owen ellis
Architects

NSIP WORKS AT:

Buxton Railway Station
Station Road
BUXTON
SK17 6AQ

ARCHITECT'S DESIGN AND ACCESS STATEMENT

ISSUE 01

October 2011

1.0 ASSESSMENT

1.1 BRIEF

This statement has been informed by the Scope Definition briefing document dated 29 April 2010 produced by Vextrix Management Ltd setting out the National Stations Improvement Programme (NSIP) proposals for Buxton Station.

1.2 SITE LOCATION & ACCESS

The site is located at the terminus of the Buxton line run by Northern Rail and is 41 kilometres (25 ¾ miles) south east of Manchester Piccadilly. Buxton Station is positioned at the junction of Palace Road and Station Road, surrounded by wooded areas to the north and hotels to the west and south. The Station has two active platforms, with platform 2 being directly accessed from the ticket office. Platform 1 (opposite side to station building) is accessed from the end of platform 2. Remains of the former station terminus buildings (originally constructed in 1863) include a large stone gable with radial glazing (also known as Buxton Railway Station Fan Window) which is of historical importance.

1.3 TOPOGRAPHY

Topographically, the areas of the site under consideration can be considered as reasonably level.

1.4 ECOLOGY

Currently there are mature deciduous trees located on the North side of the site, however no existing trees are expected to be affected within the initial scope of works. An ecology survey is suggested to confirm that no roosting birds, bats, newts or other rare / protected species are present around the initial scope of works areas.

2.0 INVOLVEMENT

2.1 CONSULTATION

Following development of the brief by the project team in conjunction with Network Rail Ltd and Northern Rail Ltd, consultation on site was carried out with the conservation officer by Vextrix Management Ltd to clarify design items and their impact on the existing building fabric.

2.2 DESIGN DEVELOPMENT

The main design items are summarised by the following scope items:

- Improved lighting to Platform 1
- Re-modelling of toilets and provision of new DDA toilet facility
- Redecoration of booking hall, enlargement of barrier matwells and provision of new DDA Compliant ticket window and counter.
- Provision of Station wide CIS
- Provision of Help Points
- Replacement of timber fencing adjacent track end buffers.

These items are described in greater detail below

3.0 DESIGN

3.1 IMPROVED LIGHTING TO PLATFORM 1

USE

There are currently existing lighting units to platform 1, however due to their restricted height and position, they are thought not to provide sufficient light to the platform surface.

The suggested proposal is:

To install new column mounted light fittings adjacent the existing fence and closer to the platform area to be illuminated.

AMOUNT:

There will be the same number of light fittings as existing.

MECHANICAL AND ELECTRICAL INSTALLATION:

A Mechanical and Electrical consultant has surveyed the existing lighting levels and established and calculated the correct specification of fitting and lamp, to ensure that Network Rail's illumination standards are achieved.

3.2 NEW / REPLACEMENT FENCING TO PLATFORM 1

USE:

The majority of the timber fence behind the buffer stops will be replaced with a new 1.65m high close boarded timber fence.

AMOUNT:

The length of the new fence replacement is approximately 16m, refer drawing no: 3716 PR 04

LAYOUT:

Refer to drawing PR 04. The position of the new fence will be as the existing fence, which is approximate 2.7m from the platform edge.

SCALE/STRUCTURE:

The height of the fence is set to allow views of the historic Paxton fanlight to the rear.

APPEARANCE:

Dark wood stain finish to new fencing.

MECHANICAL AND ELECTRICAL INSTALLATION:

n/a

3.3 RE-MODELLING OF TOILETS AND PROVISION OF NEW DDA TOILET

(see drawing 3716 PR 03)

USE

The existing toilet facility is in a poor state of repair, with cracked tiles . Furthermore, it is of dated design. There is also an area behind the Male WC which is currently unused. Refer to drawing for plan layout. It is proposed to re-model the toilet internal partitions to create a new separate DDA / accessible unisex WC. The new toilet refurbishment will generally create a new contemporary facility for the station.

AMOUNT:

Male and Female WC no. of fittings as existing, plus the new DDA toilet as described above.

LAYOUT:

It is proposed to install a new suspended ceiling with translucent panels, to allow natural light through the existing domed rooflight above (which is to be retained) within the Male and Disabled WC .

SCALE/STRUCTURE:

Structural walls are to remain unaltered. Alterations to provide the new layout will be stud partitions. A ramped access is required to accord with DDA restrictions – the ramp is detailed on drawing no: 3716 PR 07

APPEARANCE:

There will be new floor and wall finishes (tiling or similar). All new sanitaryware (toilets, sinks etc.) including accessories such as hand dryers, toilet roll holders etc. will be renewed in a contemporary style.

MECHANICAL AND ELECTRICAL INSTALLATION:

There will be new lighting and ventilation.

3.4 REDECORATION OF EXISTING BOOKING HALL INC. NEW DDA COUNTER

(see drawing nos: 3716 PR 02 & 05)

USE

The existing Booking Hall is to be redecorated. This is to include painting the existing walls, ceiling and woodwork. A new DDA compliant ticket window and counter is proposed (3716 PR 02) and the deep cleaning of the existing floor tiling and light grey benching. The existing barrier mat wells are to be extended (refer 3716 PR 05)

APPEARANCE:

The paint colour (for the walls) is to be agreed. The new DDA counter will have contemporary and robust materials – refer to drawing PR 02 for details.

MECHANICAL AND ELECTRICAL INSTALLATION:

New M&E relating to new DDA counter, to include sockets and induction loops.

3.5 **PROVISION OF STATION WIDE CIS**
(see drawing 3716 PR 01)

The existing CIS (Customer Information Service) is to be extended to conform with latest relevant regulations. The screens will be supported from steel work 'gallows' brackets independent of the existing building structure.

3.6 **PROVISION OF HELP POINTS**

New help points will be installed mounted on the steel columns supporting the CIS screens.

4.0 ACCESS

4.1 The proposals comply with all current regulations, local planning policy, Disability Discrimination Act (DDA) requirements and good practice to ensure the development will be safe and easily accessible to all. We have referred to:

- Accessible Train and Station Design for Disabled People – A Code of Practice.
- Northern Rail's DPPP Statement of Policy.
- The standards in Approved Document Part M (2004).

4.2 VEHICULAR

Access for service vehicles is retained via the existing car park. All vehicles can enter and leave the site in forward gear.

Designated disabled parking spaces are already provided in the nearest position in the car park for convenience and safety.

4.3 PEDESTRIAN (including children, elderly people, and people with disabilities)

Pedestrian routes, with a minimum 1800mm width, are provided into the station via footpaths and road markings. Any additional floor markings will be provided, as will appropriate signage.

A new disabled WC facility is to be created accessed directly from platform 2.

New doorways are to be designed to create a minimum opening in accordance with Approved Doc M, flush with top of surface. Doors are to be automatic operation or to have lever handles and have weighting < 20N.