

Surbiton Railway Station Victoria Road

Planning and Heritage Statement

WestonWilliamson+Partners

12 Valentine Place London SE1 8QH

Tel. 020 7401 8877

www.westonwilliamson.com



Prepared for and on behalf of:



Project Name:

Surbiton Railway Station

Report Name:

Planning and Heritage Statement

Status:

Planning Submission

This document has been issued and amended as follows:

Issue	Description	Date	Prepared by	Reviewed by	Approved by
P01	Draft issue_01	21 / 12 / 2023	JBB	MB	RR
B01	Planning Submission	08 / 03 / 2024	SSIL	JBB	RR
B02	Amendments to Submission	20 / 03 / 2024	SSIL	JBB	RR

1.1 Introduction

This statement has been prepared by WW+P in support of a listed building consent application for alterations to the secondary Downside Booking Hall/ Entrance to Surbiton Railway station. This is situated to the south east of the station. The proposals are limited to the Back of House (BOH) areas of the Booking Hall.

This statement will clarify the proposed alterations, provide analysis of the building, its planning history, and other material considerations.

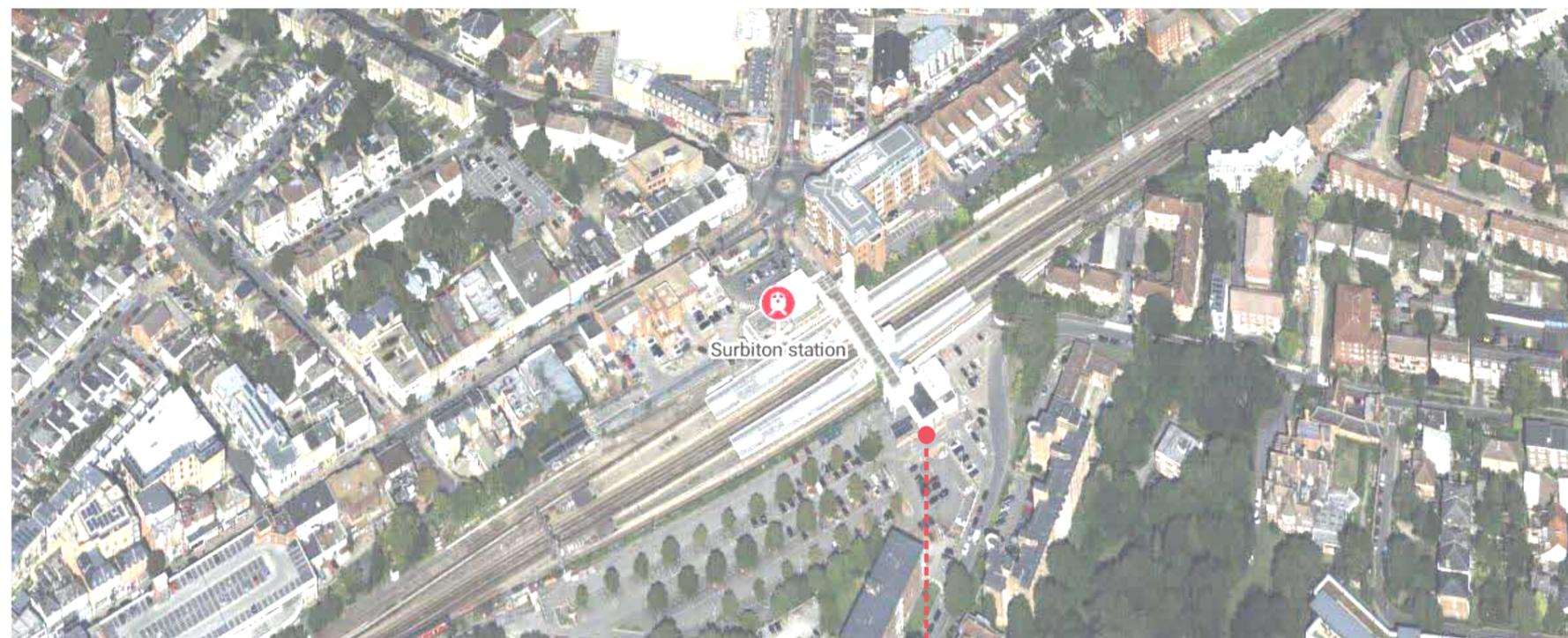
The information contained within this statement should be reviewed in conjunction with the plans and supporting material which have been submitted as part of the application.

