NFDC33: Plans provided by HCC showing potential positions of railway stations for Waterside Railway, as discussed at Hearing on 20 February 2013

Attached are the plans of the proposed station locations required to enable the provision of a passenger service to be re-introduced to the Fawley branch line.

The study is currently at Network Rail's GRIP 3 stage (option selection) GRIP stands for Governance for Railway Investment Projects. The GRIP 3 study is likely to be available in the public domain during the Summer of 2013. The study work carried out so far during GRIP 2 and GRIP 3 has clearly demonstrated that should this project stand a chance of proceeding at this time, the capital costs of the infrastructure required to deliver a rail service need to be minimised. With this in mind, the station facilities are being designed to provide the minimum passenger facilities that would be acceptable to Network Rail and South West Trains. There is currently no scope for the project to accommodate either additional land purchase to provide significant amounts of additional car parking at the proposed stations, nor the capital costs associated with the construction of significant additional parking. Therefore, the footprints of the land required at the three proposed stations at Hythe, Marchwood and Hounslow have been minimised to contain costs as much as possible.

At Hythe, the current favoured location for a station is adjacent to Hythe Primary school north west of School Lane, with pedestrian access to a single platform from School Lane. It is envisaged that pedestrian access would also be provided along a new footpath across Network Rail land north east of the rail line (and east of School Road) to the 'library' car park. This would enable rail passengers to park in the car park and walk the short distance to the rail station. To make it clear, the station is proposed to be on Network Rail land north west of School Lane. The station would not be south east of School Lane, but pedestrian access to the station could be provided from the library car park to School Lane.

At Marchwood, it is anticipated that the majority of rail passengers would access the station by walking or cycling given the close proximity to local areas of housing. There is scope to provide a small car park of approximately 12 spaces on existing Network Rail land. No further land would be required to implement a working station at this location.

At Hounslow, two locations have been put forward. Of the two options, it is thought that the Spicers Hill location would offer the best solution. A new footpath could be constructed from Spicers Hill down to a new station platform. This location places the station close to a large residential area within easy walking and cycling distance. No car park is envisaged at this location and all facilities would be deliverable within existing Network Rail land. The second option at Jacobs Gutter Lane is less favourable due to the very close proximity of residential dwellings and the smaller catchment area.