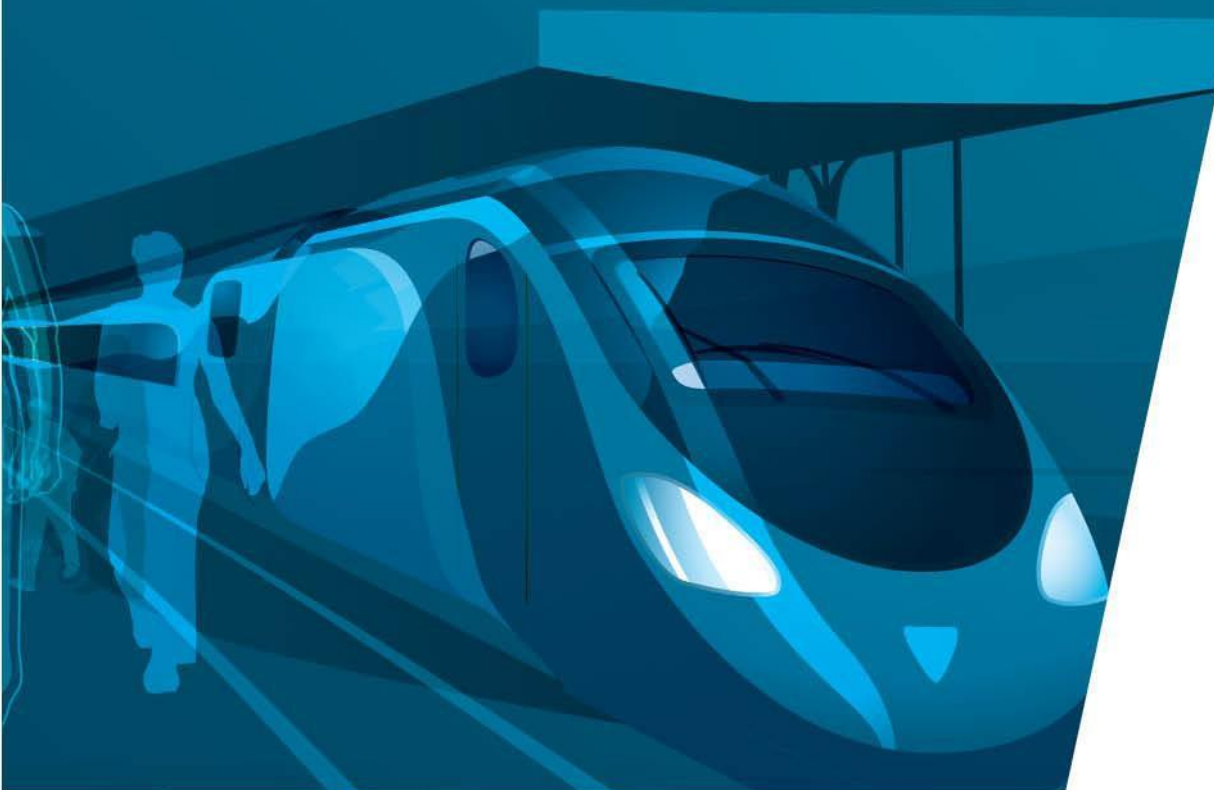


*Planning and Heritage Statement
incorporating Design & Access.*

Proposed Renewal of Shanklin Station Platform

January 2021



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1 Introduction

- 1.1 This planning statement has been prepared by Network Rail in order to support a Listed Building Consent application in relation to the proposed renewal/ upgrading of Shanklin Station Platform. The proposed works involve the renewal/upgrading of the platform at Shanklin Station, Regent Street, Shanklin, Isle of Wight, PO37 7AR.
- 1.2 The following information and supporting material have been submitted as part of this application request:
 - Site Location Plan – 1:1250
 - Platform Frontwall works - IPS-OSL-IOW01-DRG-ARCH-0012
- 1.3 These works will be carried out using permitted development rights by virtue of Part 8 of Schedule 2 of the Town and County (General Permitted Development) Order 2015.

2 Project Context

- 2.1 Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, Network Rail is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway. The management and safety of the public on Network Rails Assets form a key component of Network Rail's duty as the statutory undertaker.
- 2.2 The primary objective of the project is to strengthen the platform and ensure the platform can be used safely and efficiently with the new train stock.

3 Site Context and History

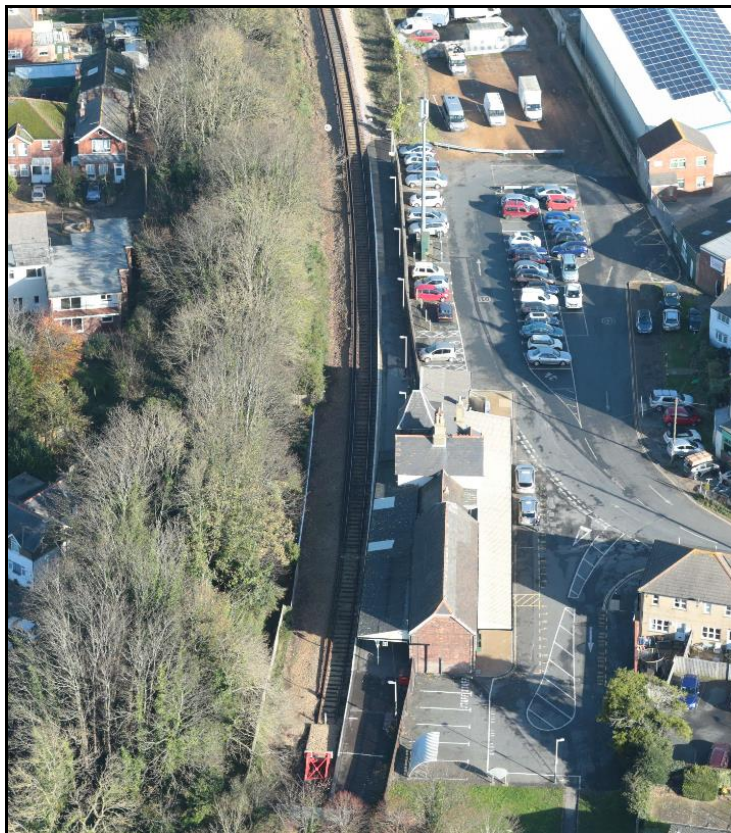
- 3.1 The application site is located at Shanklin Station, Regent Street, Shanklin, Isle of Wight, PO37 7AR. The works are to be carried out on the Platform, at the station. See Figure 1 below for Site Location boundary and Figure 2 for an aerial view of the Platform.
- 3.2 The Platform is part of the Grade II listed structure. The listing description is in the next

