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Dear Leigh-Ann,

Submission of amendments to Listed Building Consent Application ref: 16/04823/LBA and Prior Approval ref: 16/004845/DLPAO- Bath Spa Station Platform Widening MLN1 106M 71Ch, Bath, BA1 1SU.

I write with regard to the above proposal for alterations to the existing platforms, and associated works, as a result of the electrification of the Great Western Mainline (GWML). Two separate applications for Listed Building Consent and for the Councils Prior Approval were submitted 30th September 2016.

Since the submissions were made, a number of alterations have become necessary to the original design. These alterations are outlined below, and in discussion with our heritage advisors (Alan Baxter & Associates) we have provided comment and assessment on the potential Heritage Impact of the changes.

Replacement of the west end of Platform 2:

On Platform 2 (north) country end, Network Rail proposed to remove the existing pre-cast concrete platform units (built c. 1958/9) and metal hand rail to the back of the platform. This will be replaced with new composite reinforced concrete platform units using permanent metal formwork, with a new glazed screen to the back of the platform to match that proposed on southern Platform 1 IEP Skew Bridge extension. There will be some further CCTV / lighting / PA columns added as well. The signage will also be altered, responding to comments received.

The existing platform extension as noted above is not considered to be of any interest historically. It is an ordinary piece of mid-twentieth-century railway engineering, with nothing unusual or innovative in its design or in the materials used. It is very plain and utilitarian in appearance. As a result, its removal would not harm the significance of the Skew Bridge and would not detract from the character and appearance of the Listed Building, or World Heritage Site. Moreover, its removal will provide the opportunity to make the platform extensions on both north and south sides of the Skew Bridge match each other, enhancing the appearance of the western end of Bath Spa Station. Since there will be no loss of significant historic fabric and no negative visual impact there will be no harm to the significance of the Skew Bridge.

Bearing Chamber:

At the country end of platform 1 (south) Network Rail propose to utilise the upcoming TPOD3 to install a new beam bearing chamber for the forthcoming IEP Skew Bridge Extension in front of the existing viaduct masonry arches. Minor alterations are also proposed to the existing ballast retainer beyond the platform limit.

In order to construct this bearing chamber beneath platform 1, Network Rail will need to expand an existing void. In creating the larger space, great care has been taken to avoid removing any of the structure of the viaduct below, which dates to the first, Brunel-designed phase of the railway. There will have to be removal of some of the fill between the viaduct structure and the platforms, which may include some historic fabric, but does not contribute to the significance of the station. The bearing chamber will need to have openings on to the track covered by a galvanised steel mesh screen. This is not likely to detract from the appearance of the new platform faces. Indeed, it is in the character of railway platform faces to have various openings, as shown in the existing. Since there will be no loss of significant historic fabric and no negative visual impact there will be no harm to the significance of Bath Spa Station.

Re-profiling of Platforms:

Finally, following various survey checks of the platform levels on both platforms, various (positive) changes have come about. On platform 1, we no longer require a ramp and associated glazed balustrade to the British Transport Police office. Neither will we need to extend the existing staircase balustrade. There will also be some alterations to the proposed drainage locations. On platform 2, again, changes will be requested for the drainage design. The stair balustrade will also need to be extended on this side instead.

The newly proposed profile of the platforms will have no greater impact than the submitted scheme. Their surfacing has been subject to periodic renewal, so there is a limited survival of historic finishes. Where late-Victorian paving slabs survive, they will be retained as part of the development, and will be carefully lifted and re-laid to the new gradient. There may be some loss of historic fabric through stones breaking or being damaged during lifting. Elsewhere, the platforms will be finished with tarmac as at present. The resurfacing will therefore have a limited impact on the historic integrity of the platform areas.

On platform 1 there will no longer be any need for the glass balustrade in front of the British Transport Police office, or for the extended balustrade at the top of the stairs; on platform 2, however, the balustrade at the top of the stairs will now need to be extended. Overall the change in design will have less impact than the scheme originally submitted and will cause no harm to the significance of Bath Spa Station.

As a result of the above changes, the following drawings and documents have now been superseded or deleted as a result of these changes:

- Proposed Plan: Sheet 1 (W1082J-HCT-DRG-EAR-002211)
- Proposed Plan: Sheet 2 (W1082J-HCT-DRG-EAR-002212)
- Proposed Plan: Sheet 3 (W1082J-HCT-DRG-EAR-002213)
- Proposed Plan: Sheet 4 (W1082J-HCT-DRG-EAR-002214)
- Proposed Plan: Sheet 5 (W1082J-HCT-DRG-EAR-002215)
- Proposed Plan: Sheet 6 (W1082J-HCT-DRG-EAR-002216)
- Proposed North Facing Elevation: Sheet 1 (W1082J-HCT-DRG-EAR-002221)
- Proposed North Facing Elevation: Sheet 2 (W1082J-HCT-DRG-EAR-002222)

