

CORNWALL COUNCIL
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Planning and Registration Service



Saltash Station Regeneration
for Saltash Town Council
Design & Access Statement

SALTASH

Document Revision History

Revision	Date	Issue / Revision Details	Prepared by	Checked by	Approved by
P0	29.05.18	Issued for Planning	IJN	LD	IJN

Job Number: 29217

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1. Introduction, background and scope.
2. Site Context & analysis
 - 2.1. Site Location
 - 2.2. Site Description
 - 2.3. Site Ownership (the application site)
 - 2.4. Heritage & Conservation Significance
 - 2.5. Consultations and development of the brief
3. Design
 - 3.1. Initial Option Appraisals (for information only)
 - 3.2. Use & Amount
 - 3.3. Layout & Scale (Scheme Drawings)
 - 3.4. Proposed Illustrations (for information)
 - 3.5. Outline scope of work incl appearance and materials
4. Accessibility
5. Flood Risk and Drainage

Introduction

This Design and Access Statement has been prepared as part of a Full Planning Application for the partial demolitions and conservation/refurbishment and rebuilding of the former Saltash Station Building, on the Station Access Road (on the South Side of Albert Road), Saltash, Cornwall,

Bailey Partnership have been commissioned by Saltash Town Council to undertake a Feasibility study and develop a planning application for the refurbishment and conversion works of Saltash Train Station.

As part of the earlier feasibility stage we have undertaken detailed site analysis, community & stakeholder consultation, and have then worked through various option appraisals. This has led to the developed scheme proposals that are included within this planning application and Design and Access Statement

Background

Saltash Train Station is an important and well known building and heritage asset.

The building ceased being used as a train station and was sold off by Network Rail back in the mid 1990's. Since then the site has transferred ownership several times, with previous developers obtaining planning permission, and aside from a partial internal strip out, not proceeding with any any further redevelopment.

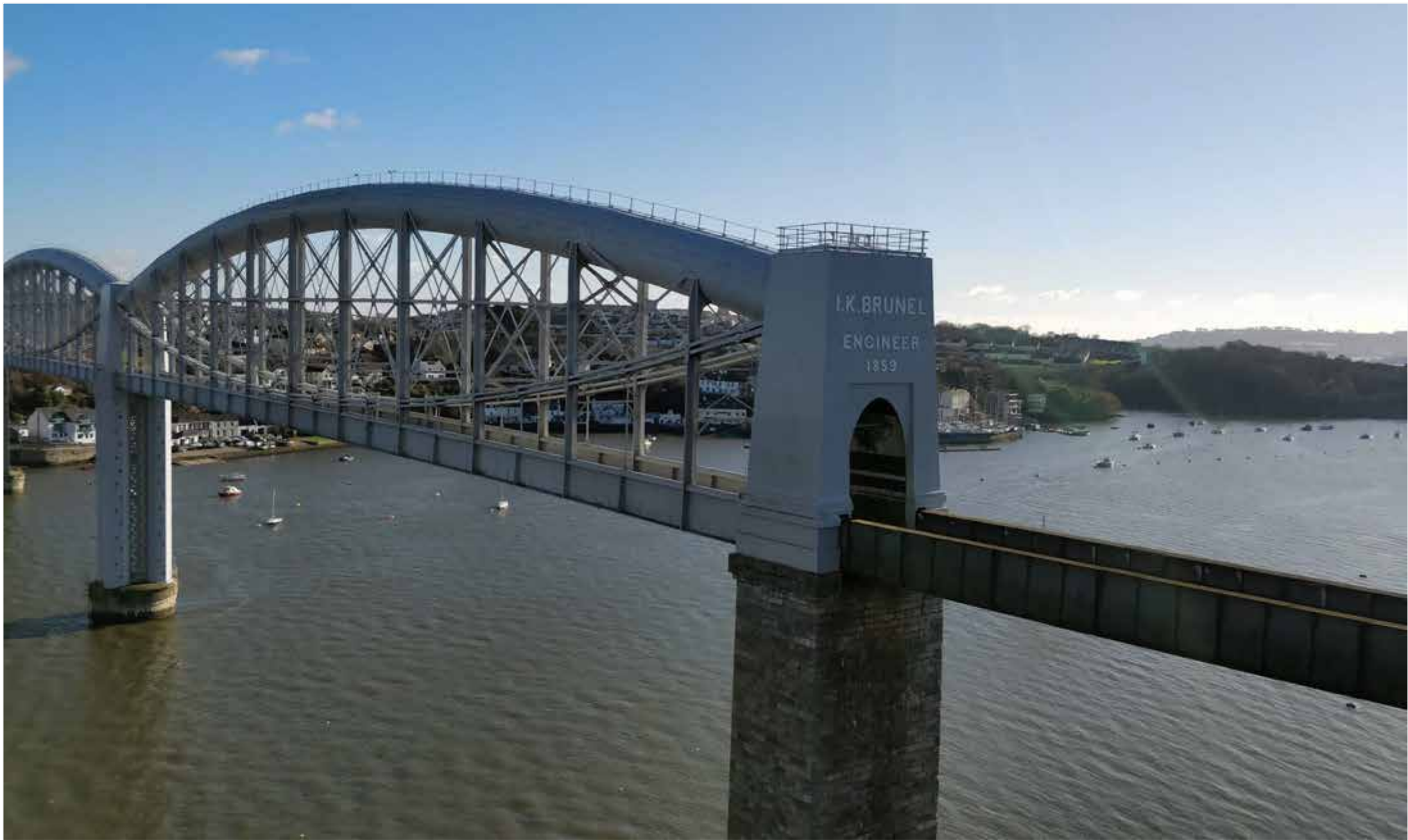
Saltash Town Council has since acquired the site with a view to regenerate new life into the building for the benefit of both rail passengers and the residents and visitors to Saltash.

Scope

This feasibility report will consider possible sustainable future uses for the station building in conjunction with RIO, The Real Ideas Organisation.

These possible uses will need to sit alongside or even integrate with the core provision of a passenger services hub for railway users.

The scheme will need to deliver a space that is flexible to allow for changing requirements and uses, to ensure that the building can self-sustain itself without recourse continuous council funding.





