation Act (RCCA) 1845
- Site Location Plan 100001 RevA02
- Existing General Arrangement Plan 041126-ARC-DRG-ECV-90001 A01
- Existing General Arrangement Section and Elevation 041126-ARC-DRG-ECV-90002 A01
- Proposed General Arrangement Plan 041126-ARC-DRG-ECV-90003 A01
- Proposed General Arrangement Section and Elevation 041126-ARC-DRG-ECV-90004 A01
- Existing Defects Drawings East Abutment and Wing wall 041126-ARC-DRG-ECV-90005 A01

- Existing Defects Drawings West Abutment and Wing wall 041126-ARC-DRG-ECV-90006 A01
- Proposed Demolition Existing Defects Drawings East Abutment and Wing wall 041126-ARC-DRG-ECV-90007 A01
- Proposed Construction Sequence Existing Defects Drawings East Abutment and Wing wall 041126-ARC-DRG-ECV-90008 A01

There is no prescribed application form for this submission or any fee payable.

Planning Consent

The proposed works are classed as operational railway development, for which Network Rail has statutory powers and planning permission, is therefore granted by virtue of Part 18 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2018, which relates to development authorised by a local or private Act of Parliament.

The railway line in this location was constructed with the authority of Parliamentary powers contained in the Reading, Guildford & Reigate Railway Act 1846. Section 1 of this Act incorporates Section 16 of the Railways Clauses Consolidation Act (RCCA).

Section 16 of the RCCA states the works which may be carried out and this includes the power “from time to time alter, repair, or discontinue the before-mentioned works, or any of them, and substitute others in their Stead; and they may do all other Acts necessary for making, maintaining, altering, or repairing and using the Railway”. It is therefore deemed that Section 16 of the RCCA 1845 allows for the proposed works – see attached.

It is acknowledged that under condition A1 of Part 18, it is necessary for details to be submitted to Reading Borough for prior approval of the design and siting of the proposed works. It should also be noted however that under Condition A2, the prior approval cannot be refused unless you are satisfied that the development ought to be and could reasonably be carried out elsewhere on the land, or the design or external appearance would injure the amenity of the neighbourhood and is reasonably capable of modification so as to avoid such injury.

Network Rail awaits formal correspondence confirming that Reading Borough Council is satisfied with the proposed development and that prior approval has been granted. In the meantime, please acknowledge this letter upon receipt via email.

If you require any further information to process this proposal, then please do not hesitate to contact me.

Yours faithfully,

Laura Mellon

Town Planner