BATH SOUTHGATE RAILWAY STATION
AVONSIDE HOUSE DESIGN AND ACCESS REPORT

LISTED BUILDING CONSENT APPLICATION **19.12.2008** **Rev A**

DESIGN STATEMENT

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1.0 INTRODUCTION

Avonside House is a small single storey building of approximately 139m² located to the south east of Bath Spa Railway Station. The building is the former Station Masters House within the curtilage of the Grade 2* listed Bath Spa Railway Station built in 1841 (Altered 1897 and 1962) designed by I K Brunel and included within the Great Western Railway World Heritage Site. The house has been unoccupied for some time and has fallen into a state of significant disrepair.

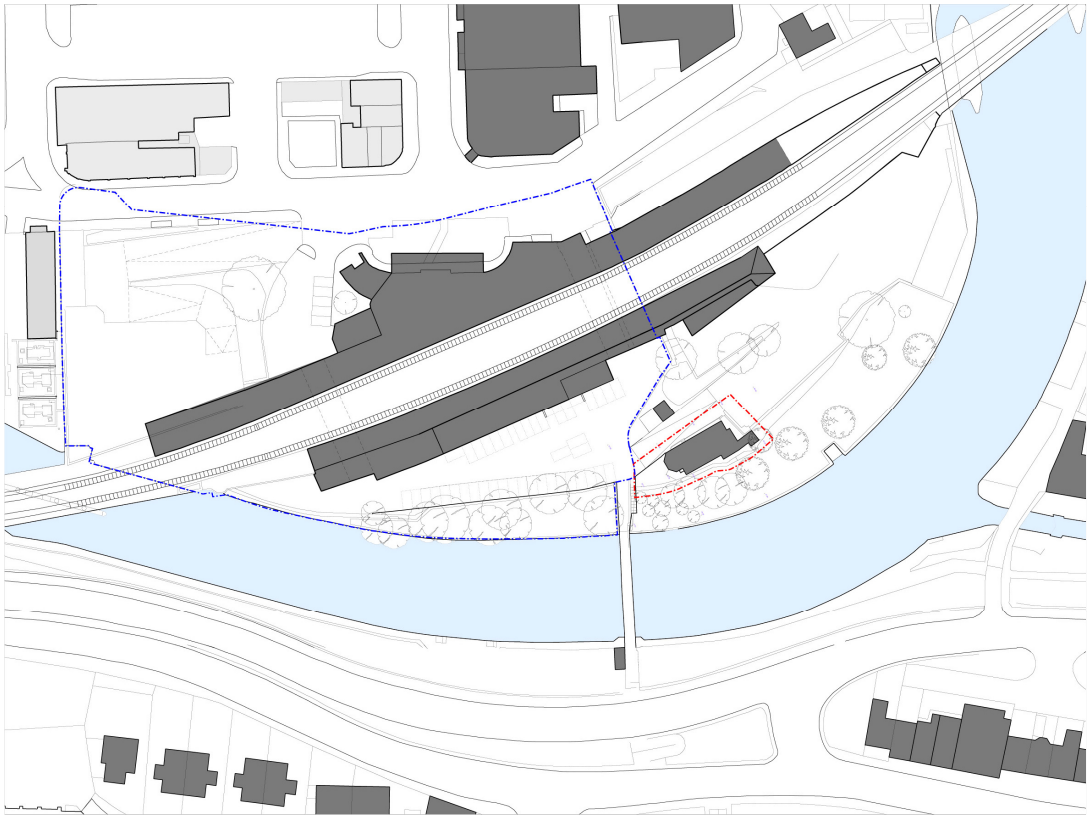
Wilkinson Eyre Architects developed design proposals for the development and refurbishment of Bath Spa Railway Station as part of the Bath Southgate Development by Multi Development. Wilkinson Eyre's proposals originally gained Planning Approval, Listed Building Consent, Conservation Area Consent & approval to alter Listed Structures in 2002-2003 reference 06/02656/LBA. As part of that approval to the development of the Railway Station was the obligation to restore and refurbish Avonside House.