2.1 Site Location

Saltash is a flourishing modern town with historic roots stretching back to the 12th century. Situated on the west bank of the beautiful river Tamar, Saltash acts as a gateway between Cornwall and Devon, whether travelling by road, rail or river.

Saltash Train Station is located on Station Road, that connects Culver Road and Albert Road between the town centre and waterfront. The site area is highlighted with a red boundary on the site aerial photo above. It is the first building that rail passengers see upon arrival in Cornwall after crossing the Royal Albert Bridge, hence the term 'The Gateway to Cornwall'.



2.2 Site Description

The station building sits on the Northern part of the Eastbound Platform, and is bounded by the platform to the South (with a temporary wire mesh and concrete post boundary fence offset from the building) and Station Road and residential properties and a Public House to the North.

There is a yard, which formerly housed a goods shed, to the East which has vehicular access from Station Road. Within the yard is a weighing platform. There is a substantial stone retaining boundary wall to the South East where Albert Road drops steeply away from the site down the hill towards the waterfront.

There are separate platform shelters/stores on both East and Westbound platforms.

The two platforms are linked via a pedestrian footpath over the bridge on Culver Road.

Station Road is privately owned by Network Rail and provides designated parking for rail users.





H.M. LAND REGISTRY		TITLE NUMBER	
		CL 116641	
ORDNANCE SURVEY PLAN REFERENCE	SX 4358	SECTION	G
			Scale 1/1250
COUNTY	CORNWALL	DISTRICT	CARADON
			© Crown copyright 1978



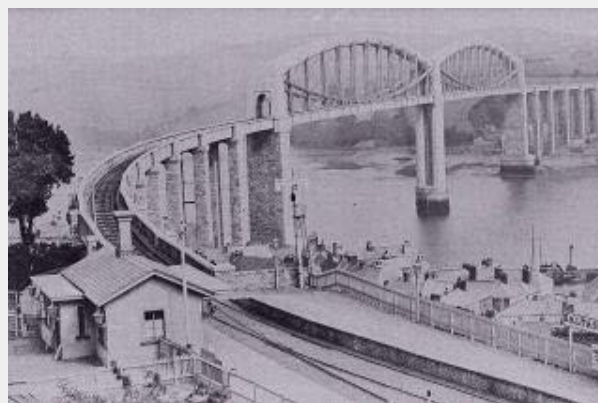
2.3 Site Ownership (the application site)

During 2017, Saltash Town Council, in an effort to secure and save the building from further decay or potential demolition, secured the purchase of this freehold of the site outline in red on the attached plan.

This includes a narrow strip of the platform and the former good shed/storage compound to the North of the site.

There are a number of restrictive covenant and rights which are being dealt with separately with Network Rail.

This application applies only to works within the red line boundary. Any minor/associated works outside of this boundary are on railway owned land, and would be covered by permitted development.



2.4 Heritage and Conservation Significance

Saltash Train Station first opened as part of the Cornwall Railway on 4 May 1859, and consisted of both arrival and departure stations/platforms. These were both originally stone buildings. A goods shed was opened early in 1863 and the station was subsequently rebuilt to what we largely see today in 1880-1881.

The Cornwall Railway was amalgamated into the Great Western Railway on 1 July 1889.

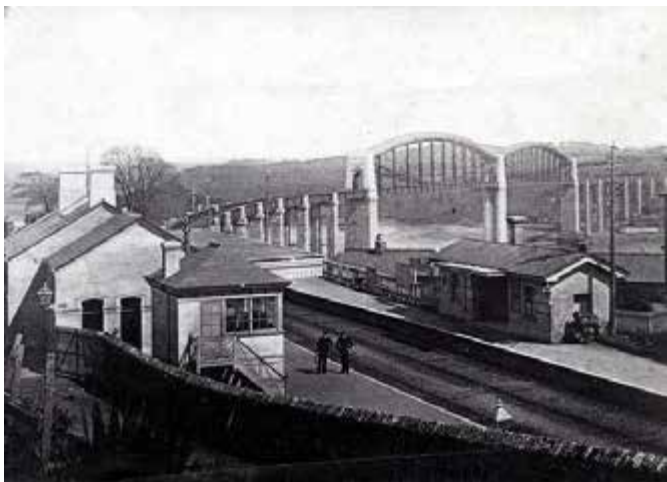
The Great Western Railway was nationalised into British Railways from 1 January 1948 which was in turn privatised in the 1990s.

The station building was then sold by Network Rail and has since transferred ownership several times, with developer proposals including conversion to offices and even demolition to enable new build apartments to be built on the site.

The following photographs show the building in its heyday as well as how the dilapidated building looks today.

The proposed works will see the conservation and enhancement of the station building.









Local Support & Consultations

Saltash Town Council have been instrumental in raising the profile of the project, and gaining the support from a number of project sponsors/supporters including Cornwall Council, GWR, Railway Heritage Trust, The Architectural Heritage Fund and also the AVIVA Community Fund.



Saltash Rail User Group, as part of the neighbourhood planning process, undertook a survey of local residents and established rail users by form of an online survey:

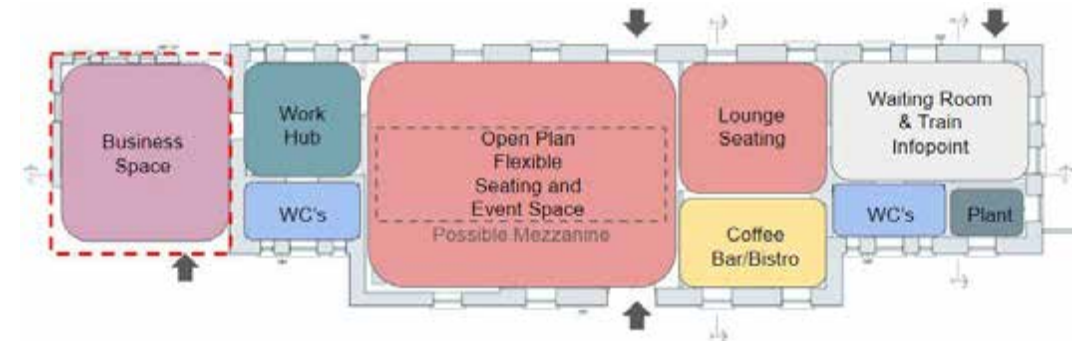
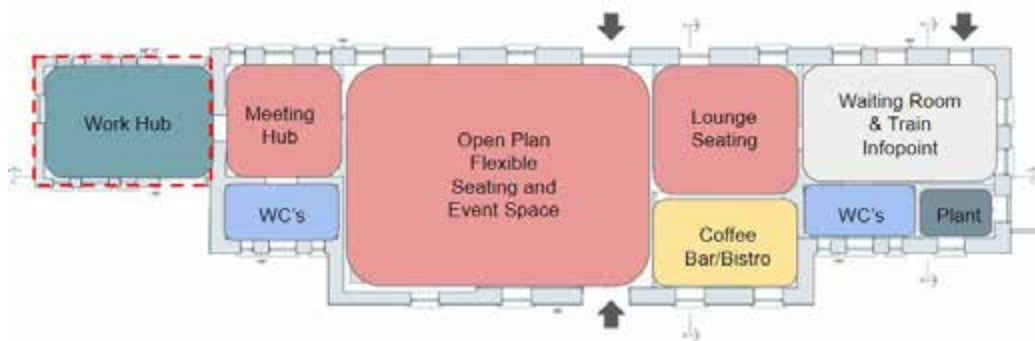
<https://www.surveymonkey.com/r/X29TG3B>

In addition to this the Real Ideas Organisation(RIO) have undertaken a consultation process, which provided plenty of ideas and wishes for the type of facilities and core offerings that could be included. There were many good ideas. The key potential uses and functions for the building, that could be seen offer the best potential for a sustainable development included the following:

- Key rail passenger waiting room and toilet facilities
- A coffee shop/bistro/cafe/bar type offering that would benefit rail users, local residents and visitors alike
- A Business Space/Workplace Hub.
- A flexible main multi-purpose space that can be readily adapted to provide a variety of uses and function to suit changing needs and maintain viability

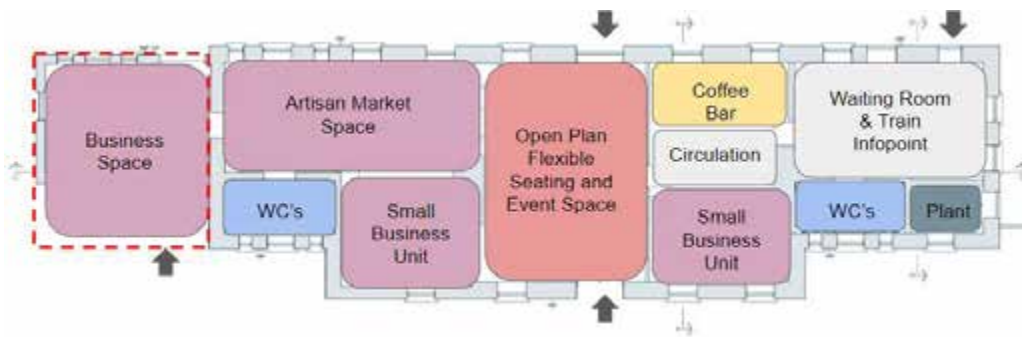
This was refined into a project brief that led to the following option appraisals being developed.



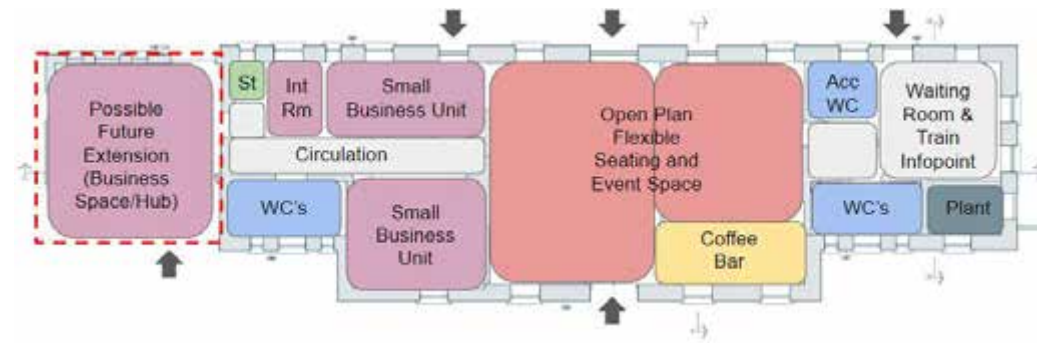


Option Appraisal 1 - This would see the conservation and retention of the existing king post trusses and closed boarded timber roof linings. The existing spaces would be opened up as much as possible to create a single storey flexible space. The former goods store, which is in poor condition, would be demolished and reconstructed, much in the same form as existing.