- Proposed North Facing Elevation: Sheet 3 (W1082J-HCT-DRG-EAR-002223)
- Proposed North Facing Elevation: Skew Bridge (W1082J-HCT-DRG-EAR-002224)
- Proposed South Facing Elevation: Skew Bridge (W1082J-HCT-DRG-EAR-002234)
- Proposed Platform 1 Elevations: Sheet 1 (W1082J-HCT-DRG-EAR-002241)
- Proposed Platform 1 Elevations: Sheet 2 (W1082J-HCT-DRG-EAR-002242)
- Proposed Platform 1 Elevations: Sheet 3 (W1082J-HCT-DRG-EAR-002243)
- Proposed Platform 2 Elevations: Sheet 1 (W1082J-HCT-DRG-EAR-002251)
- Proposed Platform 2 Elevations: Sheet 2 (W1082J-HCT-DRG-EAR-002252)
- Proposed Platform 2 Elevations: Sheet 3 (W1082J-HCT-DRG-EAR-002253)
- Proposed Sections: Sheet 1 (W1082J-HCT-DRG-EAR-002261)
- Proposed Sections: Sheet 2 (W1082J-HCT-DRG-EAR-002262)
- Detail: Proposed BTP Ramp (W1082J-HCT-DRG-EAR-002301)
- Detail: Stair Balustrade (W1082J-HCT-DRG-EAR-002302)
- Detail: Works to Skew Bridge P2 Balustrade (W1082J-HCT-DRG-EAR-002308)
- Details: New Free Standing Platform Signage (W1082J-HCT-DRG-EAR-002309)

The following drawings are provided to the Council and replace those superseded above, or provide further details:

- Proposed Plan: Sheet 1 (W1082J-HCT-DRG-EAR-002411), scaled at A1
- Proposed Plan: Sheet 2 (W1082J-HCT-DRG-EAR-002412), scaled at A1
- Proposed Plan: Sheet 3 (W1082J-HCT-DRG-EAR-002413), scaled at A1
- Proposed Plan: Sheet 4 (W1082J-HCT-DRG-EAR-002414), scaled at A1
- Proposed Plan: Sheet 5 (W1082J-HCT-DRG-EAR-002415), scaled at A1
- Proposed Plan: Sheet 6 (W1082J-HCT-DRG-EAR-002416), scaled at A1
- Proposed North Facing Elevation: Sheet 1 (W1082J-HCT-DRG-EAR-002421), scaled at A1
- Proposed North Facing Elevation: Sheet 2 (W1082J-HCT-DRG-EAR-002422), scaled at A1
- Proposed North Facing Elevation: Sheet 3 (W1082J-HCT-DRG-EAR-002423), scaled at A1
- Proposed North Facing Elevation: Skew Bridge (W1082J-HCT-DRG-EAR-002424), scaled at A1
- Proposed South Facing Elevation Skew Bridge (W1082J-HCT-DRG-EAR-002434), scaled at A1
- Proposed Platform 1 Elevations: Sheet 1 (W1082J-HCT-DRG-EAR-002441), scaled at A1
- Proposed Platform 1 Elevations: Sheet 2 (W1082J-HCT-DRG-EAR-002442), scaled at A1
- Proposed Platform 1 Elevations: Sheet 3 (W1082J-HCT-DRG-EAR-002443), scaled at A1
- Proposed Platform 2 Elevations: Sheet 1 (W1082J-HCT-DRG-EAR-002451), scaled at A1
- Proposed Platform 2 Elevations: Sheet 2 (W1082J-HCT-DRG-EAR-002452), scaled at A1
- Proposed Platform 2 Elevations: Sheet 3 (W1082J-HCT-DRG-EAR-002453), scaled at A1
- Proposed Sections: Sheet 1 (W1082J-HCT-DRG-EAR-002461), scaled at A1
- Proposed Sections: Sheet 2 (W1082J-HCT-DRG-EAR-002462), scaled at A1
- Detail: Back of Platform Details (W1082J-HCT-DRG-EAR-002471), scaled at A1

- Detail: New Free Standing Platform Signage (W1082J-HCT-DRG-EAR-002472), scaled at A1
- Detail: Platform 2 Stair Balustrade (W1082J-HCT-DRG-EAR-002473), scaled at A1
- Detail: Bearing Chamber (W1082J-HCT-DRG-EAR-002474), scaled at A1
- Detail: Works to Skew Bridge P2 Balustrade (W1082J-HCT-DRG-EAR-002475), scaled at A1
- Detail: tubular tilt down poles ((W1082J-HCT-DRG-EAR-003201)
- Photomontage (W1082J-HCT-DRG-EAR-002282)
- Photomontage (W1082J-HCT-DRG-EAR-002283)
- Photomontage (W1082J-HCT-DRG-EAR-002285)

For clarification, all 'Existing' drawings remain unaltered, along with the following previously submitted 'Proposed' drawings, and should be assessed in conjunction with those new drawings listed above:

- Proposed Site Plan (W1082J-HCT-DRG-EAR-002201)
- Proposed Ground Floor Plan (Ticket Hall) (W1082J-HCT-DRG-EAR-002217)
- Proposed South Facing Elevation: Sheet 1 (W1082J-HCT-DRG-EAR-002231)
- Proposed South Facing Elevation: Sheet 2 (W1082J-HCT-DRG-EAR-002232)
- Proposed South Facing Elevation: Sheet 3 (W1082J-HCT-DRG-EAR-002233)
- Proposed Sections: Sheet 3 (W1082J-HCT-DRG-EAR-002263)
- Detail: Tactiles to Existing Stairs (W1082J-HCT-DRG-EAR-002303)
- Detail: Typical Platform Widening (W1082J-HCT-DRG-EAR-002304)
- Detail: Transition Between Asphalt and Victoria Stone (W1082J-HCT-DRG-EAR-002305)
- Detail: Works to Existing P1 Parapet Wall (W1082J-HCT-DRG-EAR-002307)

If you require any further details, or have any queries with regards to either of the application, please don't hesitate to contact me using the details above.

Yours sincerely



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Town Planner

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