1.2 Site Description

The project site comprises of the Downside Entrance building of Surbiton Railway Station and focuses on the disused BOH area within this building. This building was previously a booking hall, and has since been used as storage by the station. This building forms part of the Grade II listing for the railway station.

This building is adjacent to the station car park and enables access, via stairs, to the footbridge that links the car park and station ticket office. This also provides access to the platforms.

An aerial photograph highlighting this Downside Entrance building and its relationship with the railway station is shown in opposite.



Downside (southern) former Downside Booking Hall Building



Fig. 1 (Above)
Aerial photo of Surbiton Railway Station in Context
Fig. 2 (Below)
Aerial photo focusing on Surbiton Railway Station

1.3 Planning History

The railway station has been subject of numerous planning applications predominately relating to signage, maintenance of the station and additional health and safety measures.

In 2021, an application for the installation of a new deck with access to the existing footbridge on the southern side was granted to aid with overcrowding. (21/02721/PRA and 21/02703/LBC).

In 2003, permission to change the use of the Downside Entrance Booking Hall to a tanning and fitness studio was granted. (02/16297/LBC).

1.4 Listing and Heritage Significance

The railway station is a Grade II listed, Art Deco station that sits within the Surbiton Town Centre Conservation Area.

The listing detail from Historic England (Listing NGR: TQ1807567313) states:

“1937, by Southern Railways Architects’ Department under J R Scott. Reinforced concrete, painted. Flat roof. 4 bay central tall single storeyed booking hall, flanked by low, narrow bays containing kiosks, curving backwards to meet long, low wings. Continuous cantilevered canopy of concrete to centre and wings, with moulded edge. Clock tower to left with strong, but narrow cornice and horizontal strings to upper, set back part. Long square headed windows with narrow closely spaced mullions to booking hall. Original wood and bronze doors below, with triple bronze bars in front of long narrow windows. Central fascia to canopy with “Surbiton” in sans serif capitals. Marble lined booking hall. Two long single storeyed buildings remain on platforms; also reinforced concrete, with rounded ends and horizontal glazing bars to windows. Built to contain offices, lavatories and waiting rooms.”

The significance of the building derives from its historical value as an example of 1930’s public building Art Deco or Modern style. The building retains most of its original form and many original fixtures and fittings. As a local landmark it has architectural value, showcasing the elegant lines and long sweeping rectangles with curves of its building form. It is considered one of Scott’s leading and most successful works.

We do not consider the proposals of this project to have an impact on the features identified in this listing.