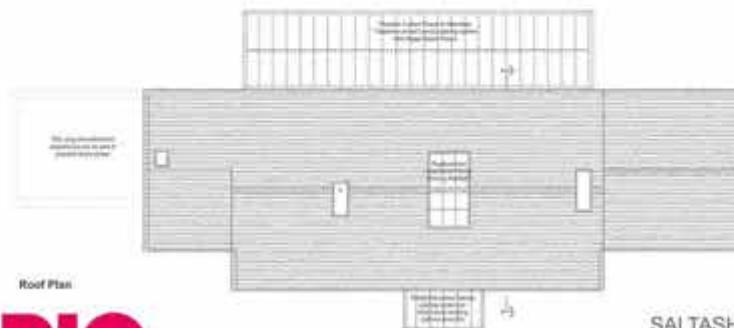
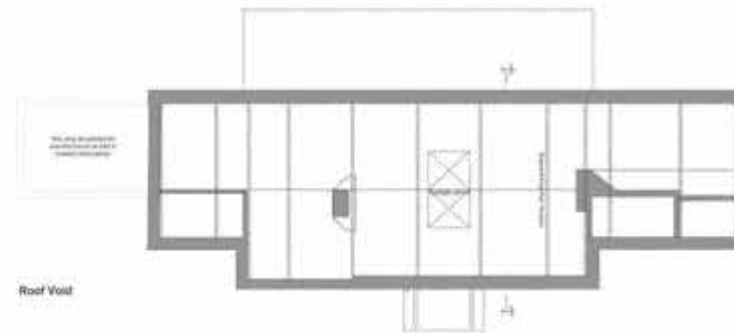
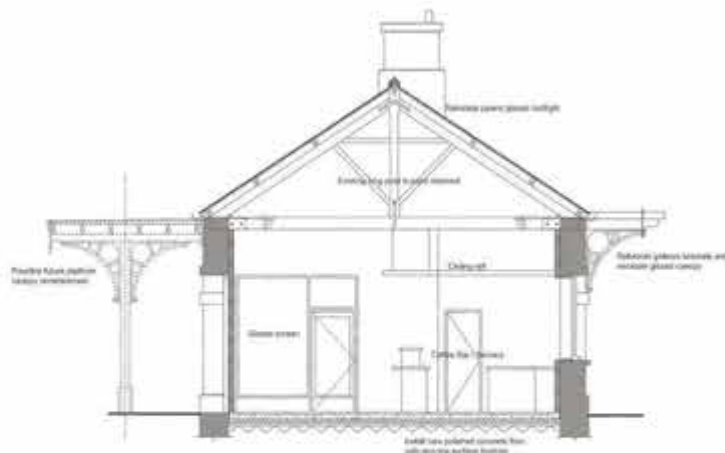
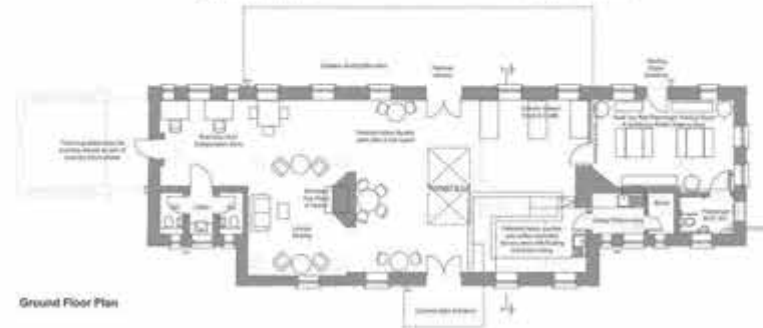
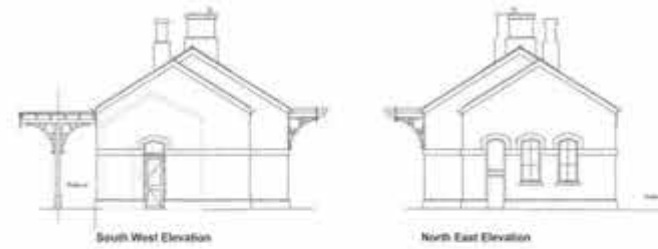
Option 2 - A further variation of option 1 but the opportunity to rebuild the side wing as a larger space with its own access. This could be used as a business unit. Other options include forming a mezzanine to provide a small amount of additional seating. The work hub could become an informal alternative workplace setting within a coffee culture type environment.

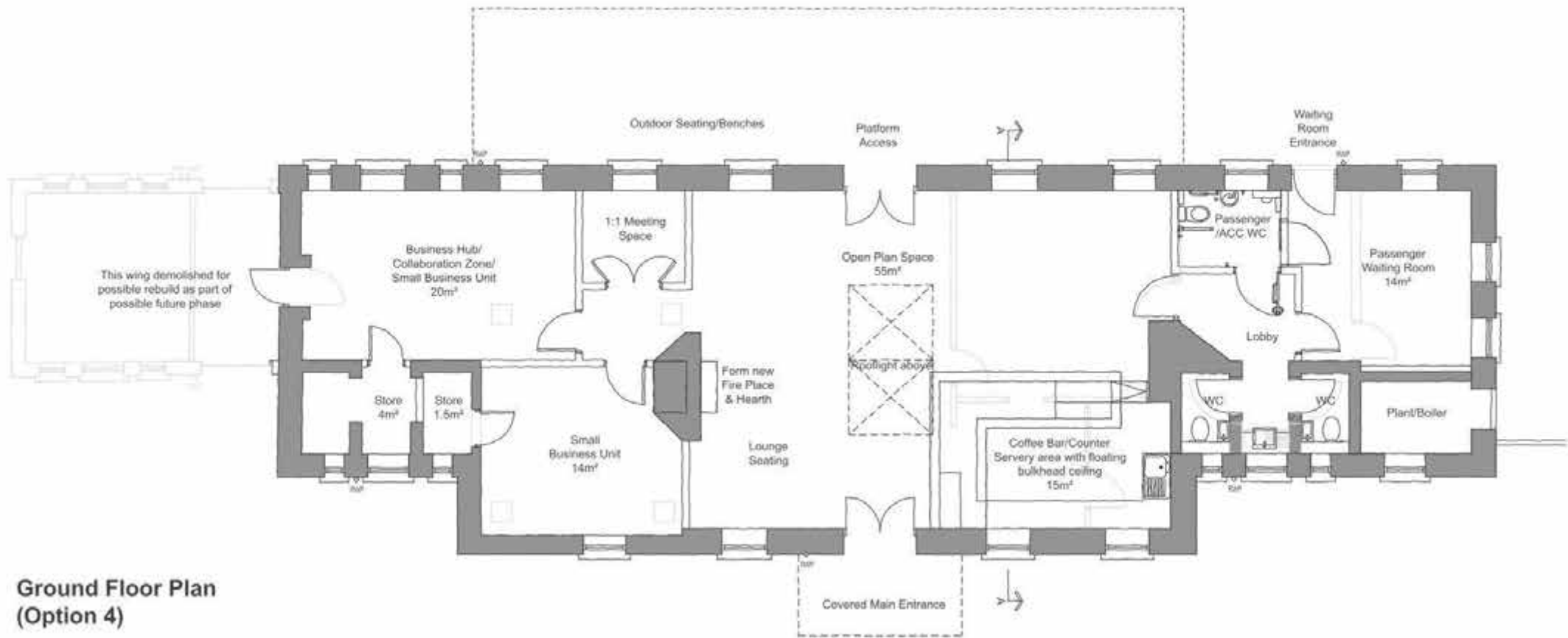


Option 3 - This option is a further development of Option 2 but maximising the amount of lettable business space with three business units and a space for 'pop up' or permanent artisan market stalls.



