

Delegated Report		Analysis sheet		Expiry Date:		29/08/2014	
		N/A / attached		Consultation Expiry Date:		14/08/2014	
Officer				Application Number(s)			
Neil Collins				2014/4535/P			
Application Address				Drawing Numbers			
Footbridge over railway between Churchill Road & Ingestre Road London NW5				See draft Decision Notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Alterations to public footpath structure, including brickwork repairs, raising of walls and footpath surface, replacement of two bridge decks and infilling of arches on embankments.							
Recommendation(s):		Grant Prior Approval					
Application Type:		GPDO Prior Approval Determination					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		<p>A site notice was erected on 23/07/2014, which expired 13/08/2014.</p> <p>One objection has been made by a local resident and user of the bridge, who has commented that the alterations would be 'ugly from the outside and claustrophobic from the inside', given the enclosed nature of the replacement bridge decks.</p> <p><i>Officer Response:</i></p> <p><i>The solid sided bridge decks have been designed in the interest of the maintenance and longevity of the bridge. Whilst it is accepted that the bridge would have some detrimental impact upon the existing structure, it is considered that this would have very little impact upon the wider conservation area, given that views of the bridge are generally from within the structure rather than outside.</i></p>					

CAAC/Local groups* comments: *Please Specify	N/A
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Site Description

This application seeks Prior Approval for works to a public footpath and two bridges crossing the railways line between Ingestre Road and Churchill Road. The footpath and bridges are in a poor condition, requiring works to improve the safety of the structures, ensure their longevity and to accommodate larger trains on the track.

Prior Approval is sought through the provisions of Part 11, Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995 (as amended), which permits works allowed by a private Act. In this case, the enabling Act is the Midland Railway (Additional Power) Act 1880, which incorporates the Railway Clauses Consolidation Act 1845.

The structure to which the application relates is located within the Dartmouth Park Conservation Area, although they are not identified as being either statutorily or locally listed, nor is the structure identified within the Dartmouth Park Conservation Area Strategy.

Relevant History

No relevant planning history for the site.

Relevant policies

National Planning Policy Framework (NPPF) 2012

LDF Core Strategy and Development Policies

Core Strategy

CS14 – Promoting high quality places and conserving our heritage

Development Policies

DP24 – Securing high quality design

DP25 – Conserving Camden’s heritage

Camden Planning Guidance 2011

CPG1 – Design

Dartmouth Park Conservation Area Strategy

Assessment

Proposal

The application proposes repairs to the brickwork of the bridge/footpath structure, replacement of the bridge deck and ironwork and infilling of the brick arches located on either railway embankment. Brickwork has been identified as having failed in places and requires attention in the interest of safety. The bridge decks, which span both rail lines, also require replacement along with remodelling of the footway and stair surface. Parts of the brick structure, including the walls, footpath surface and bridge decks, would be increased in height to accommodate larger rolling stock on the railway.

Assessment

Part 11, Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995 (as amended) gives permission for the works via a private Act. In this case, the Midland Railway (Additional Power) Act 1880 gives provision for the works providing that the LPA give Prior Approval in relation the impact of the alterations upon the appearance of the area. Therefore, design and conservation policies within the development plan are relevant.

The Conservation Officer has been consulted regarding the application and raises no objection on grounds of the impact upon the character and appearance of the area. The works are deemed to be necessary and, whilst it is accepted that some character features of the bridge would be lost as a result of the works, it is not considered that the wider Dartmouth Park Conservation Area would suffer significant harm to refuse Prior Approval in this case.

Recommendation: Grant Prior Approval