Fig. 3 Upside (main) station building showing Art Deco design of building



Fig. 4 Downside station building showing Art Deco design of building

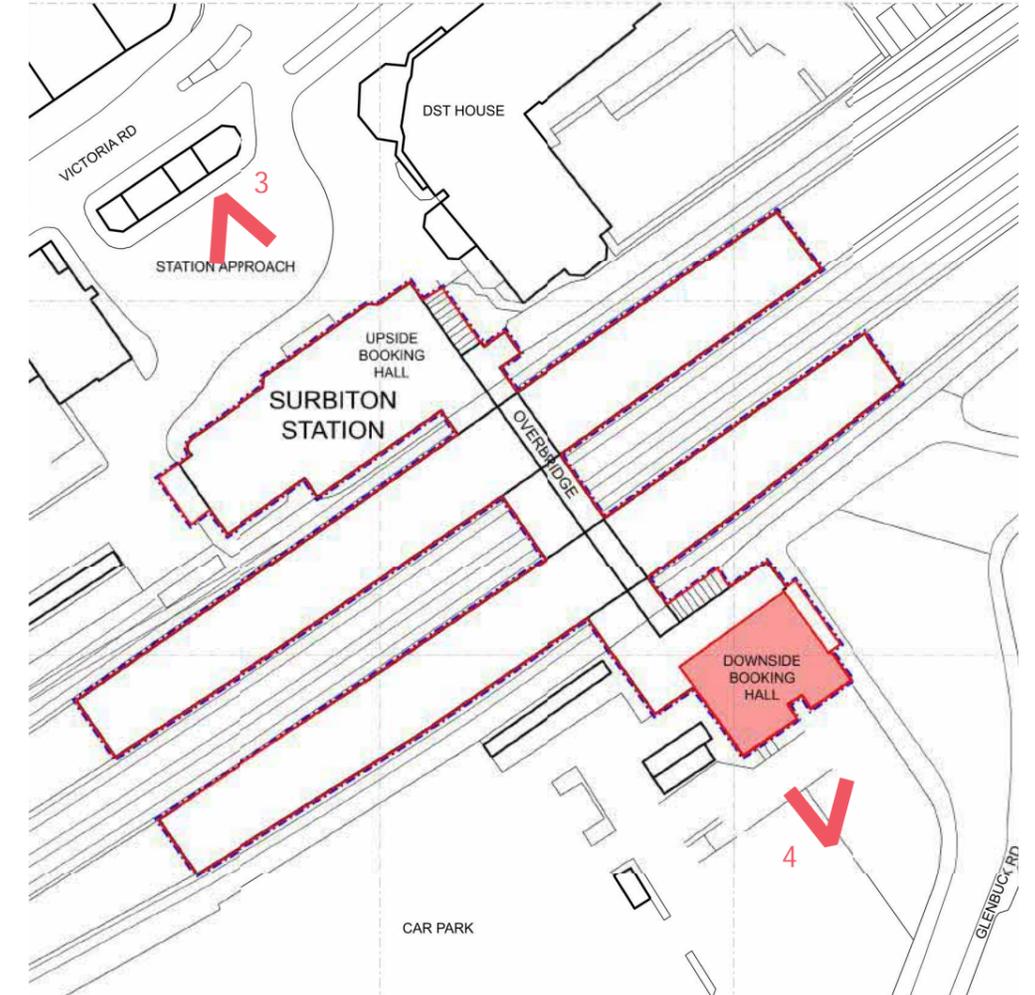


Fig. 5 OS map identifying the Downside Booking Hall

1.5 Existing Condition

The proposed works relate to the disused BOH area within the Downside Booking Building, located to the south east of the railway. An existing plan of this building is shown opposite with internal photos overleaf.

The building is in good condition with many of the original features within the booking hall and office retained, preserving the characteristics of the listing.

It is currently used as ancillary storage space for the station. As shown below.

