

Perth and Kinross Council
Development Management Committee – 12 December 2012
Report of Handling by Development Quality Manager

Removal of pedestrian footbridge at Gleneagles Station, Auchterarder

Ref. No: 12/01680/LBC
 Ward No: 7 – Strathallan

Summary

This report recommends approval of an application for Listed Building Consent for the removal of the disused pedestrian footbridge at Gleneagles Station, subject to referral to Historic Scotland. The proposal is considered to comply with Scottish Historic Environment Policy in that the economic growth and wider community benefits of the wider proposal for the link road and improvements to the facilities at Gleneagles Station outweigh the removal of the disused listed footbridge.

BACKGROUND AND DESCRIPTION

- 1 TACTRAN, the Tayside and Central Scotland Transport Partnership, has identified the need to develop the Tay Estuary Rail Study (TERS) proposals as part of their Regional Transport Strategy Delivery Plan. As part of this strategy, the B listed Gleneagles Railway Station will be enhanced to provide additional and improved facilities for rail travellers and commuters. At the same time, the Road Safety Office at Perth and Kinross Council proposes to construct a new access road to the station, allowing the existing access to be stopped-up. A fully detailed application has been submitted for construction of a new link road, modification of roundabout, removal of footbridge, enlargement of existing car park and associated works at Gleneagles Station under application 12/01679/FLL, which is included elsewhere on this agenda.
2. As part of the above project and to enable safe vehicular access to and from the station it is proposed to remove the redundant disused footbridge spanning between the current station and the former ticket office/station house to the west. The former station house is also B listed and presently occupied as a dwellinghouse – Caledonian Cottage. The footbridge does not provide enough headroom for the proposed works to the road surface and to accommodate double decker buses and this application therefore is a listed building application for the removal of the disused footbridge.

NATIONAL POLICY AND GUIDANCE

- 3 The Scottish Government expresses its planning policies through The National Planning Framework 1 & 2, the Scottish Planning Policy (SPP), Planning Advice Notes (PAN), Designing Places, Designing Streets, and a series of Circulars. Of particular relevance to this planning application are:-

Scottish Planning Policy 2010

4. This SPP is a statement of Scottish Government policy on land use planning and contains:
 - the Scottish Government's view of the purpose of planning.
 - the core principles for the operation of the system and the objectives for key parts of the system.
 - statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006.
 - concise subject planning policies, including the implications for development planning and development management, and
 - the Scottish Government's expectations of the intended outcomes of the planning system.
5. Of relevance to this application are:
 - Paragraphs 110 -124 : Historic Environment
 - Paragraphs 113 -114: Listed Buildings

Scottish Historic Environmental Policy December 2011 (SHEP)

- 6 This document sets out Scottish Ministers' policies for the historic environment, provides greater policy direction for Historic Scotland and provides a framework that informs the day-to-day work of a range of organisations that have a role and interest in managing the historic environment.

DEVELOPMENT PLAN

- 7 The Development Plan for the area comprises the recently approved TAYplan 2012 and the adopted Strathearn Area Local Plan 2001.

TAYPlan June 2012

- 8 Under the TAYplan the principal relevant policy is in summary:

Policy 3: Managing TAYplan's Assets

- 9 This recognises the importance of historic buildings and townscapes and identifies the importance of only allowing development where it does not adversely impact upon or preferably enhances these assets.

Strathearn Area Local Plan 2001

- 10 Under the Local Plan the application site lies within the Landward Area where the principal policies of relevance are in summary:-

Policy 27 Listed Buildings

- 11 There will be a presumption against the demolition of Listed Buildings and against works detrimental to their essential character. There will be a presumption in favour of consent for development involving the sympathetic

restoration of a Listed Building, or other buildings of architectural value. The setting of Listed Buildings will also be safeguarded

Policy 28 Listed Buildings

- 12 The Council will encourage the restoration, correct maintenance and sensitive enhancement of buildings on the Statutory List.