Option 4 - This option is a further development of Option 3 but reducing the extent of open plan space to provide a further small business unit and a bookable interview/consulting room.





Ground Floor Plan
(Option 4)



Use

It is intended that the primary use will remain as passenger facilities for rail users, and the community/visitors to Saltash.

These facilities will be supplemented with a coffee shop/bistro (Use Class A3).

To ensure the longer term financial sustainability of the station building, and to enable the building to be maintained in good condition, the income from some form of business let is key. Consent is sought for A2 (Professional and Financial Services), and/or B1 Business.

Amount

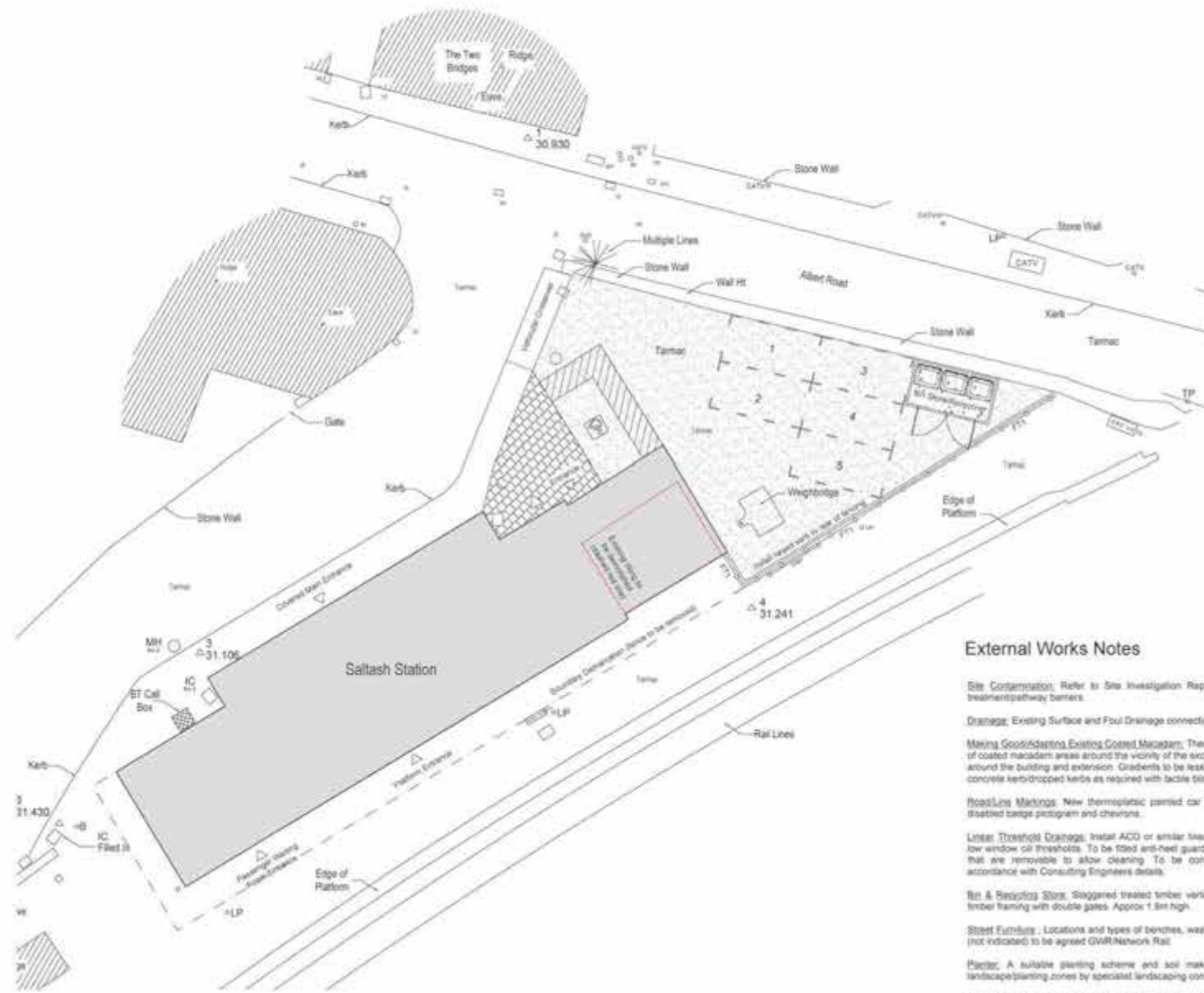
The existing building gross internal floor area (GIFA) is 186m².

It is proposed that the first phase will include the demolition of the North Eastern Wing (GIFA 20m²).

The future re-build the North East Wing, would be slightly larger and more in keeping with the proportions of the remaining existing building (GIFA is 28.75m²).

This is offset by the reduction in usable floor area within the existing building due to the construction of insulated internal wall linings.

There is therefore no overall net increase in GIFA










Notes

The design is intended to be a preliminary proposal and is subject to change. It is not intended to be used for construction purposes. It is intended to be used for information purposes only. It is intended to be used for information purposes only. It is intended to be used for information purposes only.

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Hard Landscaping Legend

-  New/extended/returfed coated macadam to Consulting Engineers details.
-  Standard concrete kerb stones adjacent existing hard surfaces areas.
-  Concrete pathbase/hardstanding in accordance with Consulting Engineers details.
-  Brick paving units to match existing on suitable bedding and base in accordance with Consulting Engineers details.
-  Proposed Level (Indicative - To be confirmed on site)
-  Fence Type 1: Install perimeter fencing to Network Rail requirements. Type, colour and height TBC.
-  General extent of existing building, boundary walls/fences and other features to be removed/demolished.

