Our ref: TP/LNW/2010/030

**Heritage / Design & Access Statement**

# LISTED BUILDING CONSENT APPLICATION: MAINTENANCE AND REPAIR, BUXTON RAILWAY STATION

## 1. Introduction

Network Rail is applying for listed building consent for the maintenance and repair of Buxton Railway Station.

This statement has been prepared to support the application for listed building consent and evaluates historic interest of the station, the condition of the station, and what works are to be undertaken on the station.

## 2. Historical Assessment

Buxton Station is listed by English Heritage as a Grade II building, below is the full English Heritage listing from their website:

*Building Name: BUXTON RAILWAY STATION*
*Parish: BUXTON*
*District: HIGH PEAK*
*County: DERBYSHIRE*
*Postcode: SK17 6AQ*
*LBS Number: 463287*
*Grade: II*
*Date Listed: 21/12/1970*
*Date Delisted:*
*NGR: SK0590873748*
*Listing Text:*
*BUXTON*
*SK0573NE STATION ROAD*
*616-1/3/72 Buxton Railway Station*
*21/12/70*
*Grade II*
*Railway station, end wall. 1862-63, altered 1969-70. Built for the London and North Western Railway Co by J or W Smith. Originally part of a matching pair of adjacent railway stations, largely demolished 1969-70. Coursed millstone grit with ashlar dressings.*
*EXTERIOR: gabled south-west wall to former covered station has a central round headed archway containing a very large semi-circular window with ornate fanlight with iron glazing and moulded ashlar surround inscribed LONDON & NORTH WESTERN RAILWAY CO and moulded impost bands. Either side wide projecting pilasters with bracketed eaves. Above a broad shallow coped gable with round headed corbel arches beneath. To left a lower wall with central round headed doorway flanked by blind panels, to a pilaster buttress, and moulded eaves to top. Right return has altered low wall with single segment headed entrance. INTERIOR: not inspected. (The Buildings of England: Pevsner N: Derbyshire: Harmondsworth: 1953-1986: 116; Leach John: The Book Of Buxton:Leicester: 1987).*

Between 1862-1863 the LNWR and Midland Railway Companies both converged their railway building on Buxton with stations built literally side by side. The LNWR initially built the line from Manchester to Whaley Bridge and then extended it to Buxton from the north whilst the Midland Railway came from the south. The LNWR expansion to Buxton formed part of the Stockport, Disley and Whaley Bridge Railway. Today the LNWR station remains but the Midland Railway station (which was designed by Sir Joseph Paxton, a director of the Midland Railway), was closed in 1967 and is now part of the road

system. Buxton railway station serves the town of Buxton in Derbyshire England. Buxton Station is a terminus of the Buxton Branch from Stockport. The station is oriented on a north east to south west axis and trains enter the station from the north east. The two platform station is used by Northern Rail for Manchester to Buxton lines. Trains from the current station depart to Manchester Piccadilly.

## 3. Background

The existing station condition is visually poor; the roofs at the station have been subject to remedial works in the past. Extensive works are now required to ensure that they remain serviceable. As a result of poor roof repairs, there has also been a rise in timber decay within the structural roof members; in addition there is also evidence of rising damp and penetrating damp to localised areas. Buxton Station requires repair works to both internal and external features in order to halt current levels of decay and to ensure that it can remain an operational railway station that provides a standard of service to both passengers and to the staff who works at the station and use its facilities.

PPG5 HE6.2 states that "*an assessment of the impact of the proposal*", should be included in the listed building consent. The LPA will take into account the significance of the heritage asset and its value to future generations. Buxton Railway Station is a key listed building in the High Peak Council area. Network Rail have determined that the station is in a poor state of repair (as can be seen from the photographs in this report) and therefore the station needs works to make it safe for the use of passengers and staff as well as bringing it up to a standard suitable for a fully operational station. Once the works are completed the station will not only be fit for purpose it will also be maintained and repaired so that as a building it will last without any more significant structural works for a minimum of 75 years. The station will also be more visually pleasing to the eye, in contrast to the current visual state which shows up the damage caused by years of weather, passenger use and general wear and tear.

## 4. Photos

Below are a series of photographs showing the current state of Buxton Station taken on a recent site visit by Network Rail engineers.

*Photograph A below shows the lead flashings that have become detached from the station building*



*Photograph B shows the current rotting condition of the timber canopy wood*



*Photograph C (top left), Photograph D (top right) and Photograph E (bottom left) below show the interior condition of the station building and the growth of fungus in areas that are used by the station staff*.





*Photograph F (below) shows the state of decay of the station building*.



*Photograph G (below) shows vegetation damage from the plants growing within the station building's walls*.



*Photograph H (below) shows damage on the station building due to damp*



## 5. Scope of Works

The following is a summary of the scope of works proposed at Buxton Station.

- Carry out roof covering renewal works to Station Building and to Station Entrance Canopy roofs.
- Carry out renewal of rot affected timbers to station building and station canopy roofs. (This issue is covered in more detail in a separate document included with this listed building consent entitled Buxton Station Canopies – Design Solution Report).
- Carefully dismantle chimney stacks located on and between roofs 4 and 5 and rebuild reusing original stonework where possible providing new matching stonework where not possible. (It should be noted that the repairs and works to the chimneys have been submitted as a Part 11 Prior Approval to High Peak Council).
- Overhaul / renew all lead flashings, secret gutters, aprons, spitters and soakers as required to main station roofs, station entrance and platform canopies.
- Supply and lay appropriate suitable loft insulation to all station building roofs.
- Carry out full redecoration of station entrance canopy.
- Replace existing canopy lighting with approved heritage style lighting that is more in keeping with the station.
- Carefully remove areas of damaged plaster, caused by rising damp / penetrating damp / roof leaks and replaced with waterproof render or renovating plaster.