PERTH AND KINROSS COUNCIL LOCAL DEVELOPMENT PLAN - PROPOSED PLAN JANUARY 2012

- 13 Members will be aware that on 30 January 2012 the Proposed Local Development Plan was published. The adopted Local Plan will eventually be replaced by the Proposed Local Development Plan (LDP). The LDP has recently undergone a period of public consultation. The Proposed Local Development Plan may be modified and will be subject to examination prior to adoption. It is not expected that the Council will be in a position to adopt the Local Development Plan before December 2014. The Plan may be regarded as a material consideration in the determination of this application, reflecting a more up to date view of the Council.
- 14 The principal relevant policy in summary is:-

Policy HE2 : Listed Buildings

- 15 States that there will be a presumption in favour of the retention of listed buildings, and the protection of their settings.

SITE HISTORY

- 16 92/01086/FUL Erection of 10 industrial units and 2 houses in outline 19 November 1992 Application Approved
17. 92/01727/FUL Removal of drinking fountain at 25 January 1993 Application Approved
18. 11/00806/LBC Repainting of station 28 October 2011 Application Refused

CONSULTATIONS

- 19 Historic Scotland was consulted at the pre-application stage and had no objections to the proposed removal of the disused footbridge.

REPRESENTATIONS

- 20 None.

ADDITIONAL STATEMENTS

21	Environmental Statement	Not required
	Screening Opinion	Not required
	Environmental Impact Assessment	Not required
	Appropriate Assessment	Not required
	Design Statement or Design and Access Statement	Submitted

APPRAISAL

- 22 The determining issues in this case are firstly the statutory requirement under Section 14 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 for the planning authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural historic interest which it possesses; how the proposal sits with National Policy; how the proposal relates to the adopted development plan; whether the proposal complies with development plan policy; whether the proposal complies with supplementary planning guidance; or if there are any other material considerations which justify a departure from policy.

Policy

- 23 In terms of the Development Plan, the key policies of note are Policy 3 of the Tay Plan 2012 and Policies 27 and 28 of the Strathearn Local Plan 2001, which seek to ensure that the essential character of the listed building is not adversely affected and to consider any other relevant material considerations.

Impact on the Listed Building

24. In addition to the relevant Development Plan policies and National Guidance, in considering whether or not to grant planning permission for a development, the Council has a statutory duty in relation to Listed Buildings.
25. Gleneagles Station is category B listed. Proposals for the new link road and associated works affect both its fabric and its setting. The impact of the wider link road proposal on the setting of Gleneagles Station is considered in the detailed application 12/01679/FLL.
26. Regarding the direct fabric impacts of the proposals, the disused footbridge spanning between the current station and the former ticket office/station house is proposed for removal. The footbridge is not considered to provide enough headroom for the proposed works to the road surface and the need to accommodate double-decker buses at the station.
27. The former ticket office was separated from the station after the closure of the Crieff branch and its associated platforms in the 1960s, and became a private dwelling. The linking footbridge was blocked off at both ends and became redundant. It has not been maintained and is in poor condition, with exposed reinforcement to the concrete deck and extensive vegetation

growth. The shelter canopy at the west end has been removed in the past; the eastern canopy remains but is also in poor condition with slipped roof glazing and deteriorating timber.