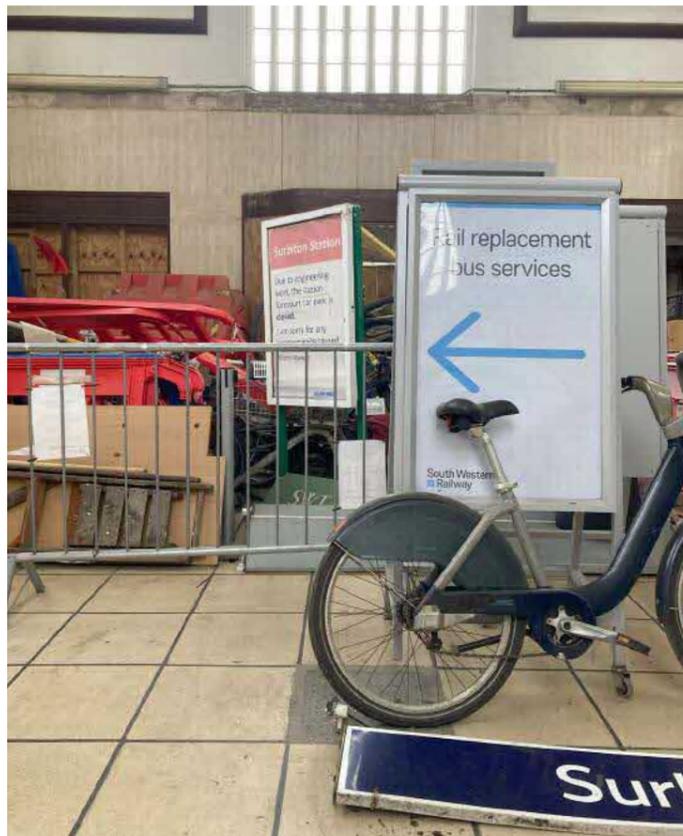


Fig. 6
Image showing the booking hall being used for station storage

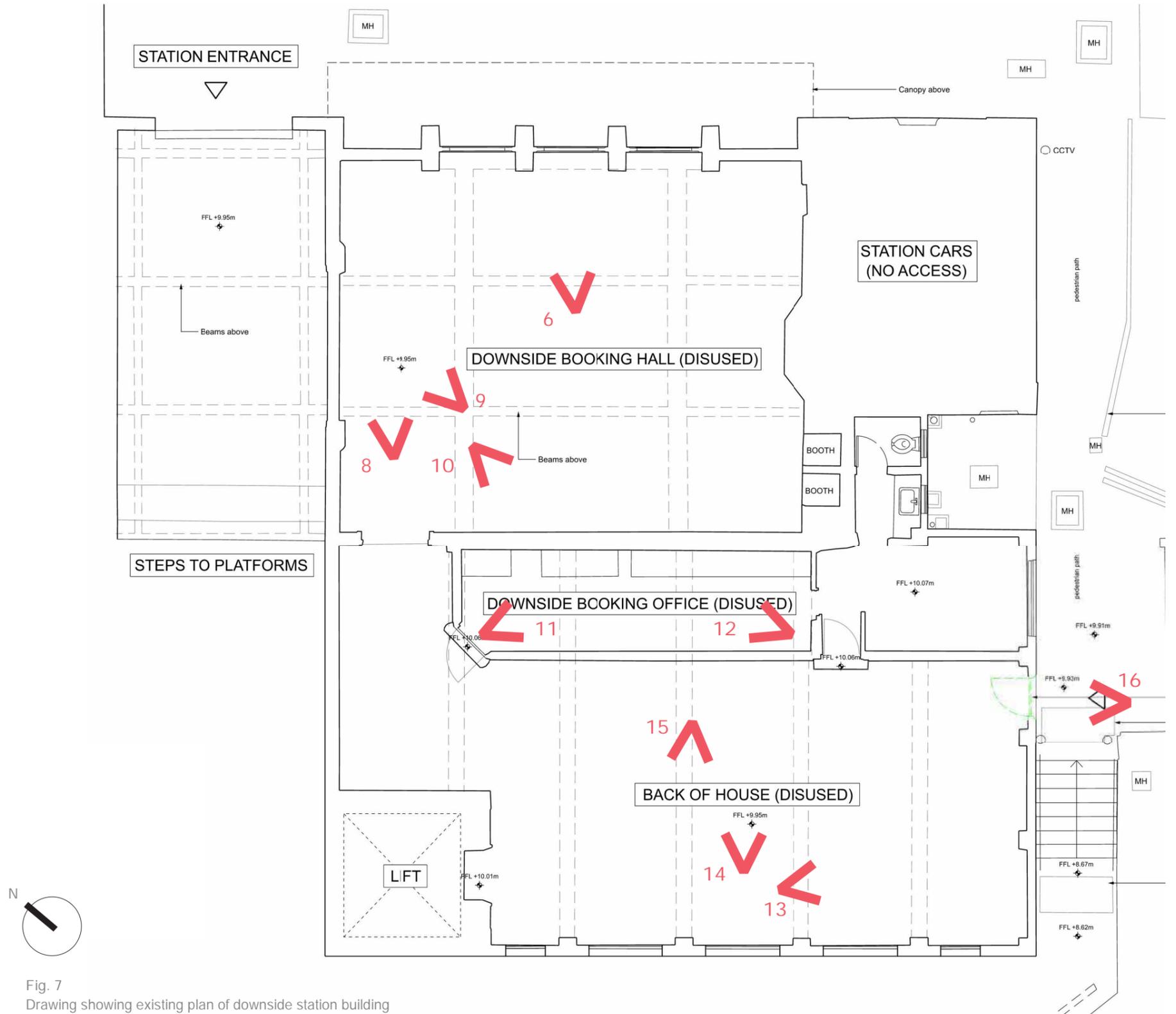


Fig. 7
Drawing showing existing plan of downside station building

Fig. 8 + 9 (Right)
Photo of existing Downside Booking Hall looking NE
Fig. 10 (Below)
Photo of existing Downside Booking Office looking S
Fig. 11 + 12 (Bottom Right)
Photo of existing Downside Booking Office

