

Sukaina Devraj

From: Miles Johnson <Miles.Johnson@yorkshiredales.org.uk>
Sent: 29 July 2019 17:48
To: Sukaina Devraj
Cc: Janet Perry; Tim Davis
Subject: Banks Bridge

Dear Sukaina,

In follow up to our previous telephone conversation, I can confirm that I have looked at the GPDO application for Banks Bridge Stainforth and advise that it should be considered for a full planning application. A GPDO consultation for this proposal was originally submitted to the National Park Authority, but then withdrawn by the applicant.

The bridge in question is part of the original 1869-75 Settle-Carlisle railway construction, and although modified, retains a degree of historical and architectural significance. It is recorded on the HER as MYD56936. The Settle-Carlisle Railway including its curtilage, is protected as a Conservation Area, and cited as a special quality of the National Park in the management plan. Demolition of any building occupying a space of greater than 50 cubic metres within a Conservation Area would normally require full planning permission, rather than a 21 day notification procedure.

Additionally I understand that construction (or reconstruction where materially different) of a new railway bridge – as opposed to repairs to an existing structure would not be permitted development under part 8 of the GPDO and require full planning permission.

My advice is that this needs to be resubmitted as a full planning application for demolition of an existing structure in a Conservation Area, and for construction of a new railway bridge. Any application would need to be accompanied by a heritage statement. In order to make a planning recommendation the Authority will need to understand the heritage significance of the structure, and impact of the works on the Conservation Area. Assuming that demolition is consented, the design of any replacement structure would also need to be considered from the perspective of the Conservation Area.

Kind Regards,

Miles



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