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New Forest National Park Authority,

Town and Country Planning Act 1990

Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015

Network Rail – Lovely Hill Bridge Deck Reconstruction Works

I am writing to advise you that Network Rail intends to carry out the following deck reconstruction works at Lovely Hill Bridge, Denny Lodge, New Forest, Hampshire, South East, England, SO42 7YQ (Easting 435080, Northing 105560)

Application Site

Lovely Hill Bridge is in the New Forest The overbridge spans over 2 No. DC electrified railway lines, providing pedestrian, equestrian and infrequent vehicular access over the railway between various forestry enclosures.

Figure 1: Aerial View of Lovely Hill Bridge



Figure 2: Site Location Plan of Lovely Hill Bridge



Proposal

NR 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.

The existing structure at Lovely Hill is a single square span overbridge. The overbridge structure comprises of a timber deck, 2 No. cast iron beams and 2 No. longitudinal timber beams. The substructure comprises of brickwork abutments and wingwalls. The substructure has areas of loose, fractured & spalled brickwork throughout.

The clearance from track level to the soffit of the overbridge structure is 4.378m. The clear span of the structure is 8.495m, the deck width between the parapets is 3.535m.

A 2011 Level 1 assessment report found that the structure is limited by flexure of the cast iron beams to < 3T. The timber deck beams are rated at 3T. This assessment is based on vehicles remaining within the timber kerbs. The structure currently has a 3T weight restriction sign in place, and there is low physical mitigation on the approach to the structure to reduce the risk of vehicles from straying outside of the timber kerb limits.

The overbridge is for pedestrians, equestrians and infrequent vehicle use and must be designed to achieve 7.5 tonnes live load capacity. and a design working life of 120 years for new structures.

As extensive concrete pours are not viable for the site due to access constraints, the structural form proposed for the overbridge is precast prestressed concrete beams with precast concrete parapets. In-situ concrete pours are required for stitches between the precast concrete units and for the concrete slab topping.

The existing clear span shall be maintained.

The proposed lateral clearance between the two parapets on the overbridge is 3.31m.. Proposed parapet wall height is to be 1.8m to ensure it is compliant with standards for equestrian use.

Proposed precast brick sandwich parapets are to tie into bridge deck and existing abutment / wingwalls.

A new concrete cill beam is to be installed on top of the existing padstones to allow the deck of the footbridge deck to be raised to the level required to achieve vertical structure gauge clearance.

As the existing masonry abutments are to be retained, repair works are required to the abutments to achieve a BCMI score of 80. The masonry repair works are to be confirmed at detailed design and to be in accordance with NR standard details. Repair works are to have a design working life of 30 years.

Wall ties are to be installed in the wingwalls to provide restraint and resist the additional lateral loading from the approach road re-profiling.

Chain link fencing to the wingwalls to be renewed to prevent trespass (evidence of unauthorised access).

The track is electrified by 3rd rail and the minimum vertical clearance required is 4.64m as per Network Rail Standards. This requires an increase of 262mm from the existing deck soffit height. Consequently, significant re-profiling to the existing road approaches is required.

A maximum depth of 545mm and 435mm of re-profiling is required to the Up and Downside abutments respectively. The proposed re-profiling will result in the following approach road gradients:

☒ Up: 14 %

☒ Down: 15 %

The re-profiling works are to be contained within the wingwalls to ensure additional retaining works are not required. Anti-slip surfacing is required to the approach roads to ensure the safety of livestock, equestrian users and vehicles.

The closure of the overbridge will be required for the duration of the proposed works. The access that allows vehicles and pedestrians to cross over the railway line via the overbridge will be closed for the duration of the works. If access over the railway is required, alternative routes / diversions are to be signposted to allow safe crossing.

These works will ensure the safety of passengers on and off the railway for years to come.

For more information in relation to the proposed works please refer to the supporting information, plans and drawings that have been submitted as part of this Prior Approval application.

Part 18 of the GPDO 2015

The works described above comprise a railway operational 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) (England) Order 2015, 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 the Southampton and Dorchester Railway (New Forest Deviation) Act 1847, which incorporates Railway Clauses Consolidation Act (RCC) 1845.

Section 16 of the RCC Act 1845 enlarges upon the works which may be carried out and this includes the power "They may erect and construct such houses, warehouses, offices, and other buildings, yards, stations, wharfs, engines, machinery, apparatus and other works and conveniences as they think proper". A copy of Section 16 of the Act is attached for your information.

It is acknowledged that under condition A1 of Part 18, it is necessary for details to be submitted to your Council for Prior Approval to the design and siting of the proposed works. It should 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.

I enclose herewith a copy of the following supporting materials

- Railways Clauses Consolidation Act 1845 - Section 16
- Site Location Plan 1:1250
- Existing General Arrangement - 174056-ARC-1700-LHO01-DRG-ECV-001011 P01.1
- Proposed General Arrangement Plan - 74056-ARC-1700-LHO01-DRG-ECV-001031 P01.1
- Proposed General Arrangement Elevation and Section- 74056-ARC-1700-LHO01-DRG-ECV-001032 P01.1

To confirm that you accept the proposed development under Part 18, Schedule 2 of the GPDO, please kindly issue a decision notice or letter stating that 'prior approval' has been granted for our records in accordance with statutory timescales.

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

Yours faithfully,

Laura Mellon MRTPI
Town Planner