External Works Notes

- Site Contamination:** Refer to Site Investigation Report for details and remediation treatments/pathway barriers.
- Drainage:** Existing Surface and Foul Drainage connections to be retained and adapted.
- Mixing Good/Existing Coated Macadam:** There is to be a general re-surfacing of coated macadam areas around the vicinity of the excavated and working areas, around the building and extension. Gradients to be less than 1:20 for access. Form new concrete kerb/dropped kerbs as required with tactile slater paving to BS8300AD M.
- Footway Markings:** New thermoplastic painted car parking line markings including disabled badge pictogram and chevrons.
- Linear Threshold Drainage:** Install AGD or similar linear drainage channels to door and low window sill thresholds. To be filled anti-heel guard grilles that can be secured and that are removable to allow cleaning. To be connected to drainage system in accordance with Consulting Engineers details.
- Bin & Recycling Store:** Saggered treated timber vertical timber boards either side of timber framing with double gates. Approx 1.8m high.
- Street Furnishings:** Locations and types of benches, waste bins and feed play equipment (not indicated) to be agreed GWR/Network Rail.
- Plant:** A suitable planting scheme and soil makeup to be developed for soft landscape/planting zones by specialist landscaping consultant.
- Trees:** There are no trees on or near the boundary of the site.

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Saltash Town Council

Saltash Train Station

Proposed Site Layout Plan

Preliminary		Date:
Project No:	29217	Date:
Client:	SJC	Date:
Drawn by:	LN	Date:
Checked by:	LN	Date:
Project No:	29217	Date:
Client:	SJC	Date:
Drawn by:	LN	Date:
Checked by:	LN	Date:

STS BP XX XX DR A 020 002



North East Elevation (adjacent railway platform)
@ 1:100



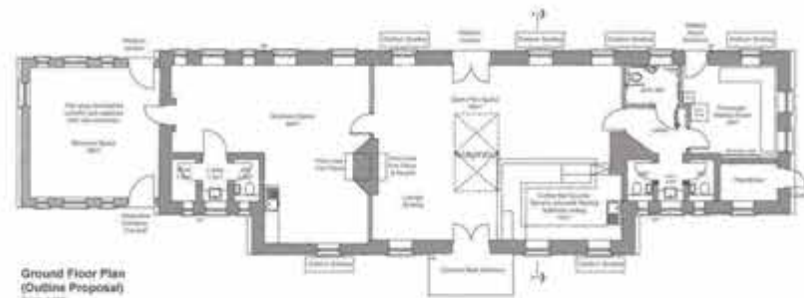
South West Elevation
@ 1:100



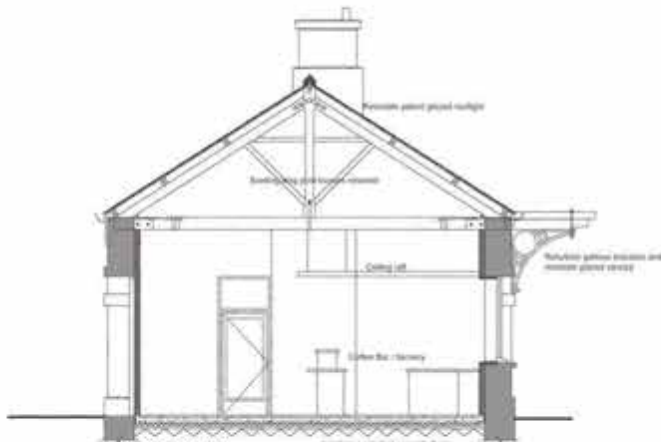
North East Elevation
@ 1:100



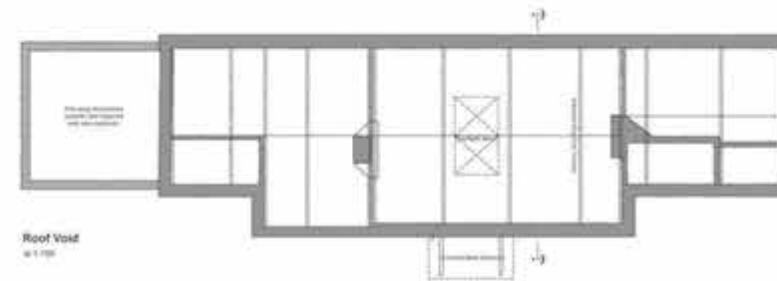
South East Elevation (facing road)
@ 1:100



Ground Floor Plan
(Outline Proposal)
Scale 1:100



Typical Section A-A'
@ 1:100



Roof Void
@ 1:100



Roof Plan
@ 1:100

Notes

1. This drawing is for the proposed scheme. It is not a contract document. It is subject to the terms and conditions of the contract. It is not to be used for any other purpose without the written consent of the architect.

2. The architect is not responsible for the accuracy of the information provided by the client. It is the client's responsibility to ensure that the information is accurate and complete.