28. Scottish Historic Environment Policy (SHEP) requires applications for consent to substantially alter a listed building to meet certain tests. Paragraph 3.43-44 explain that, *“Where the application would have a significantly adverse effect on the building’s special interest, but is believed to offer significant benefits to economic growth or the wider community, applicants should prepare a statement which justifies the intervention in relation to these benefits. This statement should demonstrate that the benefits could not be realised without the intervention proposed.”*
29. The removal of the footbridge will impact negatively on the special interest of the station, in terms of a significant removal of original fabric and alteration to the original design intention. However, it is accepted that the bridge is in poor condition, functionally redundant and that the conversion of the former ticket office to private dwelling makes any future re-use for its original or any other purpose highly unlikely. Its continuing presence and deterioration would also impact negatively on the station and its environs. It is also accepted that the proposed improvements to station access and facilities are on balance to the benefit of the listed station building, ensuring that it continues to have a beneficial use into the future. The scheme overall has clear economic and community benefits.
30. It is therefore considered that the proposed removal of the footbridge meets the SHEP tests, and is acceptable, subject to detailed comments/suggested conditions below. Historic Scotland have also intimated at the pre-application stage that they would have no objection to the removal of the footbridge.
31. The demolition method statement suggests that elements of the historic structure forming the connections at each end and the concrete deck will have to be damaged or removed during dismantling. The bridge will also be cut into sections to remove from site. Confirmation will be sought that damaged/lost sections will be minimised as far as possible, and that the sections will be cut/disconnected in such a way to permit reassembly later – in order to ensure that the bridge can be re-used elsewhere in a form as closely resembling its historic design as possible. The surviving canopy area at the station end is not covered in the method statement and this should be included for salvage if possible. It is recommended a more complete and detailed method statement is supplied once investigative works have been carried out. A condition should be applied to ensure safe storage of all removed historic fabric until a new home for them can be found. Specifications and method statements for all necessary stonework and render repairs following removal of the bridge are also required by condition.

PLANNING AUTHORITY WITH AN INTEREST IN THE LAND

- 32 The Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 advises on the procedure for notification of planning applications

to the Scottish Ministers for developments in which planning authorities have an interest in. The Direction states that notification to the Ministers is only required where the proposal involves a significant departure from the authority's own Development Plan. As the recommendation of approval is not a significant departure from the Development Plan, a notification to the Ministers is not required.

LEGAL AGREEMENTS

33 None required.

DIRECTION BY SCOTTISH MINISTERS

34. Under the Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997 section 73 there is a direction by the Scottish Government in respect of notification relating to this application.

CONCLUSION AND REASONS FOR RECOMMENDATION

35. In conclusion, the application must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this respect, it is considered that the proposal does not comply with the Strathearn Area Local Plan 2001 policy 27 as it will result in the removal of the fabric of a listed building. It is considered however that the proposed removal of the footbridge meets the SHEP tests, and is acceptable subject to conditions, and that overall, the scheme has clear economic and community benefits which is an important material consideration in this case.
36. On that basis the application is recommended for approval and subject to referral to Historic Scotland.

RECOMMENDATION

A Approve the application subject to the following conditions:-

- 1 In dismantling the footbridge the applicant shall ensure that damaged/lost sections of the footbridge will be minimised as far as possible and that the sections will be cut/disconnected in such a way as to permit reassembly later to the satisfaction of the Planning Authority.
- 2 The surviving canopy area at the station end of the footbridge shall be included for salvage to the satisfaction of the Planning Authority.
- 3 Prior to dismantling the footbridge a complete and fully detailed method statement shall be submitted for the approval of the Planning Authority once investigative works have been carried out.
- 4 Once removed the applicant shall confirm in writing to the Planning Authority that safe storage of all removed historic fabric is in place until an alternative appropriate use for them has been found.

- 5 The applicant shall confirm in writing to the Planning Authority that an alternative appropriate use for the historic fabric has been found.
- 6 A fully detailed method statement and specification for all necessary stonework and render repairs following removal of the footbridge shall be submitted for approval of the Planning Authority.

Reasons:-

- 1-5 In the interests of architectural heritage.
6. In order to safeguard the character and appearance of the listed building.

B JUSTIFICATION

The proposal is considered to have a significant effect on the building's special interest, but it is believed this intervention enabling the wider proposal will offer significant benefits to economic growth and the wider community.

C PROCEDURAL NOTES

Gleneagles Station is a category B listed building and this application requires to be referred to Historic Scotland for determination.

D INFORMATIVES

This listed building consent will last only for three years from the date of this decision notice, unless the development has been started within that period. (See Section 16 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended by Section 20 (3) of the Planning etc. (Scotland) Act 2006).

