STATION IMPROVEMENT

EASTLEIGH STATION

HERITAGE STATEMENT AND DESIGN AND ACCESS STATEMENT MADE ON BEHALF OF SOUTH WEST TRAINS



Table of Contents

1.0	Introduction
2.0	Objectives
3.0	Building Listing
4.0	Planning Policy
5.0	Historical Background
6.0	Historic Features within the area of proposed alterations
7.0	Design and Access Statement
8.0	Conclusion

Version 1

PLANNING ISSUE

02 November 2010

The Trevor Patrick Partnership

chartered quantity surveyors - building surveyors - project managers

1st Floor Crowne House 56-58 Southwark Stree London SE1 1UN Tel. 020 7940 6500 Fax. 020 7378 0136 email. enquiries@ttpp.co.uk

STATION IMPROVEMENT
EASTLEIGH STATION

1.0 INTRODUCTION

The principal aim of the scheme is to bring about a noticeable and lasting improvement in the environment at the station for the benefit of passengers. Improvements will be made to increase the passenger and public perception of security, accessibility, to enhance the overall presentation of the station and improve information and other facilities. Speed of delivery is also a consideration as is sympathetic alteration to listed buildings.

The station is selected as one of 25 in the current improvements tranche by South West Trains.

2.0 OBJECTIVES

- Refurbishment of waiting room on Platforms 2/3 to provide a quality waiting area
- Reconfigure and refurbish the disable toilet to current standards
- Refurbish the ladies toilet to current standards and increase security / minimize non rail passenger access
- Provide a low level DDA ticket window

3.0 BUILDING LISTING (English Heritage)

English Heritage publishes the following listing. Though the listing mentions only external features it is recognized that the building is listed in entirety:

5230 EASTLEIGH SOUTHAMPTON ROAD
Eastleigh Railway
Station
SU 41 NE 4/93
II

01840. By Sir William Tite. Enclosed by later extensions, the original block is the remains of Bishopstoke Station, later Bishopstoke Junction (for the Botley-Fareham line), then Eastleigh. 2-storeyed rectangular symmetrical design of
7 bays, in simple classic style. Low-pitched slate roof, hipped at each end, with wide eaves. 2 chimney stacks (of 3 and 5 units) having a brick dentil top, arched narrow openings between flues, and plinths. Cement rendered walling has a slightly projecting eaves fillet, moulded where it meets the soffit, which turns into keystones of 1st floor cambered openings; 1st floor band, stone cills. Sashes in reveals; one blank unit above opening which extends to ground level as a doorway, another blank to ground floor.

Listing NGR: SU4573219066

4.0 PLANNING POLICY

PPS 5 recognises:

(under objectives 7) 'that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term'.

(HE9.4) that.. where there is any harmful impact (which is less than substantial harm) the local authority should weigh up the public benefit of the proposal, (for instance that it helps to secure the optimum viable use).
Policy specifically HE6 states:

Policy HE6 states:

POLICY HE6: INFORMATION REQUIREMENTS FOR APPLICATIONS FOR CONSENT AFFECTING HERITAGE ASSETS

HE6.1 Local planning authorities should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. As a minimum the relevant historic environment record should have been consulted and the heritage assets themselves should have been assessed using appropriate expertise where necessary given the application's impact. Where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation.[11]

HE6.2 This information together with an assessment of the impact of the proposal should be set out in the application (within the design and access statement when this is required) as part of the explanation of the design concept. It should detail the sources that have been considered and the expertise that has been consulted.

HE6.3 Local planning authorities should not validate applications where the extent of the impact of the proposal on the significance of any heritage assets affected cannot adequately be understood from the application and supporting documents.

5.0 HISTORICAL BACKGROUND

The station was built by the LSWR and was called Bishopstoke when it was opened in 1839. It was renamed Bishopstoke Junction in 1852, Eastleigh and Bishopstoke in 1889, and finally Eastleigh Station in 1923.

6.0 HISTORIC FEATURES

The concrete building on platforms 2/3 is not mentioned in the listing.

In terms of the main building the historic features in the areas of the proposed works appear to have been removed except for windows and surrounds (though previously altered in a previous toilet refurbishment).

Doors were noted as being solid doors with applied beadings to give the impression of being paneled doors.

The scheme only alters these in respect of the disabled wc entrance which will be a reconfigured paneled door with side panel arrangement in materials and methods to match the existing.

7.0 DESIGN AND ACCESS STATEMENT

7,1 The existing booking hall (main building)

Booking Hall

The booking hall is formed of an 'L' shape with two ticket windows, a tenancy, and ladies, gents and disabled toilets.

It has a terrazzo floor with walls made up of a combination of plastered brickwork, exposed brickwork and marble tiling. It is in good condition following recent redecoration.