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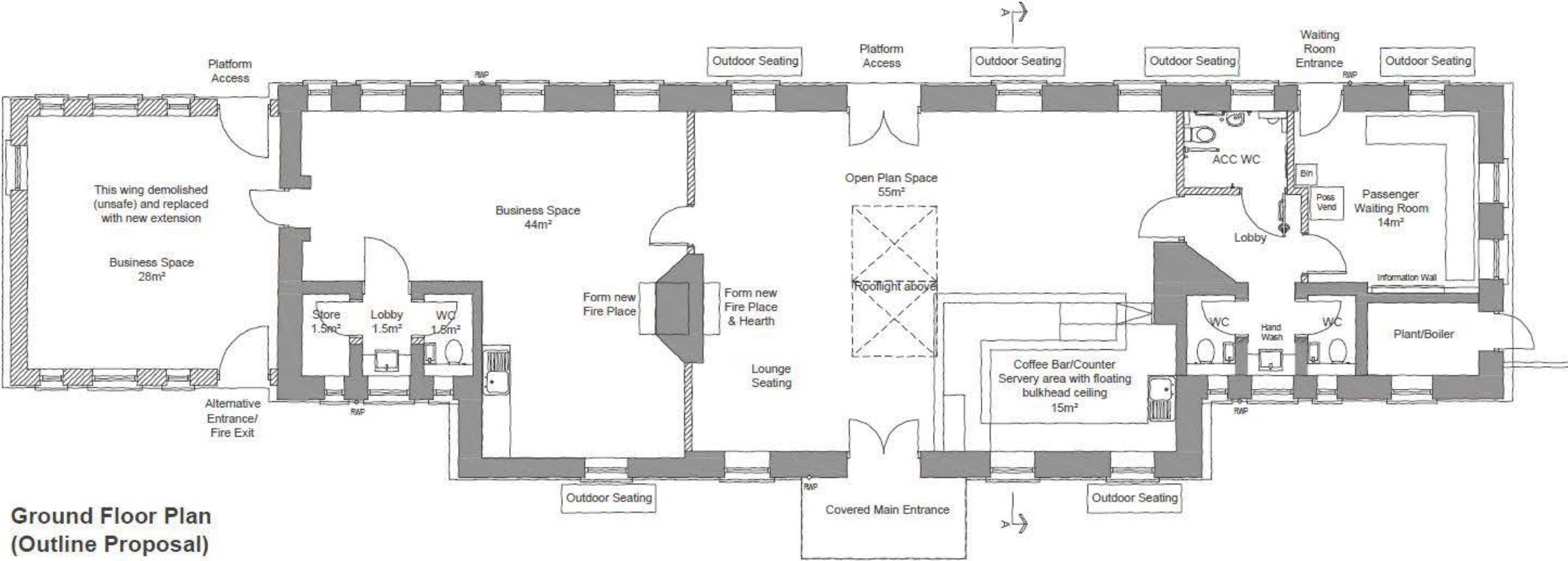
Client: Saltash Town Council

Project: Saltash Train Station

Drawing: Proposed Floor Plan, Roof Layout, Elevations & Section

Project Name	Client	Date
29217	Saltash Town Council	11.05.18
Drawn By	Checked By	Approved By
SJG	UN	UN
Scale	Drawn Date	Check Date
AS INDICATED	11.05.18	11.05.18

STS BP 00 00 DR A 001 001



Ground Floor Plan (Outline Proposal)











Outline Scope of Works

The internal wall and ceiling arrangement has been largely stripped out by previous building owners. General outline and extent of remaining demolition and enabling works is indicated with hatched red lines on the proposed drawings.

Carefully demolish the North Eastern Wing (structurally unsafe). Undertake the refurbishment of external facade including re-slating and incorporation of innovative foil insulation system to the roof to allow the timber close boarding to remain as a feature.

Rebuild demolished North Eastern wing as new masonry construction with matching render finish, detailing and appearance as existing building.

Refurbish and convert the remainder of the building.

Proposed Materials & Finishes

Roof: Replace existing retained main roof with new roofing slates and ridge tiles to match the appearance of the existing. Roof line will be raised slightly to facilitate the installation of insulation.

Chimney Stacks: To be carefully taken down and rebuilt where necessary, to match existing appearance with external painted render finish and new chimney pots and cowls. Reinstate feature fireplace.

Roof Light: Existing roof light to be replaced with metal framed patent glazed traditional rooflight. Powder coated finish. Colour RAL 7024 (Graphite Grey).

Roof Fascias/Soffits/Verge Boards: Existing retained and redecorate -with isolated replacement/repairs to match existing as required. Colour TBC.

Rainwater Goods: New powder coated 'Victorian Ogee' style cast aluminum gutters. Colour TBC.

External Walls: Existing render walls, plinth and moulded window and door archway/banding to be retained and repaired/reinstated to match existing. masonry painted finish. Redecorate generally using GWR 'Heritage' Colours.

Existing Windows: Existing timber single glazed windows to be retained, overhauled and refurbished. Isolated replacement of some windows that are no longer present or repairable. Replacement windows to match the appearance of existing windows. Painted finish. Redecorate generally using GWR 'Heritage' Colours.

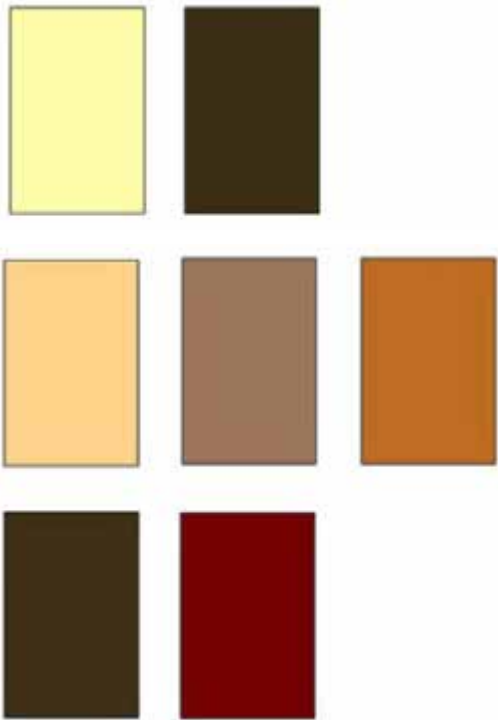
New Windows to replacement extension: Timber double glazed windows to match external appearance of existing windows. Redecorate generally using GWR 'Heritage' Colours.

New/Replacement External Doors: Polyester powder coated aluminium doors. Sealed double glazed units and full height pull handles. Plant Room door to be a matching louvered door with integral insect mesh. RAL 7024 (Graphite Grey).

External Entrance Canopy: Existing gallows brackets to be overhauled and painted. New patent glazed canopy to be installed above.

External lighting: Wall mounted external emergency escape and general lighting of circulation routes. Locations and type to be confirmed and agreed with Network Rail.

External Fencing: The existing wire mesh fencing is to be replaced with new fencing. Type, appearance and colour will be subject to Network Rail Approval as on their boundary.



GWR 'Heritage' Colour Palette (a mixture of 2 or 3 colours would be specified).

Structures/Civils

Replace suspended timber floor with insulated insitu concrete slab with radon/DPM possible polished concrete finish (this will also act as a barrier to known site contaminants).

Foundations for new internal walls and possible isolated underpinning to existing external walls.

Possible strengthening works to roof structure where ceiling joists removed.

Form new structural doors openings in walls as required.

