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Dear Steve

New Access for All Station Footbridge: Fleet Railway Station

Thank you for your letter of 30th November enclosing details of the above application. Hart District has the following comments to make.

It is noted that Fleet Railway Station is a two platform station operated by South West Trains located approximately one kilometre north of the town centre, with areas of car parking to the north and south of the railway. Platform 1 (north of the railway line) has a waiting room and shelter. The main station building, which includes the ticket office and a shop, is located on platform 2 (south of the railway line). Platform 2 has several bicycle shelters, with bus and taxi services located outside the station building. Platforms 1 and 2 are connected by the existing footbridge.

The proposal is to install a replacement footbridge including lift access to all platforms, allowing ease of movement for people with restricted mobility. The proposed works will be Access for All (AfA) compliant, with two sets of stairs and lifts to provide step free access to all platforms. The proposals also include the extension of the bike storage facilities and a proposed new platform waiting shelter.

It is proposed footbridge and associated stairs will be constructed from structural steel with a steel deck plate and steel roofs. The structure will be assembled off-site, with each section craned into its final position to minimise disruption to the station's general operating procedures. The main span will be clad in a mixture of steel plate and glazing up to ceiling height. The proposed lift shafts will be a steelwork tower with brick cladding for the full height. The brick cladding will be yellow brick, or an alternative, if advised.

The proposed lift machine rooms are to be located beneath the associated stairwells. Foundations for all proposed structures will be confined to temporary hoarding areas during construction to ensure that members of the public and rail traffic can continue without interference from the proposed works. Resurfacing of the existing platforms will be required in the vicinity of the proposed works and rerouting of services undertaken where the existing station platform and services have been affected by the works. It is also proposed that new CCTV coverage, additional lighting, telecommunications within the lifts and a power supply will also be required.

In summary, the siting and dimensions of the proposed replacement footbridge and stairwell would be similar to the existing structures and through its siting, location and colour would not be visually intrusive.

As such it is considered no comments should be raised on this issue.

However, Hart District Council would kindly request, reflecting the advice set out in the supporting documentation, that the proposed yellow bricks are replaced with mid-red or red-brown bricks. It is considered that bricks of this colour would better reflect Fleet's late Victorian and Edwardian heritage than yellow bricks.

Hart would also kindly request that in light of the proposal there is no overall reduction in the number of bicycle spaces to be provided for customers.

I trust that you find these comments, prepared without prejudice, constructive. We would be happy to discuss these issues further with you, either with or without the involvement of any other parties.

Yours sincerely



Robert Thain
Senior Planner
Hart District Council