

Development Control Team Leader

Square

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Planning

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Municipal Building

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Our Ref: 2012/086

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Dear Sir/Madam

**Re: Refurbish disused waiting room, reduce existing canopy and addition of a modern waiting shelter, Aigburth Railway Station, L17 6AG**

I am writing to notify you of Network Rail's intention to refurbish a disused waiting room, reduce the existing canopy and provide an additional modern waiting shelter at Aigburth Station. Aigburth Station, originally called Mersey Road Station, opened in 1864 as part of the Garston and Liverpool Railway line between Brunswick and Garston Dock. The station closed in 1972 but reopened in 1978 as Aigburth Station.

The canopy on platform 2 dates back to the late 1800s with record drawings available dated May 1889. The canopy is constructed from a combination of cast iron and iron beams which provide cantilevered support to the dual pitched timber canopy above. The canopy is fixed to a masonry structure to the rear of the platform which forms disused stores/ waiting rooms with a timber flat roof over. The beams which sit on the cast iron brackets pass through the masonry wall at the back of the platform and extend onto a masonry retaining wall at the rear of the canopy.

At the south east end of the platform the canopy is supported by a riveted iron girder which has a counter balance span tied down to a masonry wall beyond the wall at the back of the platform. A decorative timber downstand exists to the front and return edges of the canopy. The retaining wall to the rear of the masonry structure has a number of defects including loose parapet copings, friable mortar, fractured bricks and vegetation growth.

The flat roof to the disused platform building is in an advanced state of disrepair with water penetration through the roof evident. This has resulted in significant areas of

timber decay to the roof structure and defective plaster wall finishes throughout. Furthermore the door and window frames have minimal asset remaining life. Felt coverings to the canopy are also in an advanced state of disrepair and have no asset remaining life. Coverings have slit and shrunk revealing the timber boarding beneath.

The counterbalanced holding down straps are corroded – it is anticipated the corrosion extends into the concealed anchorages and any significant imposed loads (edge protection, working labour etc) were applied to the counterbalanced riveted girder during maintenance would result in the structure being overloaded.

Due to the significant nature of the defects and the limited asset remaining life a proposal has been presented to Merseyrail by Asset Management to rationalise the existing canopy arrangement by reducing its overall size, refurbishing the platform building and providing an additional platform waiting shelter.

The objective of the work covered in this remit is to reduce the size of the canopy to the approximate width of the existing platform building thus removing the counterbalanced riveted iron girder. Removal of the existing covering and secondary support timber to provide new secondary support and replacement of the roof covering with single pitch aluminium standing seam roof system and replace all defective roof coverings and substrate associated with the disused waiting room. All rainwater goods are to be replaced where necessary.

The waiting room would be refurbished to allow it to be utilised as it was originally intended, including removal of the non load bearing internal dividing wall to create a single room, re-plaster walls and decorate. The existing door to the right of the front elevation is to be removed and replaced with a window, all existing windows are to be replaced with new fenestration to match that of the existing, and the remaining door is to be replaced with a DDA compliant door. A new robust floor will be provided inside the waiting room, brickwork on the front elevation will be cleaned and any necessary repairs to masonry and pointing will be carried out. A new modern waiting shelter would also be provided on a suitable foundation with a three bay Maicemain type shelter located to the recess adjacent the building.

From a town planning perspective the works proposed are permitted development under Part 11 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.

The authorising Act for the Railway Station is the Garston and Liverpool Railway Act 1861. This Act incorporated the provisions of Section 16 of the Railway Clauses Consolidation Act 1845. This Act provides powers to "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".

It is acknowledged however, that under condition A1 of Part 11, it is necessary for details to be submitted to your Council for prior approval to the design and siting of the proposed works. It should be noted however that under Condition A2, the prior approval cannot be refused unless you are satisfied that the development ought to be and could reasonably be carried out elsewhere on the land, or the design or external appearance would injure the amenity of the neighbourhood and is reasonably capable of modification so as to avoid such injury. Accordingly I shall be obliged if you would kindly also accept this as a formal application for such a prior approval.

I have enclosed a site location plan, site photographs and plans detailing the proposed work for your information. As required under Part 11, I should be grateful to receive the Council's "prior approval" for the proposed works to the station. If you wish to discuss the proposal or have any queries or require further information please do not hesitate to contact me. I look forward to hearing from you.

Yours sincerely

**Eimear Cheetham**  
**Town Planner**