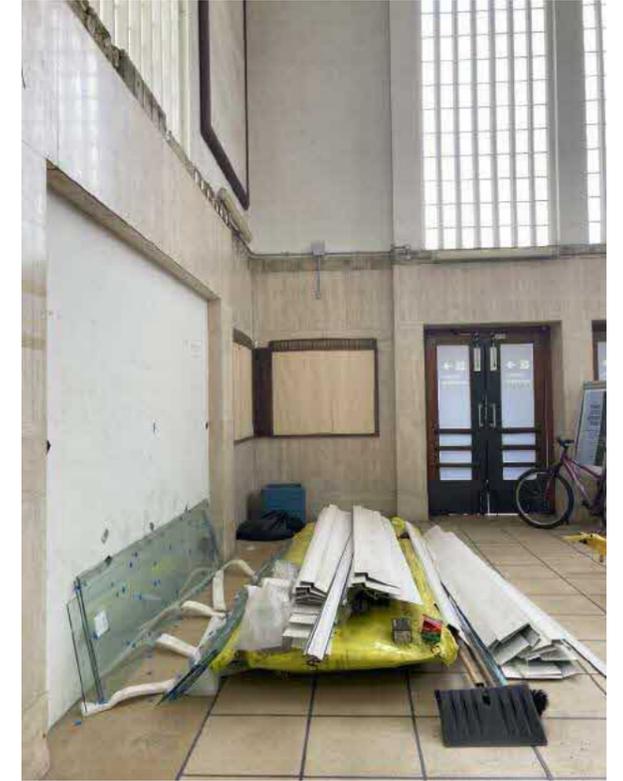


Fig. 13 (Left)
Photo of existing BOH area looking E

Fig. 14 (Right)
Photo of existing BOH area looking SW

Fig. 15 (Bottom)
Photo of existing BOH area looking SW



1.6 Proposal

The purpose of the project is to provide an accessible route to the station for all passengers, from the Downside Entrance to the station. An existing lift connects the Downside Entrance to overbridge level, however it is not currently accessible to the passengers. This project will provide a new entrance and corridor so that this lift can be brought into use for passengers.

The proposals will achieve this by constructing a partition wall in the disused BOH area at the rear of the Downside Entrance building, to create a separate lift lobby. The proposals will make good and decorate the existing walls, ceiling and windows. The existing soffit will be left exposed, to avoid altering the appearance of the space by adding a false ceiling.

To enable this route, an existing, non-original door and door frame in the facade will be removed to increase the entrance width to ensure the newly created lift lobby is accessible. Additionally, a small canopy will be added over the entrance to identify it and keep passengers dry when entering. Signage will be updated to note the new accessible route.

A ticket gate will be introduced within the corridor to manage access to the station.

These proposals are shown opposite and overleaf.