section below.

Figure 1: Site Location Plan



Figure 2: Aerial View of Station



4 Listing Status

4.1 Shanklin Station is a Grade II listed structure (1365375) which was first listed on the 14th of April 1968. Please see below Historic England's Listing Description.

4.2 **Shanklin Railway Station – List Entry Number 1365375**

Grade: II

Date first listed: 14th Feb 1992

Statutory Address: Shanklin Railway Station, Regent Street

Details

SHANKLIN. SZ5881 REGENT STREET 1352-0/8/209 Shanklin Railway Station II

Railway Station. 1864, extended 1881. Built for the Isle of Wight Railway. Original portion to north-east consists of Stationmaster's house and short wing on either side. Built of stock brick with slate roof and decorative ridge tiles. Irregular shape. 2 storeys 2 windows. Gable and 2 round-headed sash windows to 1st floor. Ground floor has plain sash window and doorcase with 4-panelled door. Central square brick chimneystack with 4 octagonal chimneypots. Tower to rear with pyramidal roof. 1881 wing to south-west is of red brick with half-hipped slate roof and decorative ridge tiles. 1 storey. 3 round-headed arched windows with cogged band between and 1 door. Interior has original boarded ticket office. Wooden canopy supported on iron brackets with crest of railway company runs the full length of the station. The platform side also has a canopy on iron brackets, but the fretwork has gone.

Listing NGR: SZ5809981889

5 Proposed Works

- 5.1 The proposed works are as follows
- New platform front wall construction.
 - Wall Strengthening works

- New platform copers to match existing
- Partial reconstruction of platform
- Resurfacing of the platform with tarmac.

5.2 Please see the attached plans for further details. The plans show other works that are to be carried out but do not require approval.

6 Design and Access Statement

6.1 Amount, Layout Scale and Use

The proposed works do not change the layout or scale of the existing Platform. The drawings identify the extent of the works to be undertaken.

The works do not alter or size of the site. The works will ensure that the platform can be used more efficiently by passengers and will be able to take a higher passenger load.

6.2 Landscaping

No landscaping is proposed as part of this application. The works will not impact the station buildings.

6.3 Appearance

From afar, the appearance of the platform wall will look similar. At a closer distance it may be evident that elements have been replaced or repaired. The platform surface will have been replaced with the same materials.

Network Rails intention would be to colour match the existing elements of the structure which are being retained. We would however welcome any guidance from the conservation officer regarding any specific requirements for the colour of the structure.

6.4 Access

Access to the platform will not be changed.

7 Policy

- 7.1 NR acknowledges that combinations of the following policy documents are currently used to determine planning applications within the Isle of Wight Council:
- National Planning Policy Framework (NPPF);
 - Island Plan Core Strategy (2012)
- 7.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions; it also takes precedence where the local plan is 'absent, silent or relevant policies are out-of-date'.
- 7.3 Chapter 16 (Conserving and enhancing the historic environment) of the NPPF sets out the Government Planning Policy in relation to historic assets. The NPPF requires that the nature, extent and importance of the significance of a heritage asset be assessed. Paragraph 185 of the NPPF requires that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. The strategy should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
 - b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - c) the desirability of new development making a positive contribution to local character and distinctiveness; and
 - d) opportunities to draw on the contribution made by the historic environment to the character of a place.
- 7.4 Paragraph 189 of the NPPF states that:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.”

7.5 Paragraph 195 states that:

“Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.”

7.6 Policy DM11 Historic and Built Environment Economy of the Isle of Wight Council Core Strategy stated that “The Council will support proposals that positively conserve and enhance the special character of the islands historic and built environment. Development proposals will be expected to:

1. Deliver economic led regeneration.
2. Relate to the continued use, maintenance, rescue/refurbishment, repair and re-use of heritage assets and historic places, especially where identified as being at risk, or likely to become at risk.
3. Relate to the conservation, enhancement and enjoyment of the Island’s heritage assets and public realm.
4. Consider and balance the relationship between the quality of place, economic, social and environmental characteristics.
5. Be informed by sufficient evidence to reveal impacts upon the significance of heritage assets and their settings which may include the Council’s Conservation Area Appraisals and Management Plans and the Local List Supplementary Planning Document.”

7.7 Network rail believes that the proposal is in accordance with both national and local planning policy.

8 Conclusion

- 8.1 Network Rail believes that this Listed Building Consent Application to carry out works to the platform at Brading station is in strong accordance with national and local planning policy. It is considered that the works will enhance the appearance of the asset and make the asset safer for the public using this station.
- 8.2 Importantly the works will not have an adverse impact on the Grade II Listed Structure. The Public benefits of the works will outweigh any harm that may be caused to the historic value of this structure.

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