389.D.2

Glossop Train station

Heritage and Design statement (PPS 5)

Listing details (HE6.1)

SK0394 NORFOLK STREET
921-1/10/25 (West side)
04/12/58 Glossop Railway Station and Co-op
Building
(Formerly Listed as:
NORFOLK STREET
(West side)
Railway Station)

Railway station and former engine sheds the latter now occupied by retail store. 1847, converted c1985. For the 13th Duke of Norfolk who brought the Sheffield and Manchester Railway line from Dinting to Glossop. Designed by ME Hadfield and TG Weightman. Millstone grit ashlar to end walls, coursed rubble to sides. Welsh slate and synthetic tile roofs.

PLAN: 4 parallel ranges, pair to left former engine sheds linked to station and offices range by curtain wall with entrance.

EXTERIOR: single storey. Norfolk Street front asymmetrical. Former sheds have pedimented gables with coping, rusticated and vermiculated quoins to left and projecting single storey block with hipped roof, 5 blind windows and off-centre doorway. To right large C20 access doorway. Main, central entrance to station has banded and vermiculated rustication, round headed archway surmounted by entablature supporting large carved lion statant with date in Roman numerals. Plain curtain wall links with office which has paired round headed doorways in recessed panel surrounds.
Station block has deeply overhanging eaves with rusticated and vermiculated quoins, 2 glazing bar sashes in single moulded ashlar surround.
Left return has 11-window range divided by pilasters, with round headed windows, some bays broken through in C20. Right return has 7-window range with overhanging eaves sill band and cornice. Third window bay gabled. Windows have margin light glazing.

INTERIOR: station has cast-iron columns and wooden canopy with
pierced decoration.

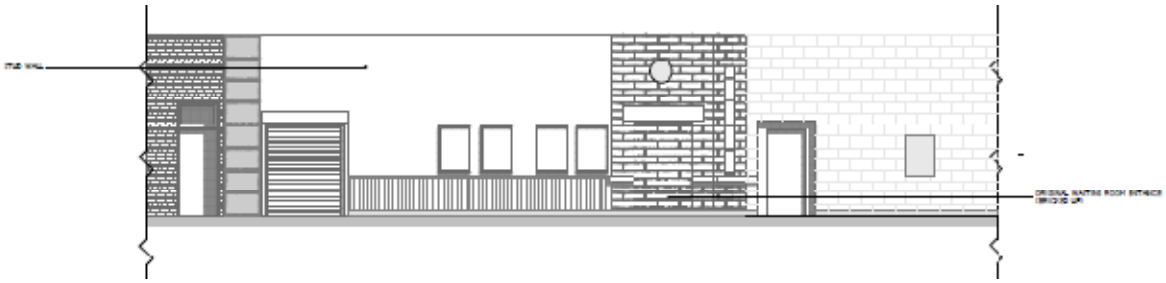
Listing NGR: SK0348594149

Proposal (HE6.1)

The proposals aim to create a new passenger ticket desk, staff office and toilets, public accessible toilet and public waiting rooms.

The area to be used has been previously separated from the main station concourse. This was probably done in 1985 when the station was converted.
The area is currently used as 'back of house' storage and by the 'friends of Glossop station'. Parts of the space have fallen into disrepair, and the flooring in what was the waiting room has had to be removed.

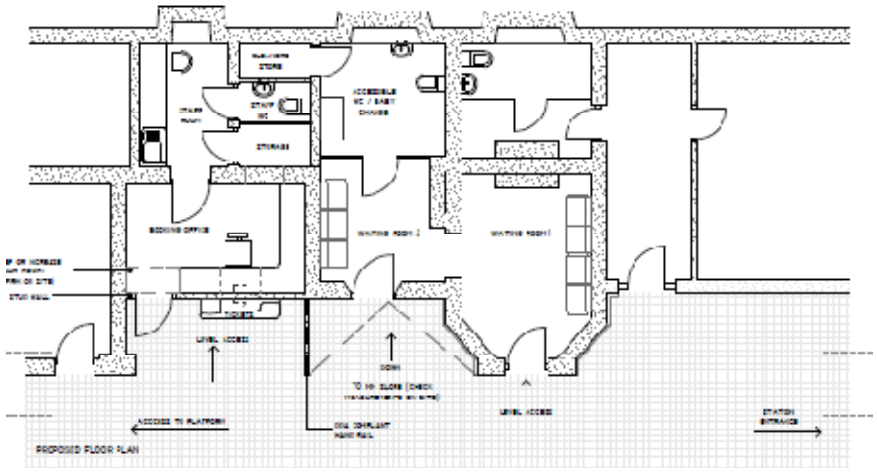
The area is currently separated from the station concourse by a stud wall, with the only entrance being a roller shutter. This isn't in keeping with the style of the station, and is an eyesore when entering the building.



Removing this wall will open up the internal space of the station, and also reinstate the bay wall through which you can access the waiting room.
The exposed brickwork will remain as is.

The waiting room entrance has been previously bricked up. This will be reinstated as an access to this space, and a timber door with glass panels will be used. The internal windows to the waiting room will also be opened.
The fireplace will be retained within the waiting room.

The new accessible toilet will be situated in what has been currently used as a kitchen. This room has previously had all original features removed.
A stud wall will be used to divide the space in line with the chimney breast. A timber door will access the toilet. The current toilet within this space will be used as a cleaner's store.
There will also be an additional waiting area within this space.



The new ticket desk will be formed by a new stud wall in line with the existing internal wall. This wall line is carried on through the station, and maintaining it will help keep the buildings feeling close to the original layout.
The ticket desk will be finished in walnut timber, and a timber door will access the staff areas.
The staff areas will remain as they currently are, with the addition of a sink within the office, and a toilet.

The proposals aim to re-use part of the station that is falling into disrepair, and open up and enlarge the station internally, restoring it to appear more in keeping with its original form, and also ensuring the ticket and information areas are accessible for all.
We feel that the proposals will form minor changes to the current layout, and the re-use of the currently redundant rooms will ensure the building is being maintained and restored to an acceptable standard. (HE11.1)

