

CASE OFFICER REPORT AND RECOMMENDATION

FOR: 18/02661/ALB

Buckinghamshire Railway Centre Quainton Road Station Station Road Quainton Buckinghamshire HP22 4BY

Works to Quainton Road Station (Buckinghamshire Railway Centre) involving the erection of new fencing along the platforms to provide protection, creation of two new door openings (one within the former station building and one within the platform shelter) and ancillary works.

STATUS: PCO

* If status = HOLD – please check that all is OK before you proceed any further with this application. Please ensure Uniform is amended.

DRAWING NUMBERS: 133735_2E-EWR-MCJ2-XX-DR-CA-006001 REV A01
133735_2E-EWR-MCJ2-XX-DR-CA-006002 REV A01
133735_2E-EWR-MCJ2-XX-DR-CA-016501 REV A02
133735_2E-EWR-MCJ2-XX-DR-CA-016510 REV A01
133735_2E-EWR-MCJ2-XX-DR-CA-016000 REV A02
133735_2E-EWR-MCJ2-XX-DR-CA-016600 REV A01
133735_2E-EWR-MCJ2-XX-DR-CA-016200 REV A02
133735_2E-EWR-MCJ2-XX-DR-CA-016511 REV A01

DATE VALID:	TARGET DATE:	DETERMINATION DATE:	DEVELOPMENT TYPE:
27th July 2018	21st September 2018	21st September 2018	Q23 - Listed Building (to alter/extend)

The Key Issues in determining this application are:-

a) Impact upon the special architectural or historic interest of the heritage assets

The recommendation is that the Secretary of State be informed that had the authority retained the power to determine the application it would have **GRANTED** Listed Building Consent subject to conditions and no objection is therefore raised.

It is recommended to inform the Secretary of State that had the authority retained the power to determine the application it would have GRANTED Listed Building Consent and therefore no objection is raised subject to the imposition of the following conditions:-

Conditions:

1. The works for which this consent is granted shall be begun before the expiration of three years from the date of this consent.
2. The materials to be used in the development shall be as indicated on the approved plans. Please also see note no. 5 on the back of this notice.
3. No works to the footbridge shall take place until details of the additional structural analysis and fixing method of the polycarbonate panels to the inside of the footbridge have been provided to the Local Planning Authority and the Local Planning Authority has given written approval of those details. The development shall be carried out using the approved details. Please also see note no's. 5 and 6.

Reasons:

1. To comply with Town and Country Planning Act and Section 51 of Planning and Compulsory Purchase Act.
2. To ensure that the proposed works can be affected without detriment to the special architectural and historic interest of the listed building and to comply with the National Planning Policy Framework.
3. To ensure that the proposed works can be effected without detriment to the special architectural and historic interest of the listed building and to comply with the National Planning Policy Framework. This is required prior to the commencement of development given the sensitivity of the development in relation to the heritage assets.

WORKING WITH THE APPLICANT/AGENT

In accordance with paragraphs 38 and 39 of the National Planning Policy Framework, Aylesbury Vale District Council (AVDC) takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. AVDC works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the application was considered to be acceptable as submitted and no further assistance was required.

The determination of this application falls within the scope of Officer delegated powers

DATE: 18/10/2018

SIGNED: David Wood

PROFESSIONAL CHECK:

Agree Recommendation / Officer exercising delegated powers*

**Delete as appropriate*

DATE: ...19.10.2018.....

OFFICER:*Susan Kitchen*.....
Corporate Planner

Full report follows:-

SITE DESCRIPTION

The site comprises a 'Platform, Platform Buildings and Bridge at Quainton Road Railway Station', which is a grade II listed building. The site is located to the south-west of Quainton, with the listed assets themselves located to the south of the Buckingham Railway Centre.

PROPOSAL/DESCRIPTION OF DEVELOPMENT

It is proposed to alter or erect new security and safety fencing in various areas around the station premises. The proposed works comprise:

- Installation of black weldmesh fencing along the existing fence line south of the station platform areas, in order to secure the railway line.
- Installation of black vertical bar railings on both platforms to control platform access for the protection of visitors to the Buckinghamshire Railway Centre. Most of these railings would replace existing fencing and follow the same alignment. Access onto the northern platform would be gated. Access to this platform through the existing station building would be secured by locked doors.
- Installation of galvanised steel palisade fence to secure access to a Network Rail compound area to the north of the station platforms.
- Installation of low level demountable front of platform fencing, to allow safe working on the station platforms. This fencing would be removed on the infrequent occasions when the platform was used for passenger embarkation or disembarkation.
- Installation of transparent acrylic along the inside edge of the existing footbridge parapet to prevent items passing through and falling onto the track below.
- Creation of new doorways into two station platform buildings (one doorway per building).

Section 17 of the Transport and Works Act 1992 amended section 12 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to provide that, without any direction from the Secretary of State, any application for listed building consent shall be referred to the Secretary of State instead of being dealt with by the local planning authority in any case where the consent is required in consequence of the proposals included in an application for an order under the Transport and Works Act.

Although this application is made to AVDC, it will be automatically called-in for determination by the Secretary of State (for Communities and Local Government) in parallel with the Transport and Works Act Order application, in accordance with the Transport and Works Applications (Listed Buildings, Conservation Areas and Ancient Monuments Procedure) Regulations 1992 (SI 1992/3138) ("the 1992 Regulations").