The Scope of Work for Avonside House has been divided into the Repair Work and the Alterations Work. It has been agreed with BathNES that the Repair work does not require a separate Listed Building Consent Application and is to be approved by the Local Authority as part of the discharge of Listed Building consent conditions identified within the agreed Listed Building Consent. The Alteration Work forms the scope relevant to this separate Listed Building Consent application. This Design and Access Statement is to support the application for Listed Building Consent for the proposed alterations works to the former station masters house that did not form part of the original Listed Building Consent for the Railway Station. It also gives details of the required restoration works to provide a complete overview of the scheme.

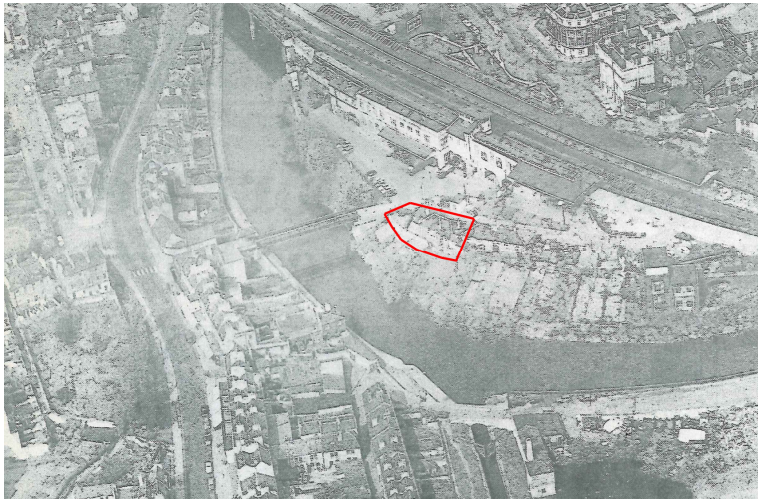
As stated above the previous land use of the proposed site was as residential accommodation associated with the Railway Station. The proposed scheme is for the re-use of the building as a commercial office space. This re-use is in keeping with the city centre location of the building and is to be leased by Multi Development.

2.0 SITE DESCRIPTION

Avonside House is located on a sloping site to the south east of Bath Spa Railway Station which is located centrally in the City of Bath on the north side of the River Avon. The House is located close to the soft landscaped north bank of the river and is orientated lengthways along the bank that slopes down from north-east to south-west. North east of the building is a vehicle ramp up to the 'downside' railway station car park. To the south west of the Avonside House is the Ha'penny Bridge which is a pedestrian bridge serving the Railway Station from the South bank of the Avon. The street level Railway station Car park lies immediately to the north west of the building.



Site Location Plan: Avonside House Application Boundary in Red



Aerial Photograph showing Avonside House from 1950s

3.0 THE EXISTING BUILDING

The application boundary follows a retaining wall on the south side of the building which has a broken scaffold railing on the west end. Soft landscaping is located to the south and west of the building which has a spearhead railing to the perimeter on the north west side. The vehicle ramp leading to the south station car park is directly to the north of the building with no pavement or pedestrian route leading to the property. On the north side of the building is a stone wall that provides a boundary between the Avonside House and the south station car park which has car parking immediately parallel with the boundary wall.

The existing building is in a significant state of disrepair and decay following a substantial period of neglect. This is highlighted in the Report of Structural Inspection by O'Brien and Price Engineers enclosed within this application.

The building is a single storey stone walled building with hipped slated roofs. To the western end of the building is a hexagonal bay window and to the eastern end of the building is a collection of latter constructed brick and tile lean-to extensions. The building is currently accessed via a door on the north elevation which has stone steps leading directly on to the vehicle ramp on the north side. Another door is located on the east end of the south elevation which is access via steps on to the south side.

A small basement area is located to the south west end of house where the site slopes this is accessed via a small access door on the south elevation.

