

## **AGENDA ITEM 9(a)**

**LOCATION: ATTLEBOROUGH: THE RAILWAY STATION, STATION ROAD**

**PROPOSAL: DEMOLITION OF THE TWO SMALL ANCILLARY BUILDINGS. REDEVELOPMENT OF THE EXISTING CAR PARK TO INCLUDE NEW CAR PARK AREA TO BE LAID OUT INCLUDING NEW PARKING BAYS, TICKET MACHINE AND CCTV AND LIGHTING. DEMO OF EXISTING BOUNDARY RETAINING WALL AND CONSTRUCTION OF NEW REALIGNED WALL, FOOTWAY/CYCLEWAY AND NEW BUS STOP**

**REFERENCE: 3PL/2019/0827/F**

**APPLICANT: GREAT ANGLIA**

**AUTHOR: NAOMI MINTO**

### **CONSULTATION RESPONSES AND REPRESENTATIONS**

#### **NCC Highways Authority:**

No objections subject to conditions; including a condition to secure electric charging points.

#### **Railway Heritage Trust:**

The Railway Heritage Trust is a not for profit company limited by guarantee that gives advice and grants for the improvement of listed buildings and structures, and such buildings and structures that are in a Conservation Area, on Network Rail's estate. The company receives its funding mainly from Network Rail, but is independent of it – the company is owned, effectively, by its three Directors. Current turnover is some £2.7m per annum, of which £2.5m is given out in grants.

As the station building at Attleborough is listed at Grade 2 it is in our scope, and in recent years we have given grants totalling £110,000 towards the external restoration of the station building. We have made clear our willingness to give further grants towards an internal restoration if tenants are found: we prefer not to give grants where there is no sustainable use for a building or structure.

Greater Anglia, the Station Facility Operator, has consulted us on their proposal to demolish the two small buildings at the north side of the station car park, and we consider that this proposal is utterly sensible, and would give considerable public benefit both by allowing more use of the train service, and by reducing on-street parking around the station.

It has been suggested that the two buildings are listed, as they lie within the curtilage of the listed station building. We find this interpretation of the curtilage regulations quite astonishing, and, if it is maintained, would support an application to Historic England for an Enhanced Listing assessment of the station and buildings.

Even if the curtilage were to be accepted as an argument, we would still support the demolition of both buildings for the following reasons:

Neither building has any particular architectural or historic features that might justify its retention, and both are in very poor condition. Building No 2 has been heavily modified internally, and shows nothing of its original features.

Nobody has suggested any form of sustainable use for the building if restored. Greater Anglia is concerned about its use for unsocial behaviour, which might worsen if the building were to be restored but left unused.

The proposed retention of this building appears inconsistent with Breckland Council's previous position to demolition of buildings on the site. In particular the Council permitted the demolition of the eastern extension of the 1845 building, which clearly was in the curtilage of the listed building, as it helped to restore the building to its original state. Demolition of the two buildings would again improve the original site interpretation, by the removal of some very ordinary buildings.

Greater Anglia has stated that it considers that the retention of either building would invalidate the benefits of the car-parking scheme, and that it would redirect the investment money elsewhere. Accordingly, the development would not proceed, and the application would be withdrawn. There would thus be considerable public disbenefit from the loss of the improved car park, and no heritage benefit, as Greater Anglia would not carry out any restoration of the building, which nobody has suggested might have a sustainable use.

#### **ADDITIONAL CONDITIONS**

The following additional conditions are recommended to reflect the response of the Highways Authority:

7. Prior to the first use of the development hereby permitted the proposed access and parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason for condition: - To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety. In accordance with policies COM01, TR01 and TR02 of the Breckland Local Plan (Adopted) and the NPPF.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking or re-enacting that Order), no buildings, means of enclosure, or structures otherwise permitted within Class A of Part 2 (Minor Operations) and Class A (Railway or light railway undertakings) of Part 8 of Schedule 2 shall be erected on the site without the express permission of the Local Planning Authority.

Reason for condition:- To ensure that the development does not prejudice future road improvements. In accordance with policies COM01, TR01 and TR02 of the Breckland Local Plan (Adopted) and the NPPF.

9. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until detailed drawings for the retaining wall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason for condition:- To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor. In accordance with policies COM01, TR01 and TR02 of the Breckland Local Plan (Adopted) and the NPPF.

10. Prior to the commencement of works to lay out the new car parking bays, a scheme for the provision of vehicle electric charging points to be provided on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type and location of the charging points; and timescales for their installation and completion. The approved scheme shall be implemented in accordance with the approved details and timescales.

Reason for condition:- In order to secure and promote sustainable travel modes in accordance with policies GEN01 and TR01 of the Breckland Local Plan (Adopted) and the NPPF.