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Date: 22/11/2023

Dear Sir/Madam,

Proposed reconstruction of Ardwick Station footbridge, Ardwick, Manchester: Request for Prior Approval under Part 18 of the General Permitted Development Order

I am writing to notify you of Network Rail's intention make alterations to certain aspects of the design of the footbridge approved under 137571/PA/2023 at Ardwick Station, Ardwick, Manchester. The proposed description of development is as follows:

"Prior Approval application for alterations to the design of the approved footbridge at Ardwick Station, Ardwick, Manchester"

The principal works comprises:

- Addition of two steps on either side of the footbridge span to increase the clearance between the footbridge and the railway lines to enable Overhead Line Equipment (OLE) to be supported beneath the bridge;
- Addition of a span cage; and
- Addition of high sided mesh panels on the elevations adjacent to the railway line.

These works are deemed necessary as the OLE is currently cantilevered to the side of the footbridge. This creates a safety concern which has been identified following approval of the original design as the cantilevered bracket could provide a standing surface for a member of the public to climb on to.

By increasing the span by two steps and creating a humpback approach, the OLE can be installed beneath the footbridge span and the bracket can be removed. By adding a further two steps to the footbridge, there is a consequent requirement to add handrails to the span

of the footbridge. These handrails could however be used as a climbing aid to climb over the parapet which creates a risk to the public. Therefore, a span cage will be used to remove the risk. Additionally, during the review of the anti-trespass and safety measures in response to the first two measures, it was identified that additional protection was required for members of the public in locations adjacent to the railway line. Therefore, the high-sided mesh panels are also proposed in these locations.

A full list of plans and drawings relating to the proposals is provided at **Appendix one** of this letter.

The works are considered permitted development under Part 18, Class A (Miscellaneous development - development under local or private Acts or Order) of the Town and County Planning (General Permitted Development) Order 2015 (the "GPDO").

This section of railway was authorised and constructed under the Sheffield, Ashton Under Lyne and Manchester Railway Act 1837. The act does not incorporate the Railway Clauses Consolidation Act 1845 ("RCCA 1845"), but similar sections to section 16 and section 68 of RCCA 1845 are found in section XCIV "Power to take lands" (s.16 equivalent) and section CX "Company to Erect gates etc for the protection of adjoining lands" (S.68 equivalent).

Site and Surroundings

Ardwick Station is located along the Hope Valley line which is located on the Trans-Pennine Railway line. The bridge is located approximately one mile southeast of Manchester Piccadilly station. The bridge is in close proximity to a water treatment facility, rail sidings, industrial units, and residential properties.

According to Manchester City Council's online records, there has been two applications at the site. The first was for the erection of a rail fed coated asphalt plant and aggregate distribution depot under reference 051505/FO/CENTL2/97. The second application was for the removal and replacement of the footbridge and associated work under reference 137571/PA/2023. The current application proposes alterations to this previous prior approval for reasons of safety.

Further Comments

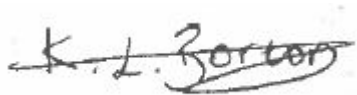
The site is located within the authority boundary of Manchester City Council. Under Condition A.3 of Part 18 of the GPDO, it is necessary for details of the proposed works to be submitted to the Local Planning Authority for determination. It should be noted that under Part 18 Condition A2, the prior approval is not to be refused, (or conditions imposed), unless the Council is 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 to avoid such injury.

As required under Part 18, we would be grateful to receive the Council's prior approval for the works to the structure. Please note that under the provisions of paragraph 7(b) of the GPDO, this prior approval application should be determined within a period of eight weeks beginning with the day immediately following that on which the application is received by the LPA.

If you wish to discuss the proposals or require any further information, please do not hesitate to contact me.

Yours sincerely,



Katherine Borton
Assistant Planner, CBRE Ltd (acting on behalf of Network Rail)

Appendix one: List of Plans and Drawings

Drawing No.	Description	Status
0308662 - 1 Ardwick Location plan 1250 0308662 - 2 Ardwick Location Plan 2500	Site Location Plan	For Approval
[G] - 01 (A0)-C-A0	Proposed General Arrangement Plan	For Approval