The building is currently structurally unsound with large areas of defects and cracks to the stonework of the external and internal walls and the retaining wall to the south of the site. There is visible structural movement to the south wall thought to be due to the sloping nature of the site. The doors and windows are subject to decay as are both the floor and roof structures. The existing windows and doors, including frames and cills are also mostly in a state of decay and are currently boarded up.

The current internal layout is divided by two structural stone walls splitting the building into three main parts. Further lightweight internal partitions subdivide the layout. These partitions are also in a state of decay. The internal fixtures and fittings have also been neglected. Internal timber features and skirtings are in decay and fitting in disrepair.

Below are a series of photos of the existing building with brief notes outlining the current condition of the building.

External East and North Elevations:

East elevation with existing stone wall to be retained with south station car park adjacent

Car park spaces are parallel to east elevation which obstructs an entrance from this direction, The existing stone wall provides the boundary to the car park. Latter addition of the lean-to extension located to the east elevation is to be removed.

North elevation with boarded up windows and external door. Existing road is directly parallel to the elevation with no designated pedestrian circulation in front of the building. External walls and windows require repair and Roof edge and guttering require restoration.

External West and South Elevations:

West elevation with bay window and spearhead railings. Railings to be reused in proposed landscape scheme. As with the north elevation the external walls and windows require repair and roof edge and guttering require restoration.

View of west elevation from Ha'penny Bridge showing broken existing scaffold railing to south retaining wall.

South Elevation also showing south retaining wall that will require significant repair to provide structural stability. It is thought that the sloping nature of the site is causing the structural problems that are particular to the south side. Existing trees and under growth will require pruning to stabilize foundations

Basement Area:

Existing boarded up access door to basement level on south elevation. This access is to be retained.

Basement below west end of the building extends below the footprint of the building raising up to the north and east

Basement area with existing ventilation provided on the south elevation.

Internal Areas:

Existing internal walls are in a state of repair and decay. Internal walls will require stone repairs and to be re-plastered

Existing internal doors and lightweight partitions to be demolished and layout to be amended to suit the re-use of the building.

Timber features in state of decay to be removed and skirtings and timber panelling to be restored.

Internal Areas:

Existing fittings to be removed and floor structure to be repaired. Existing windows are to be repaired and restored where possible following appraisal by restoration specialists.

Existing roof structure to be repaired and reinstated and lath and plaster ceiling restored

Existing windows to be repaired and restored where possible following appraisal by restoration specialists and all new windows are to match existing historic windows.

DESIGN PROPOSALS

The design proposals are two fold. The initial phase of work is to stabilize and repair the building (to be discharged as part of the existing Listed Building Application). The following phase of work is to for the building to be altered to enable the internal spaces to be fitted out for commercial use. It is proposed that the existing lean-to extensions to the east end of the building are to be demolished and stonework generally repaired. The building will be stabilized and where required structural repairs made to both the floor and roof. The external timber windows and doors are to be restored where possible following appraisal by restoration specialists or replaced with new timber windows or doors to match the existing. The slate roof is to be repaired, using the existing slates where possible. The timber roof edge is to be restored and new cast iron guttering reinstated to replace the existing broken plastic guttering and rainwater pipes.

The restored building will retain two entrances, the entrance on the north elevation will remain and will be served by a stepped access. The existing stone steps will be replaced by new steps and landing to provide improved access compliant with current building regulations. The other entrance will be on the east end elevation utilizing an existing structural opening currently serving the lean-to extension. This will be served by a shallow access ramp from the north east corner of the building to provide wheelchair access to the building. The entrances are linked to the new landscaping to the south of the Railway Station by natural stone slab paving and a new kerb line separating paved access from the vehicle ramp up to the downside station car park. This allows a designated pedestrian route to the entrances separate for the vehicle ramp. The stone wall to the boundary on the east side of the building will be retained to maintain a barrier between the new entrance on the east side and the car parking spaces parallel to it. The soft landscaping located to the south and west of the building will be enclosed by reinstated historic spearhead railings reclaimed from the ramp to the north of the station that are to be removed as part of the Railway Station development. The railings will be located on top of the refurbished retaining wall on the south side providing safe enclosure to be the properties garden area.