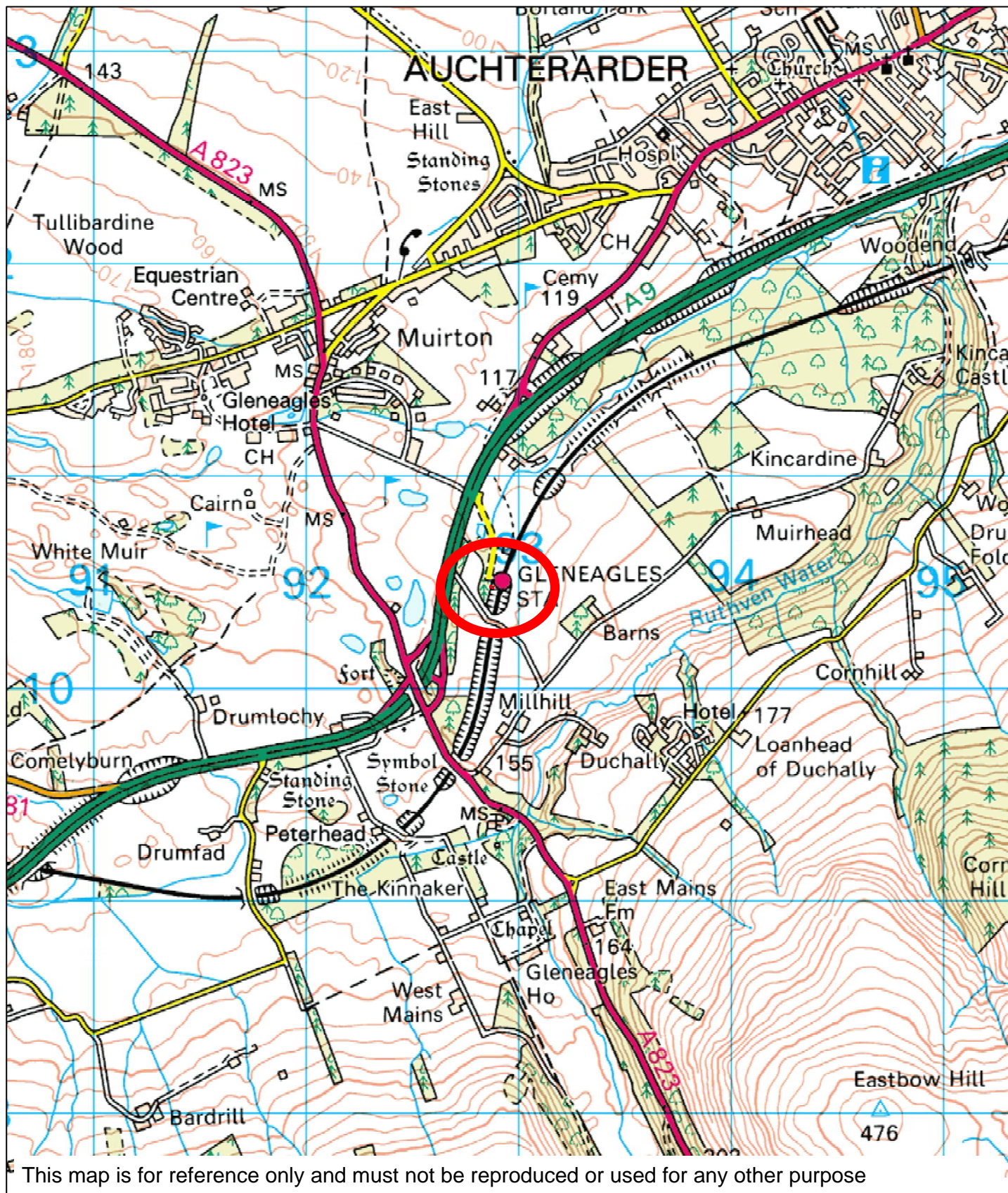
Background Papers: None
Contact Officer: Mark Williamson – ext 475355
Date: 20 November 2012

