

Delegated Report		Analysis sheet		Expiry Date:	A: 08/03/2013
					B: 19/03/2013
				Consultation Expiry Date:	A: 15.02.2013
		N/A / attached		Consultation Expiry Date:	B: 19/03/2013
Officer			Application Number(s)		
Hugh Miller			A: 2013/0417/P B: 2013/0361/C		
Application Address			Drawing Numbers		
Hampstead Heath Railway Station South End Road London NW3 2QD			See draft notice.		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
A: 2013/0417/P - Application for Prior Approval under the General Permitted Development Order (Part 11, Class A, Schedule 2); for erection of single-storey ticket office building including the erection of passenger lifts on Platform 1 and Platform 2 (sui Generis) B: 2013/0361/C - Demolition of single-storey ticket office building at Hampstead Heath Railway Station (sui Generis)					
Recommendation(s):		A: Grant Prior Approval of detailed plans and specifications under Paragraph A1, Part 11, Schedule 2 of the General Permitted Development Order (1995). B: Grant Conservation Area Consent for Demolition of single-storey ticket office building at Hampstead Heath Railway Station (sui Generis)			
Application Type:		GPDO Prior Approval Determination			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	33	No. of responses	00	No. of objections	00
			No. Electronic	00		
Summary of consultation responses:	<p>Advertised in local press Ham & High 07/02/2013, expires 28/02/2013.</p> <p>Site Notice displayed 30/01/2013, expires 20/02/2013.</p> <p>Two written representations in Support of the proposal</p> <ul style="list-style-type: none"> • 16 St Crispin's Close – Support • 84 South Hill Park – Support <p>The Council received 7 written representations objecting to the proposal on grounds of design, demolition of the existing building, closure of the station, noise disturbance etc.</p> <p>A meeting chaired by Councillor Chung, with representatives of the objectors and the applicant discussed the substantive issues raised by the local residents. It was made clear that the station would not be closed to enable the development; that the buildings design and type of materials was base on structural constraints, available time and costs plus site constraints. Following the meeting all the objections were withdrawn.</p>					
CAAC/Local groups* comments: *Please Specify	<p><u>Hampstead CAAC</u>: Comment</p> <p>We note that the materials to be used are not identified. We consider that the materials to be used should be subject to the planning process and Conservation Area approval.</p> <p><u>English Heritage</u> – Comment</p> <p>This application should be determined in accordance with national and local policy guidance, and on the basis of specialist conservation advice.</p>					

Site Description

A single-storey the ticket office building (Hampstead Heath Railway Station) is located at the junction with South Hill Park Road and South End Green Road. The building is not listed; it is however located within the designated South Hill Park Conservation Area.

Relevant History

None

Relevant policies

LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development

CS11 Promoting sustainable and efficient travel

CS14 - Promoting high quality places and conserving heritage / conservation areas.

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP24 - Securing high quality design

DP25 - Conserving Camden's heritage / conservation areas

DP26 Managing the impact of development on occupiers and neighbours

South Hill Park Conservation Area Management Strategy

Camden Planning Guidance 2011

CPG 7 – Transport

NPPF 2012

Assessment

Proposal

- ✓ **A:** 2013/0417/P - Application for Prior Approval under the General Permitted Development Order (Part 11, Class A, Schedule 2); for erection of single-storey ticket office building including the erection of passenger lifts on Platform 1 and Platform 2 (sui Generis)
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Situation

As part of the Access for All Programme, which is part of the Railways for All strategy launched in 2006 by the Department for Transport, Network Rail is proposing to provide a new ticket office with associated facilities and step free access to Platforms 1 and 2 of Hampstead Heath Railway Station in the form of two passenger lifts. These proposed improvements are designed to bring the station in line with standards outlined in the Disability Discrimination Act 2005 and the Equality Act 2010.

The proposed new ticket office has been designed to replace the existing ticket office in the same location. The building itself has been designed to incorporate more ticket gates, catering for increased passenger use, staff welfare facilities, and increased booking hall space to allow for disabled access in accordance with modern standards. The proposed main building materials consist of metal casted columns to support the structure, metal clad skirting and piers to the external entrance way, high level glazing and brick walls (some with rendered finish). It is proposed that the roof canopy is of a similar design to the existing and finished with a metal fascia.

The Town and Country Planning (General Permitted Development) Order (GDPO) 1995

PART 11 Development Under Local or Private Acts or Orders; states A.2 Prior approvals:

The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

(a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

(b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The Town and Country Planning (General Permitted Development) Order (GDPO) 1995 sets out the details of the types of developments for which planning permission is 'deemed' to be granted, more commonly known as 'permitted development'. A vast amount of the work carried out by a railway undertaker will be permitted development under either Part 11 or Part 17 of Schedule 2 of the GDPO (1995). In this instance, the construction of a new station building falls outside the remit of Part 17 and therefore an assessment under Part 11 is required. Part 11 permits development authorised by a local or private Act or Order.

The Act which is relevant in this case is 'The Railway Clauses Consolidation Act 1845'. Section 16 of this Act granted the then railway company and its successors the right to undertake the following works:

'erection and construction of houses, warehouses, offices and other buildings, yards, stations, wharfs, engines, machinery, apparatus and other works and conveniences as they think proper;

They may 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 provided that in the exercise of the powers by this or the special act granted the company shall do as little damage as can be.'

The above works are permitted to take place on 'operational land' belonging to a statutory undertaker and in this instance the application site is located on 'operational land' within Network Rail's ownership. 'Operational Land' in relation to statutory undertakers is defined in the Town and Country Planning Act 1990 as land which is used for the purpose of carrying on their undertaking and land in which an interest is held for that purpose.

