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3rd November 2015

Dear Sir/Madam,

Town and Country Planning Act 1990
Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015

Proposed Replacement of Fishersgate Station Footbridge

I am writing to advise you that Network Rail intends to carry out works to replace the existing footbridge at Fishersgate Station with a new footbridge.

Fishersgate footbridge is located within Fishersgate Station, Gardner Road, Portslade, Brighton, East Sussex, BN4 1LJ (Easting: 525527 and Northing: 105383). Fishersgate Station is part of the West Coastway Line and is served by approximately 2 trains per hour in each direction; eastbound towards Brighton and westbound towards West Worthing.

Southern Rail currently manages the station through a lease agreement with Network Rail. The station has a total of 2 platforms containing waiting shelters.

Project Context

Network Rail operates the rail network and infrastructure in the UK under licence from the Office of Rail and Road (ORR). It is the duty of Network Rail to operate a safe and reliable railway, as well as meeting our statutory and contractual obligations.

Following surveys and inspections of Fishersgate footbridge, Network Rail has concluded that in order to ensure the structural integrity of the footbridge for safe passenger usage the existing footbridge will need to be removed and replaced with a new footbridge.

The original project report called for the footbridge to be refurbished, repaired and repainted. However, following further investigation the footbridge was found to be in such a state of disrepair that it was determined that a new footbridge would be required.

Please see attached the 'Fishersgate Condition Survey' document which has been included as part of this Prior Approval application.

Proposal

The proposal is to replace the existing hipped lattice girder footbridge with a new standard steel deck footbridge with Vierendeel truss parapets.

The existing footbridge at Fishersgate Station is a two span hipped lattice girder which comprises of steel truss with timber deck, steel trestle supports and springer staircase situated on concrete spread footings footbridge.

The first span takes the bridge over two No. electrified tracks, it provides access to the south footpath and links between platform 1 and platform 2. The second span takes the bridge over to the north footpath. Pedestrians use the bridge as a link between the North & South footpaths and as a crossover between platforms 1 and platform 2.

The proposed footbridge is to be located approximately 6m east of the existing footbridge location, the superstructure of the new footbridge will comprise of a 13.94m single span simply supported standard steel deck with Vierendeel truss parapets spanning between bearings on new steel trestles and straight staircases constructed on new foundations both north and south of the main span bridge. The total length of the footbridge will be 18.14m long (including top landings) where the main structural supports will be located minimum 4.5m from the nearest running rail. There will be no access ramps to the main span but the design will accommodate future lift provision.

Primary support to the main span bridge deck will be provided by standard 4-leg steel trestles construction and the intermediate landing is supported by 2-leg steel trestles.

The new footbridge is planned to be painted ‘Holly Green’ with the hand rails painted ‘Canary Yellow.’

For drawings and more detailed information in relation to the proposed new footbridge, please refer to the drawings that have been submitted as part of this Prior Approval application.

The ‘Design Life’ of the new footbridge will be 120 years.

The site works are currently programmed to be carried out in March 2016.

Design and option selection process

The design of the new footbridge was chosen due to the following factors;

- Meets the required standards and requirements of a new footbridge.
- The specific type/style of bridge is more easily maintainable than other type/styles.
- TOC (Train Operating Company / GTR) approved i.e. safety, no hidden areas, accessible etc.
- Consistent with other designs across the network and similar style planned to be installed at other locations.
- An identical footbridge design at North Sheen was well received by all stakeholders. Photographs of the North Sheen footbridge can be seen in the ‘North Sheen Footbridge’ document which has been submitted as part of the Prior Approval application.
- More aesthetically pleasing than the standard Network Rail footbridge design.
- Reviewed alongside both standard designs and others installed recently and on balance it was considered the best option in terms of cost vs. aesthetics vs. available install time.
- Facility for future lift provision/disabled access.

- The design proposed can be installed in the limited programme period available (rail possessions).

- The proposed design can be transported to site by rail as no access is available.

- Proposed design can be delivered within budget allowing the project to proceed.

- The basis for the design has already been carried out so efficiencies can be made by not designing an entirely new structure.

As part of the project Network Rail and Bam Nuttall (Network Rail's contractor) reviewed four different options in relation to the location and arrangement of the proposed new footbridge.

Option 4 was selected as the preferred option due to the following factors;

- It accounts for existing underground and surface services and the requirement to enable public to cross without the need to enter the station.

- It enables the opportunity to build the new footbridge whilst the existing bridge is in place, keeping disruption to both the public and passengers to an absolute minimum. Noise issues from extended periods of replacing steelwork by mechanical means at night would be removed.

- The new footbridge will be located in close proximity to the current footbridge.

- The location and footprint is very similar to the existing footbridge.

- By rotating the bridge by 180 degrees, the main span of this option is now not obstructing the view of the houses to the north of the station.

- The location and footprint is very similar to the existing footbridge.

- Excavation for the bases is in verging ground and therefore, excavation would take place where there is currently nothing above ground located.

- The foundations can be constructed without the use of a possession of the railway line.

- The walking route is minimally lengthened for pedestrians and/or personnel using the footbridge.

Please refer to the 'Fishersgate Option Appraisal' and 'Option 4 - Footbridge Arrangement - 142394-TGP-DRG-CV-008204-P01' for more information in relation to the option selection process.

Part 18 of the GDPO 2015

The works described above comprise a railway operational development for which Network Rail has statutory powers and planning permission is therefore granted by virtue of Part 18 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, which relates to development authorised by a local or private Act of Parliament.

The railway line in this location was constructed with the authority of Parliamentary powers contained in London Brighton and Branch to Shoreham Railway Act 1837. Although the special act received Royal Assent prior to the passing of the Railway Clauses Consolidation Act 1845, the former did contain in Section 12, provisions equivalent to those in Section 16 of the RCC Act 1845 and constitute in this case Network Rail General Development Order powers.

It is acknowledged however, that under condition A1 of Part 18, 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 accept this as a formal application for such a Prior Approval.

I enclose herewith a copy of the following supporting material:

- Site Location Plan (1:1250)
- Drawings;

    - 142394-TGP-DRG-CV-008301 Existing General Arrangement
    - 142394-TGP-DRG-CV-008302 Proposed General Arrangement
    - 142394-TGP-DRG-CV-008303 Combined Services Plan
    - 142394-TGP-DRG-CV-008304 Ancillary Civils Works

- Fishersgate Option Appraisal
- Option 4 - Footbridge Arrangement - 142394-TGP-DRG-CV-008204-P01
- Fishersgate Condition Survey - 27/04/2015
- North Sheen Footbridge

To confirm that you accept the proposed development under Part 18 , Schedule 2 of the GDPO, please kindly issue a decision notice or letter stating that ‘prior approval’ has been granted for our records in accordance with statutory timescales.

Please contact me on the 0207 9047247 or email me at Elliot.Stamp@networkrail.co.uk if you have any queries on this matter or require any further information.

Yours sincerely,

Elliot Stamp
Town Planner