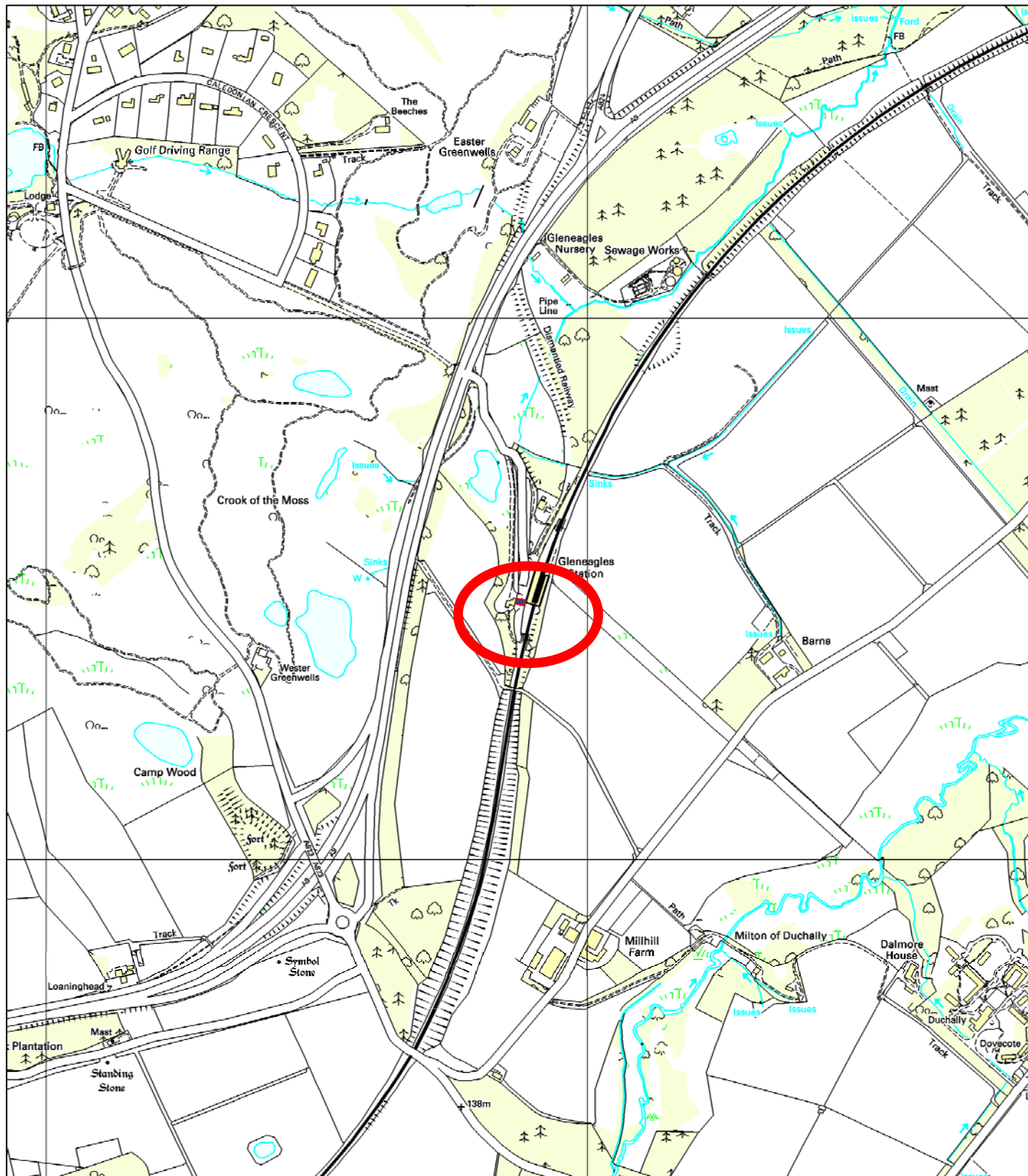
Nick Brian
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