



Planning & Sustainable Development
Cornwall Council
Pydar House
Pydar Street
Truro
CORNWALL
TR1 1XU
planning@cornwall.gov.uk

Lisa Bullock
Town Planner
Temple Point, Redcliffe Way
Bristol
BS1 6NL

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Dear Sir or Madam

Pre - application advice for Listed Building Consent.

The provision of a stepped footbridge – Lostwithiel Station, Grenville Road, Lostwithiel, Cornwall, PL22 0EW (OS SX10685981)

On behalf of Network Rail please find enclosed information relating to a project we are progressing.

At present, Lostwithiel Station only has access between platforms via a level crossing. It is proposed to instal a new footbridge at the station which will greatly improve passenger safety, and their experience, when the level crossing is unavailable to pedestrians.

Network Rail is providing a stepped footbridge to mitigate a safety risk at Lostwithiel Level Crossing. This shall reduce people's waiting time at the level crossing caused by an increased barrier down time created by the 2019 timetable change.

Lostwithiel Station is comprise two platforms, parking (vehicles and cycle), waiting area, seating and information point. To the north of the station is Grenville Road which crosses over the railway via a manually controlled barrier level crossing.

Lostwithiel signal box is a Grade II listed, situated at the northern end of Platform 1, adjacent to the level crossing.

The station is located within Lostwithiel Conservation Area and whilst there is no available appraisal for this, there is a "Lostwithiel Historic Characterisation" report which outlines the evolution of the town, of which was first recorded in 1189, regarded as a medieval town. The town had a market at this point (1189), a chapel by 1202, annual fair by 1224, bridges were built and re-built (1437), mills were built and rebuilt (1637), the first of the town quays and lime kiln is first noted in 1676 and the station and Cornwall Railway was opened in 1859. The station is located on the edge of Lostwithiel, linking with Bridgend.

Following an option selection analysis where various designs were considered, the chosen options is due to be progressed further. Before finalising this design we are seeking feedback from the council.

Pre-Application Advice

Network Rail is seeking advice in relation to the following matters:

1. Confirmation that the proposal requires prior approval under Class A, Part 18, Schedule 2 of the Town and Country (General Permitted Development) Order 2015;
2. An assessment of;
 - a) The principle of this proposal;
 - b) The bridge design;
 - c) Layout of the works, including siting and rotation

Proposal

The installation of a stepped footbridge. It is proposed to install the legacy FRP footbridge (brochure is enclosed) which links into Grenville Road, in the location identified below in Figure 1

Figure 1: Key Dimensions for location of footbridge at Lostwithiel Station



Whilst Type 1 is the most suitable, there will be adjustments to accommodate the length and angle of the stair unit located on the east side of the railway.

A DDA compliant ramp will also be installed which will link the highway (Grenville road) to the westbound platform; currently there is no step free access here.

FRP is Fibre Reinforced Polymer (a mix of fibres held together with a polymer resin). The bridge is moulded to the chosen design.

It is possible to include design features such as lattice panels. The structure will then be painted to a colour to suit Lostwithiel station, keeping to the old style of brown and cream or the GWR new green and white colour.