Reconnect existing below ground foul and surface water drainage connections (agreed with Network Rail).

External works including vehicular crossover, bases, fence post bases, raised vehicular incursion kerbs and coated macadam resurfacing.

Mechanical & Electrical Services

Install new space heating including high efficiency gas boiler, sized for future heating and domestic hot water needs. Flue location and size TBC.

Localised mechanical extraction to WC's. Location and size of extract fan grill locations TBC.

External building mounted signage. Location and type TBC with Network Rail.

Phasing

Following a detailed review by Council, it was decided that the outline scheme proposal offered the most financially sustainable business model.

It was agreed that the final project may have to be delivered in phases according to funding availability

It is proposed that the first phase includes the demolition of the North Eastern Wing, external refurbishment works to the building envelope and replacement floor slab. Full internal fitting out would initially be largely restricted to the core passenger services including the toilets and waiting room.

The refurbishment of the remaining space and the extension to re-build the North East Wing could then follow on as subsequent phases of work.

Transport Links

The building is well served by rail services, with bus services available nearby in the town centre.

There is existing cycle storage on the platform for cycle users.

The site is within quick and easy walking distance of the town centre.

Site Access

Saltash Train Station is located on Station Road, a private but publically accessible railway owned road that connects Culver Road and Albert Road.

There is a vehicular crossover into the existing yard/parking area and a brick paved pavement to the front of the building which provides pedestrian access to the building and platform areas.

There is an existing level threshold access into the main entrance door. A new slightly sloping path will be extended to serve the new secondary entrance into the new extension (business unit). The platform access doors are also level threshold.

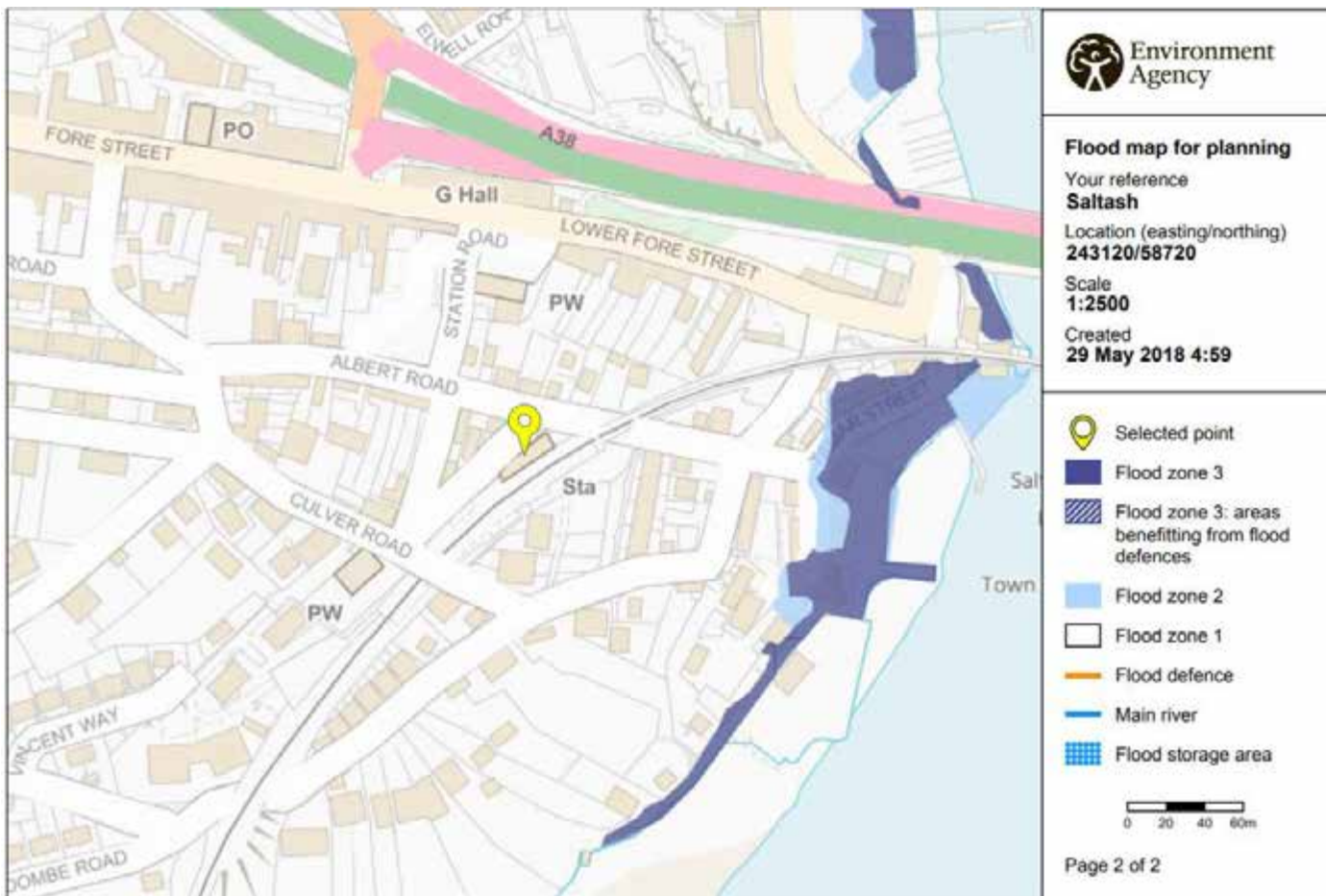
Accessibility

There is an existing level threshold access into the main entrance door.

A new slightly sloping path will be extended to serve the new secondary entrance into the new extension (business unit).

The platform access doors, including access to the passenger waiting rooms and toilet facilities are also level threshold.

Internally, the building will be served by an accessible WC alongside Male & Female toilets. The intention is that the Waiting Room and Accessible WC is available to rail passengers outside of the core opening times for the remainder of the station facilities.



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Flood Risk

The site location is in flood zone 1, an area with the least probability of flooding. See attached Environment Agency Flood Map Details.

Drainage

There are no changes to the existing Site Drainage strategy other than the existing drainage connections being adapted to suit the rebuilding of the North Eastern Wing.



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