

Laura Dymond
Development Management
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Submitted electronically

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Reference TCP/23/068

Dear Laura,

**Notice of intention to demolish building at Exeter St Davids Station utilising Part 11 of the General Permitted Development Order 2015
Proposed freestanding plant room permitted under Part 8 of the GPDO**

I am writing to notify you of Network Rail's intention to undertake works to demolish a railway building and also to construct a freestanding plant room, at St Davids Station, Isambard Parade, Exeter, EX4 4NZ. The existing building is located at the station frontage and is no longer required operationally.

The removal of this buildings is the second phase of demolition required at the station to facilitate the future railway project to extend the existing station platform which we will write to you separately. The platform and canopy works will be subject to a prior approval application (the same process with submitted for the adjacent train care depot building) We previously wrote to you about the first phase of demolition in July 2022. Our contractors will be mobilising in September completing internal strip out and disconnection of any services with demolition proper starting in October. The location and photographs of the building is shown below

Figure 1: The Location Plan



Figure 2 and 3: Building to be demolished



The proposed demolition constitutes permitted development under the provision of Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended and the works do not trigger the requirement for the Local Planning Authority's prior approval in this instance.

Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, permits '*any building operation consisting of the demolition of a building*'. Part 11, Class B.2(b)(i) details circumstances where an application to the local planning authority for a determination as to whether prior approval as to the method of demolition and any proposed restoration of the site will not be required.

This includes 'excluded demolition', which Part 11, Class B.3 (d) defines as '[demolition] required or permitted to be carried out by or under any other enactment'.

This section of railway was originally authorised by the Bristol and Exeter Railway Act 1836. This Act incorporates provisions which permit the original railway company and its successors in title (now Network Rail) to undertake future works, not limited to the construction of the railway, but including powers to ‘alter, repair, or discontinue’ works and to ‘do all acts necessary for making, maintaining, altering or repairing and using the railway’.

This Act constitutes the ‘other enactment’ Network Rail is reliant upon for the purposes of demonstrating the demolition works proposed constitute excluded demolition, as the demolition works represent the discontinuation of existing infrastructure, necessary for maintaining, altering or repairing and using the railway.

We have previously met (virtually) and discussed this demolition and the associated works to extend the platform and I have been keeping you updated of progress on this project.

When we met you and your Conservation Officer colleague Owen Cambridge it was suggested that whilst it was acknowledged a formal application would not be required to demolish under Part 11 of the GPDO we should carry out historic recording by a qualified heritage consultant. We sent you a copy of the Written Scheme of Investigation in May 2022 and we subsequently carried out the recording in line with the WSI. I have separately sent you a link by email to download that document as it is too large to email.

The scope of works will involve the demolition of the building. I have separately emailed you to let you know that some of the materials from the building will be removed from site by volunteers from the Cholsey & Wallingford Heritage Railway. They are in the process of developing a constructing a new station building to support their heritage railway and we have agreed with them that they will be salvaging a number of key architectural features as well as bricks, railings etc.

Figure 4: Building to be constructed on the Cholsey and Wallingford Heritage Railway



We thought it would helpful for you to know that whilst our current building will be lost from Exeter key components will be found a new home in a heritage railway elsewhere on the Western Route. All other materials to be recycled where possible and those not suitable taken to an

approved waste transfer site. On completion of the demolition the site will be left flat and safe and to be fenced off from the public.

In advance of the demolition taking place, we will construct a new plant room at the side of the existing station building which will accommodate some of the electrical equipment which is currently within the red brick building.

As the building is a free standing structure sited on operational land in connection with the movement of traffic by rail these works will be permitted development under Part 8 of the General Permitted Development Order. Whilst the plant room is permitted development it will be clad in timber affect (FRP) cladding, on a brick plinth with aluminium water goods.

Figure 5: Image of the proposed plant room (canopy works will be included in separate prior approval application)



If you have any comments on the proposed plant room and demolition works, it would be appreciated if you could let me know at your earliest convenience. If you do require any additional information or would like to discuss, please do not hesitate to contact me.

Yours sincerely,



Colin Field MRTPI
Town Planning and Heritage Manager
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