The Internal layout will be altered to suit the proposed re-use of the building. The existing lightweight internal partitions will be demolished and internal stone walls will be repaired and re-plastered. The existing fire places will also be retained and reinstated. The existing timber paneling and skirtings to the internal walls are to be reinstated. New lightweight plasterboard partitions will form a new toilet and kitchen area, accessed from a new entrance lobby to the east side of the building adjacent to the new entrance. These will also have a new skirting to match the existing skirting.

The internal electrical fittings and telecommunications will provide services for up to 20 staff desks to enable the building to be used as a commercial facility. New heating and lighting systems will also be installed with new fire detection and alarm systems.

A new commercial grade carpeted floor finish will be installed with ceramic tiling finishes installed in the ne WC and Kitchen areas.

ACCESS REPORT

Scope

The aim of this section of the report is to describe that appropriate and reasonable provision has been made for mainstream inclusive design and to ensure that the aims of the Disability Discrimination Act 1995 can be met. The Proposals for Avonside House have been designed in line with Approved Document Part M to achieve an inclusive design with accessibility for all. Other legislation used to form this report includes:

- The Human Rights Act 1998 (HRA)
- BS8300: 2001 - Design of buildings and their approaches to meet the needs of disabled people - Code of practice
- BS 5588: 1999 - Fire precautions in the design, construction and use of buildings - Part 8: Code of practice for means of escape for disabled people

Pedestrian Routes

The pedestrian routes are adjacent to the building and are segregated from vehicles and cyclists by a kerb height change in level and surface finish with dropped kerbs. A drop down kerb is also provided to allow wheelchair users to navigate across the vehicle ramp to and from the railway station if required. The external paving follows the slope of the existing road running along the north elevation of the building.

Ramped Access

The shallow access ramp to the new main entrance has been designed to provide wheelchair access to the building. The ramp leading from the north east corner of the building is a minimum of 1200mm wide and has a fall of 1:22. This means the shallow ramp is are not classified as a ramp under Approved document Part M and does not require handrails. A barrier rail is provided to segregate the pedestrian ramp from the paving which follows the existing road.

Stepped Access

There is stepped access to the entrance door on the north elevation where a ramp cannot be accommodated due to the space constraints and sloping nature of the site. These steps replace the existing stone steps that are not compliant with current building regulations as a landing area is not provided at door level. The steps are 1200mm wide and in line with Approved Document Part M with a 300mm going and a rise of 150mm with appropriate nosing trims provided. Tactile paving is used at the top and bottom of each stair to indicate a change of level and a hand rail provided, to be in keeping with the historic spearhead railings to the site boundary but adjusted to provide an appropriate handrail.

Horizontal Circulation

The door thresholds are level and the clear opening width of existing and proposed, internal and external doorways is at least 800mm with a 300mm of clearance on the leading edge of all doors as Approved Document Part M. Vision panels in solid doors both in corridors and rooms will be low enough to allow people both seated and standing to be seen. Colour and luminance contrast will be specified to define “critical surfaces” i.e. defining doors from walls and floors from walls, within spaces and to highlight key features such as sanitary fittings and handrails.

Accessible WC

An accessible WC cubicle has also been proposed within the re-fit out of the scheme. This is sized above the 1500mm x 2200mm requirement of both BS8300:2001 and AD M. Sanitary fittings will contrast in luminance with their background to assist visual impaired people. BS8300:2001 4. An emergency alarm bell push will be fitted on three walls of all accessible toilets. This is more practical and user-friendly than an alarm cord which is often pulled by accident and can often be tied up out of reach.