The Secretary of State will then determine the application including the form of the conditions which he imposes on granting the consent.

National Planning
Casework Unit, 5 St Philips Place, Birmingham, B3 2PW.

RELEVANT PLANNING HISTORY

98/00763/APP - New visitors centre, associated car park & highway access improvements - APPROVED

09/02054/APP - Demolition of existing building and erection of replacement single storey station building – APPROVED

PARISH COUNCIL COMMENTS

No objection

CONSULTATION RESPONSES

Heritage: Heritage assets are an irreplaceable resource and it is important to conserve them in a manner appropriate to their significance as per paragraph 184 of the NPPF(2018). This also includes the enjoyment of those assets and their contribution to the quality of life of existing and future generations. In this instance the train station.

Whilst the additional fencing will cause some harm to the setting of the heritage assets, this is at the lower end of the less than substantial scale. Therefore, paragraph 196 of the NPPF requires for this harm to be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Not only does the proposal allow for the visitor attraction to remain functioning but also the public benefit and optimum viable use gained by reinstating the former and historic passenger train line.

Ecology: No objection

REPRESENTATIONS

None received

EVALUATION

The NPPF recognises the effect of an application on the significance of a heritage asset is a material planning consideration. Paragraph 193 states that there should be great weight given to the conservation of designated heritage assets; the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset, or development within its setting. Any harm or loss should require clear and convincing justification. Paragraph 196 states *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."*

The proposal seeks consent for works as outlined in the proposal section and is assessed fully in the sections below:

Safety Fencing

Due to the increased use of the station for safety and security purposes the existing diagonal timber fencing has been deemed inefficient in stability and requiring continual maintenance. The proposal seeks to increase the amount of fencing and replace with black galvanised vertical bar railings. Where the new fencing will abut the listed structures the proposal has gone into detail of how these joins will be achieved. In addition, when considering the setting of the assets as a whole a minimal profile design fence has been proposed to minimise the visual impact whilst providing the safety barrier as required. Whilst there will be some impact to the setting of the heritage assets it is felt that the scheme has been carefully considered to mitigate this and any harm is at the lower end of the less than substantial scale

Alterations to the station building

Current access to the ladies toilets within the main station building is via the south facing elevation, next to the track. Due to the additional barriers the entrance needs to be relocated to the other side of the building. This will be achieved by lowering the cill level of one window to create the new doorway. Due to the design and proportions of the buildings fenestration this is easily achieved. The new door will be crafted to match the existing. Overall, this element of the scheme is considered acceptable.

Alterations to the timber shelter

To minimise the impact caused by the new and additional fencing, the precise location was carefully considered. However, the proposed location of this has resulted in the need for the access to be relocated to the Claydon end of the shelter. The existing door facing the track will be retained but secured shut. The new doorway will retain a glazed panel which is similar to the existing window in this location and will retain the overall appearance of the structure. The location of the new doorway has been determined due to an internal inspection which confirmed this elevation was rebuilt in the 20th century and therefore the scheme would not result in the loss of any original fabric. Therefore this element of the scheme is acceptable.

Alterations to the bridge

The two platforms are linked by an arched footbridge with brick piers and parapets composed of a lattice of riveted wrought iron. Whilst an attractive feature, the lattice work brings with it a number of safety issues. These include the openings allowing things to be dropped through to the trains below and also the gaps providing footholds for people to climb. To retain the use of the bridge without altering the lattice work itself, the proposal includes fixing a clear polycarbonate panel to the inside of the footbridge. The application states that additional strengthening work may be required to accommodate the panels, subject to further structural analysis. It notes that drilling into the historic wrought iron would be avoided. Whilst not ideal, the clear appearance on the panels would preserve the appearance of the bridge. However, the panels would need to be removable for cleaning and easy replacement once they become discoloured or poor in appearance. A condition should be added to any approval, providing information of the additional structural analysis and fixing method of the panels.

CONCLUSION

In accordance with the considerations set out in paragraph 196 of the Framework, the Council contends that the magnitude of this harm can be appropriately calibrated as less than substantial. Again, in accordance with paragraph 196 of the Framework, it is necessary to consider this harm against any public benefits the development may bring.

The alterations to the station building, timber shelter and the bridge would preserve and not harm the special interests of these designated heritage assets. Whilst the additional fencing will cause some harm to the setting of the heritage assets, this is at the lower end of the less than substantial scale. Therefore, paragraph 196 of the NPPF requires for this harm to be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Not only does the proposal allow for the visitor attraction to remain functioning but also the public benefit and optimum viable use gained by reinstating the former and historic passenger train line.

In this respect, the benefits of the development would outweigh the less than substantial harm to the significance of the designated heritage assets.

Special regard has been given to the statutory test of preserving the listed building under section 66 of the Planning (Listed Building and Conservation Areas) Act 1990, which is accepted as a

higher duty. It has been concluded that the listed building would be preserved, and so the proposal accords with section 66 of the Act. In addition, taken as a whole no harm would be caused to the significance of the heritage asset, in NPPF terms, and as such the proposal accords with guidance contained within the NPPF.