Work is underway to re-configure the booking hall, bringing the platform curtain walling into the booking hall, allowing it to be locked at night. At present it is open up until the last train at approximately 02:00hrs. This work will see the CIS monitors relocated and one TVM relocated outside the front of the station.

The booking hall is a listed building.









7.2 The existing waiting room (platforms 2/3)

The waiting room is located on platforms 2 and 3 and is on the ground floor of a very dated and uninviting two storey concrete building. The waiting room is shared with a tenancy serving refreshments.

Internally, the floor appears to be made up of vinyl style tiles and the majority of walls made of UPVC panels with glazing, located in between structural columns. The suspended ceiling is made up of worn tiles with lighting set within.

Access to the waiting room is through one of three sets of wooden doors with glazing, all of which are heavily worn.










7.3 The existing ladies toilet (main building)

Ladies Toilet

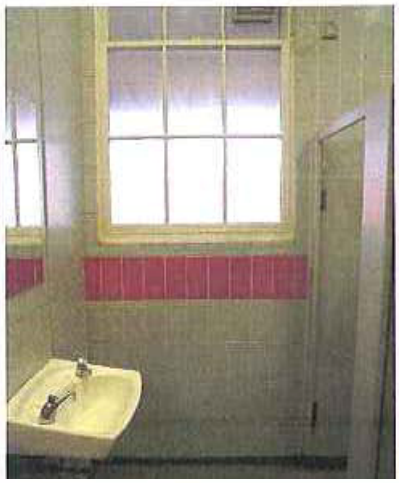
The ladies toilet is located within the booking hall and suffers from consistent petty vandalism. It is generally locked out of use during off-peak times.

The toilet has a ceramic tiled floor and a combination of full height panelled and tiled walls with a suspended ceiling. It is dated and does require an upgrade.

The toilet features two cubicles, two wash basins, a wall heater and a hand dryer.













7.4 The existing gents toilet (main building)

Gents Toilet

The gents toilet is located within the booking hall and suffers from fairly consistent petty vandalism. It is generally locked out of use at present.

The toilet has a ceramic tiled floor and a combination of full height panelled and tiled walls with a suspended ceiling. It is dated and does require an upgrade.

The toilet features two cubicles, a one piece urinal, two wash basins, and a hand dryer.









7.5 The existing disabled toilet (main building)

Disabled Toilet

The disabled toilet is located within the booking hall under the over bridge stairs. This makes the height of the cubicle restricted. The cubicle is reached via a lobby area which also locates a store room.

The toilet is to the same specification as the ladies and gents and a similar state of repair.









Customer and staff comments

The key customer complaint is lack of toilet facilities which were highlighted during the survey. Staff advise that the toilets receive constant abuse which is why they are typically locked out of use during off-peak times. The disabled toilet is available at all times via a Radar key.

General feedback suggests that the waiting room on platforms 2 and 3 should be a high priority as it is heavily used during the morning peak and is deemed to provide a very poor facility at present.

7.6 Summary of enhancement proposals

Booking Hall
As the booking hall has been recently redecorated and is in the process of being re-configured, it is not deemed to require any additional works at present. However, an option should be provided to allow for a new low-level DDA ticket window.
Waiting room
Upgrade the existing waiting room on platforms 2 & 3 to provide a quality refreshed waiting area. The refurbishment should be carried out in conjunction with the tenant who has offered a financial contribution towards the work. The refurbishment will include new flooring, replacement external doors, internal redecoration, upgraded seating and a new suspended ceiling with enhanced lighting.
Disabled Toilet
Upgrade the disabled toilet to current SWT design guide standards. Look at options to re-configure the layout, allowing the ceiling height to be increased.
Ladies Toilet
Upgrade the toilet to current SWT design guide standards with consideration given to anti-vandal fixtures and fittings. Consider ways of increasing security and minimising non rail passenger access.
Gents Toilet
Upgrade the toilet to current SWT design guide standards with consideration given to anti-vandal fixtures and fittings. Consider ways of increasing security and minimising non rail passenger access.

8.0 CONCLUSION / IMPACT UPON THE LISTED BUILDING

The scheme as submitted meets the objectives bring about noticeable improvement for the benefit of passengers with improvements that are needed both preserve and enhance the listed building without removal of any existing notable historic features and, significantly, do no *substantial* harm.

Footnote: The disability Discrimination Act 1995 as amended 2005 (DDA) places legal obligations on station and train operators. At the time of writing the DDA is in line to be replaced by the Equalities Act 2010. Therefore all references to the DDA should be read as referring to subsequent legislation. Since October 1999 service providers at stations must take 'reasonable steps' to make adjustments for disabled people.