Artificial light

CIBSE lux levels will be followed for each space. This is especially important for people with sight loss and people with hearing impairments who lip-read. In meeting spaces ideally light levels should be controllable, either by dimmer switch or switching to allow half the lamps in each fitting to be turned off. Electrical power points will be available to boost light levels at workstations using task lighting. Ref: BS8300:2001

Personal Emergency Egress

Evacuation strategies will be developed for individual disabled members of staff. Our clients will develop an evacuation strategy for the building which considers the needs of disabled users. BS 5588–8:1999 advises that in general, people with impaired hearing will either be able to perceive an audible alarm signal or be alerted by other occupants. In a minority of situations, visual alarm signals may need to be provided which should be the subject of consultation with the fire authority (see also BS 5839-1:1988, Our client will consider installing a vibrating pager system for hearing impaired members of staff as part of the evacuation strategy for the building should this be considered appropriate.

Scope of Works

The Scope of Work for the Avonside House has been divided into the Repair Work and the Re-use Work. The Repair work falls outside the Listed Building Consent Application and is to be approved by Local Authority as part of discharge of listed building consent conditions given to the Railway Station development reference 06/02656/LBA. The Re-use Work forms the scope relevant to this application. Both are included for information below.

Avonside House: Repair Works (subject to further survey information and site investigation)

Structure:	Stabilise and reinstate existing foundations and existing stone walls Stabilise and reinstate existing fireplaces and chimneys Demolish single storey extension on east elevation Demolish internal non-structural internal partitions Internal decaying plaster removed to allow closer inspection of masonry walls
External Walls:	External stone and masonry walls to be repaired, re-pointed with stitch bonding of cracks and supplemented with stainless steel tie bars where required. Localised replacement of defective and broken stones required. Provide and install Insulation and membranes Restore / reinstate historic windows with new timber lintels and surrounding joinery as required Restore / reinstate historic timber doors with new timber lintels and surrounding joinery as required
Roof:	Stabilise Roof structure with restored and reinstated timber roof beams Provide and install Insulation and membranes Repair / reinstate historic natural slate roof using existing tiles where possible Repair / reinstate rainwater drainage system
Internal Walls:	Structural Internal walls to be repaired, re-pointed with stitch bonding of cracks.
Floors:	Floor to be completely replaced with suspended timber floor joists and floor boards The provision of ventilation to under floor space required Insulation and membranes required below floor
Landscape:	Stabilise south retaining wall with removal of Ivy growth and undergrowth of saplings and re-pointing as required Prune existing mature trees and clear extensive undergrowth as required to stabilize existing foundations and stone walls

Avonside House: Re-use Works

Internal Walls: New plaster to existing internal masonry walls
New internal plasterboard partitions with paint finish

Internal Doors: New internal paint grade wooden doors painted, ss furniture

Floor: Commercial grade carpet to open space
Commercial grade non-slip ceramic tiles to wc and kitchenette

Ceiling: New lath and plaster historic ceiling finish

Signage: Ceiling mounted illuminated glass fire signage.

Furniture /Fittings: Kitchenette unit including ss bench top, ss sink, sink mixer, splash back, counter cupboards and Overhead cupboards, ss handles.
Ceramic sanitary ware (including part M specification)
SS sanitary fittings (including part M specification)
IPS wall system
Ceramic tile splash back, mirrors

Services: Utility service connections to be provided for gas, water, electricity, telecommunications, foul drainage and surface water drainage.
Metered incoming utility services
Toilet extract fans to be provided to toilet areas where no openable window provided.
Heating system incorporating condensing boiler and radiators with thermostatic valves to achieve a 21degc temperature.
Instantaneous electric water heaters for hot water to basins.
Ventilation by openable windows.
Wall mounted double socket outlets for small power, allowing for all typical appliances and use by up to 20 staff desks.
Wall mounted telecommunications outlets for up to 20 staff desks + equipment requiring external telephone connections.
Means of installing a cable data line by the tenant at a later date – ie containment route.
Single zone fire detection and alarm system with remote monitoring facility.
Security intruder alarm with remote monitoring facility.
Lighting to CIBSE guidance for an office environment.
Contractor shall undertake the detailed design of all services.
All external flue and vent locations, etc to be agreed with building control and conservation officer

Landscape: Natural Pennant Stone Paving and soft landscaping
New stepped access with railings
New kerb formed
Reinstated spearhead railings.