- Carry out repairs to parapet wall adjacent to platform canopy.
- Install new vents to chimney breast walls to provide through ventilation of chimneys.
- Provide fire separation within roof spaces.
- Install or relocate access loft hatches.
- Replace existing timber floor to locker room with compliant concrete floor.
- Include for full decoration, reinstatement of services, fixtures appliances, units and floor coverings including skirting boards architraves, etc to all areas and rooms affected by the Dry Rot and timber replacement works.

## 6. Design & Access

### a. Use

The use of the site will remain as an operational railway station.

### b. Amount

There will be no change in the amount of development as a result of the works outlined above.

### c. Layout

The layout of the station will not alter as a result of the maintenance and repair works.

### d. Scale

There will be no reduction in the scale of the structures within the station environs.

### e. Landscaping

There is no change to any of the landscaping within the station curtilege or indeed out of the building; the works are purely for the.

### f. Appearance

Buxton Station is currently in a poor state of repair and the works proposed are designed to provide an environment for both the staff and passengers and any customers of the station that will be both safe and pleasant and meet standards required for operational railway stations whilst maintaining the heritage features of the station. In the specific case of the timber clad steel purlins the decision to use these as opposed timber only has been taken so that the supporting beams to the canopy roof are as close to the original size and appearance of the current life expired timber spans as well as meeting BS standards. It should be noted that having timber only purlins would result in a significant difference to the size and appearance of the spans.

Network Rail has met on site with High Peak Council on the 10th December 2010, where the works to Buxton Station were discussed. In regard to these works and the timber clad purlins the following

documents have been attached as appendices. (1) Buxton Station Canopies – Design Solution Report dated 15112010.pdf and (2) Buxton Station Structural Calculations Existing and Proposed Canopies.pdf which demonstrates the engineering calculations in depth that have resulted in the decision to use timber clad steel purlins.

The Design Solution Report found the following issues: 3 of the 6 main timber cantilever beams have extensive wet rot damage adjacent to the internal gutters. The rot damage extends to approx 900mm from the building edge. All the main cantilever beams appear to show excessive deflection at the cantilever tip, the cantilever tip supports the end line of purlin's and the Valance Fascia. The deflection was first noticed visually and confirmed by line and level. The external line of purlins supporting the valance fascia appeared to be in a reasonable condition, some creep deflection of the purlin was evident but this did not appear to be deflecting however this is due to the cantilever beams deflecting rather than the end purlin's and valance fascia itself. A design check found that all the existing members fail in either bending capacity or deflection and in some cases both. With this information, the restrictive details Network Rail have to work with and the amount of timber damage by wet rot observed, the repair and strengthening of the existing timbers was discounted as an option. The preferred solution was to match as closely as possible the current appearance of the roof structure. It was decided for the long span purlins to use standard I sections encased in timber and for the cantilever sections it was decided to use a RHS Section. The design properties of steel are far superior to that of timber which allows Network Rail to use physically smaller sections which meet design requirements. It is thought that once the new members have been timber clad and painted the appearance will be very similar to the existing painted timber elements.

PPS5 'Planning for the Historic Environment' states that, "*alternative approaches may be appropriate if it can be demonstrated that the technique will not cause long term damage to the asset and result in less overall loss of original features and significance*." Network Rail seeks to undertake works that are aimed at conserving and preserving Buxton Railway Station, and not significantly altering the appearance of the building. The proposed works as above reflects PPS5 allowance of alternative approaches in order to limit loss of original features (i.e. the canopy) and appearance (timber cladding the steel purlins) with confirmation that the size will be as close as possible to the originals.

**g. Access**

There will be no change to the ability to access the station both during construction works and after completion of works on site.

## 7. Conclusion

Network Rail have examined alternative approaches in relation to the repair/replacement of the damage purlins and the resulting impact upon the historic appearance of the station. The approaches and calculations supporting the proposed scheme for the renewal of the canopy and purlins are included within the supplementary documents. In line with PPS5 the proposed scheme aims to conserve the historic appearance of the station for generations to come.

The guidance set out in PPS5: HE7.4 states that when determining applications effecting heritage assets Local Planning Authorities should take into account the desirability of sustaining and enhancing the significance of heritage assets, and of utilising their positive role in place shaping; and the positive contribution that conservation of heritage assets and the historic environment can make to the establishment and maintenance of sustainable communities and economic vitality.

Policy HE7.2 states that in considering the impact of a proposal on any heritage asset, Local Planning Authorities should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. This understanding should be used by the Local Planning Authority to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposals.

Policy HE10.1 states that when considering applications for development that affect the setting of a heritage asset, the local planning authorities should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset.

The above policies place significance on both preserving and enhancing heritage assets and ensuring that future work will not be detrimental to the character of the listed structure. PPS5 discusses the importance of making sure that work done to a listed structure will not remove or detract from the character for which they are designated, which is reflected within the Local Plan Policy. However, it also looks to promote conservation of heritage assets to ensure they contribute to the progression of sustainable communities and economic vitality.

The proposed works have been designed in mind of the listed status of the building, and the principles of conservation. It is considered that the works will restore and repair the existing features that positively contribute to the character and appearance of the building, with the works to the canopy reviving a traditional feature of the station.