Notwithstanding the above, the erection, construction, alteration or extension of any building under Part 11 of Schedule 2 of the GPDO requires prior approval from the appropriate planning authority of the detailed plans and specifications. Part 11 of the GPDO also states that prior approval must not be refused by the appropriate authority nor should conditions be imposed unless they are satisfied that:

- a) The development ought to be and could reasonably be carried out elsewhere on the land;
or
- b) The design or external appearance of any building [...] would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

In conclusion, the proposed new station ticket office building and passenger lifts falls under the criteria for assessment under Part 11 of Schedule 2 of the GPDO (1995) as a result of an Act of Parliament called the Railway Clauses Consolidation Act 1845 and the only issues to which the Council can raise objections are those of siting and design.

Assessment

Siting of new ticket office building & passenger lifts

The application site has a semi-rural character with located opposite a section of Hampstead Heath and comprises buildings of mixed heritage and design. The proposed replacement ticket office building with an increased footprint and canopy would occupy the exact site area of the present ticket office building at the corner of South Hill Park Road and South End Green Road. It would provide improved services to the public by way of level entry access from the pavement, larger floorspace within the booking hall including an increase in the numbers of exit / entry barriers including staff welfare facilities. More specifically, the proposed building would also accommodate wheelchair passengers by the provision of passenger lifts between the Platforms and the booking Hall also the existing footbridge, which linked the booking office.

Two passenger lifts are proposed to enable step free access; one of which would form part of the proposed ticket office building envelope accessible from (Platform 2); the other located adjacent to the existing footbridge linking the ticket office at Platform 1 (south side). Moreover, the station platforms are only accessible by stairs. The Lift access to both platforms is therefore seen as an important part of the modernisation, especially given the close proximity of the Royal Free Hospital.

In terms of siting, the proposed building meets the first test under Part 11, A2 (a).

Design & appearance

The neighbouring buildings are varies from 19th century to 20th century and are notable for their local value within the conservation area; such as the Magdala Tavern Public House due north and contemporary designed houses at St. Crispin's Close to the south.

The new ticket office would have a larger footprint than the existing although would remain a single storey structure. In terms of its general scale and height the design is appropriate to the context. A certain degree of legibility of design is required so that the function is expressed to users so the modern appearance is considered appropriate. Compared with the existing building, which due to numerous upgrades and alterations has a very unresolved and ad hoc appearance, the proposed building as a purpose built structure with integrated services will offer a cleaner appearance which would enhance the area.

The existing building comprises largely brick with cladding to its fascia. The use of brick would have

been preferable rather than the use of rainscreen cladding to the west and south elevation. On the south elevation this will appear crudely cut into the brickwork. Given that there are views from the road bridge over this part of the station brick to match existing would have been preferable on this elevation. Perhaps render could be used on the west elevation to tie in with the rest of the façade of the proposed building.

In terms of positioning, the southern lift shaft would have a limited impact on the surrounding area. The position is mostly dictated by the position of the footbridge but is somewhat screened by a brick wall which faces onto South End Road and St Crispin's Close. At a joint meeting with the applicant and local residents representatives it was noted that due to constraints at the site and for structural reasons a lightweight structure would be acceptable. It should be noted that the existing platform level brick wall (facing the platform) does not actually support the existing Station building. The existing Station building is cantilevered from the reinforced concrete undercroft columns and beams situated behind the brick wall façade. The constraints of the existing structure required a steel frame to span from the South Hill Park pavement side to the line of columns in the undercroft behind the platform wall. Upon the advice of the Structural Engineer the walls have been specified as lightweight blockwork which is considerably less dense than brickwork. Although a preference for bricks is universal, it is considered more expedient that the proposed use of rainscreen cladding be used as coincidentally it would harmonise with the buildings contemporary and functional aesthetic and is on balance acceptable.

The relocated signage which is proposed to sit on the roof top would be very pronounced and silhouetted against the skyline. This would be out of character with the village feel of the surrounding area. The legibility of the building is largely derived from its form and appearance and therefore the signage could be more discrete, possibly located on the fascia of the roof. A condition is attached to this effect.

The proposed design and use of materials is on balance considered to be satisfactory. The works would respect the site and setting and provide a high quality addition to the railway network. As such, the works would preserve the character and appearance of the area is considered to comply with Policies DP24 and DP25.

The proposal therefore complies with the second test under Part 11, A2 (b).

Amenity

The materials used in the building are considered to give it a lightweight appearance, thus helping to reduce the sense of bulk to the neighbouring properties. The closest residential occupiers are located on the south side at St. Crispin's Close. The lift housing would set below the height of the common boundary not to have any impact on these occupiers or those opposite at South End Road. The building is of similar height to the existing and it would not harm or cause loss of outlook or daylight to the neighbouring properties. The proposal accords with DP26.

CAC Application Ref. 2013/0361/C

Demolition of single-storey ticket office building at Hampstead Heath Railway Station (sui Generis)

The South Hill Park Conservation Area Statement does not list the building as making a positive contribution. An inspection of the station building reveals it to be an undistinguished painted brick box capped with a projecting flat roof. In conservation area buildings of 115 cubic metres or more requires consent for demolition. The existing building measure approximately 145 cubic metres and together with its low quality and volume officers raised no objection to its demolition and replacement.

Conclusion

In light of the above, it is considered that the siting and design of the proposed replacement station building will not harm the amenity of the neighbourhood in a way that would require the relocation of

the proposed station building on a different part of the site, or changes to the design details. Hence the proposed location and design is acceptable, and prior approval should be granted under Part 11 of Schedule 2 of the General Permitted Development Order (1995).

Recommendation: Grant Prior Approval of detailed plans and specifications under Paragraph A1, Part 11, Schedule 2 of the General Permitted Development Order (1995).

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