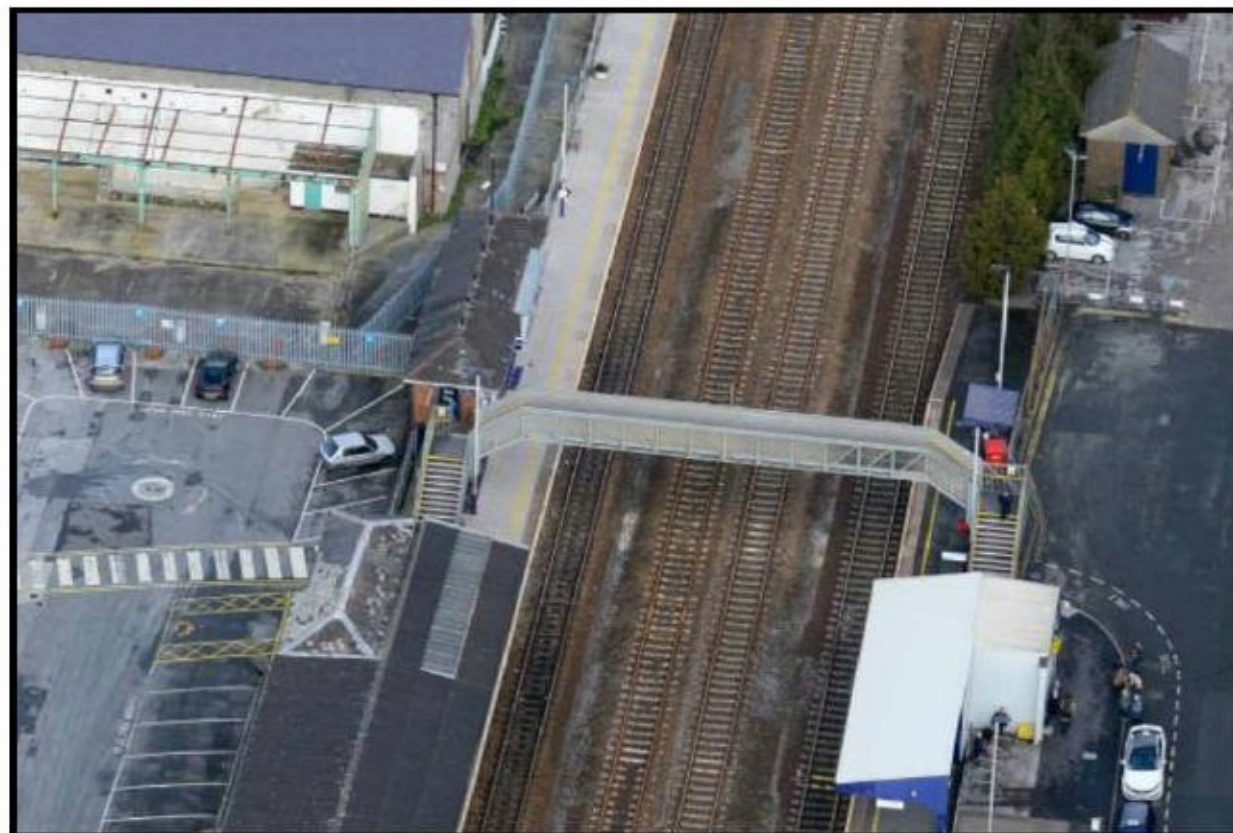
Figure 2: Examples of the legacy FRP footbridge



Background

Originally, we were looking to install the footbridge that was removed from Totnes station; a stepped footbridge. This was discounted as there was not enough flexibility to adjust the bridge to fit the required location.

Figure 3: Ariel view of the footbridge in situ at Totnes station



We can we arrange an online meeting to talk through the proposal and the reasoning behind the designs if this would help.



Part 18 Legislation and Prior Approval

Network Rail has permitted development under Class A, Part 18 to Schedule 2 of the GPDO 2015. Part 18 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament. The authorising Act here is Cornwall Railways Act 1846, which incorporates the Railway Clauses Consolidation Act 1845.

Section 16 of the 1845 Act states:

Subject to the Provisions and Restrictions in this [Act] it shall be lawful for the Company [...] to execute any of the following works; [...] They may construct in, upon, across, under or over any lands [...] within the Lands described in the said Plans or mentioned in the Said Books of Reference or any Correction thereof, such [...] bridges [...] 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.

This bestows the railway company and its successors the power to undertake developments necessary to the running and management of the railway; including the development of a new bridge.

Prior Approval of the council is required. The council should consider if the works ought to and could be reasonably carried out elsewhere on the land; or if the design or external appearance would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The proposed location is the most commodious for rail passengers and the provision of the railway footbridge within the rail station environment is the most fitting setting.

The legacy FRP footbridge can be moulded to a design that is sensitive to its location and there are no immediate neighbours which would be adversely impacted by the footbridge, as such the design of the footbridge should not injury the neighbourhood.

If you have any queries regarding the application or require further information, please do not hesitate to contact me.

Yours sincerely,

A black rectangular box redacting the signature of Lisa Bullock.

Lisa Bullock MRTPI
Town Planner - Western Route