Fig. 16
Photo of existing opening on SE facade to be widened

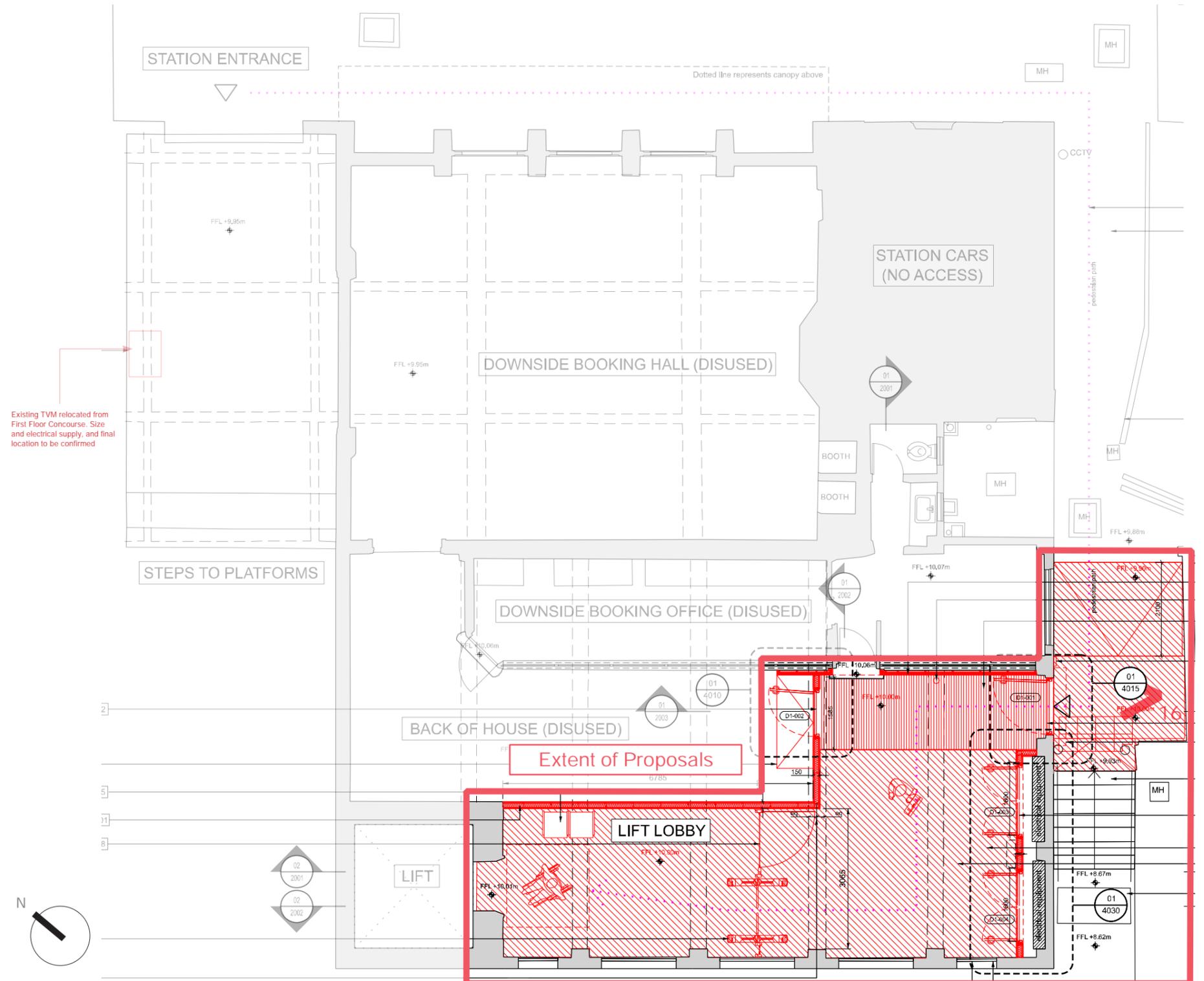
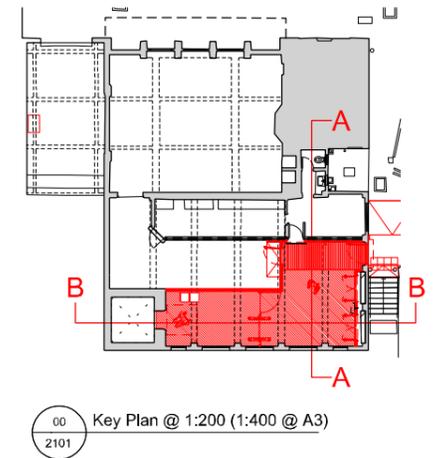
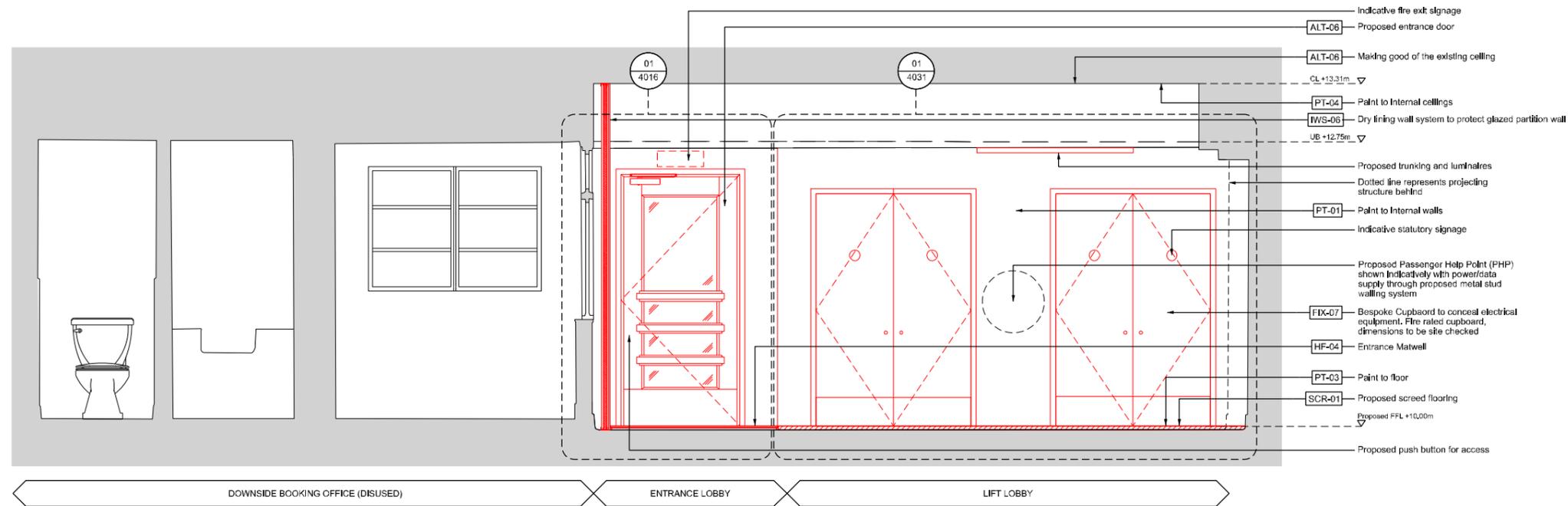
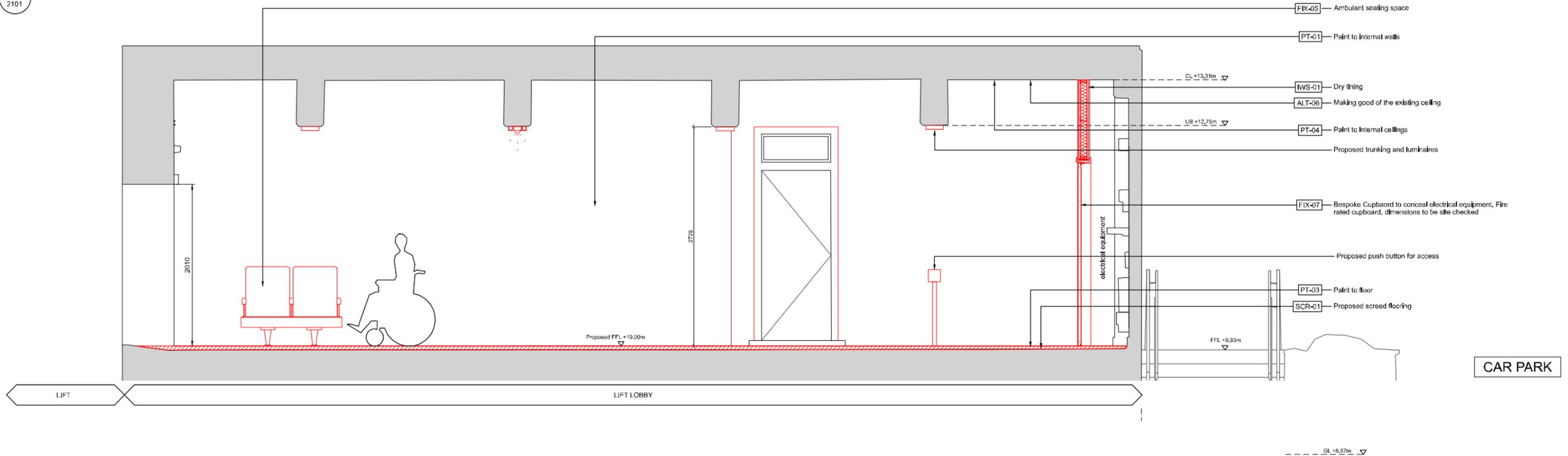


Fig. 17
Drawing to show extent of proposals to downside building



01 Proposed Section @ 1:25 (1:50 @ A3)
 2101



02 Proposed Section @ 1:25 (1:50 @ A3)
 2101

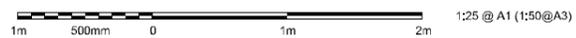
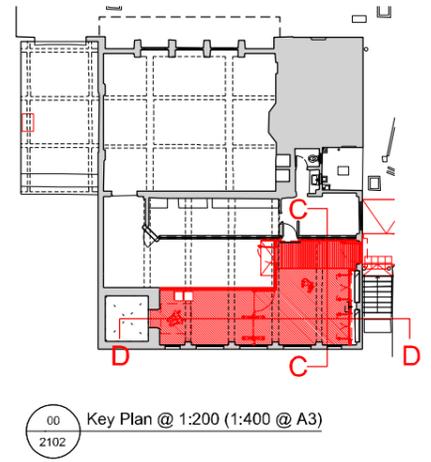
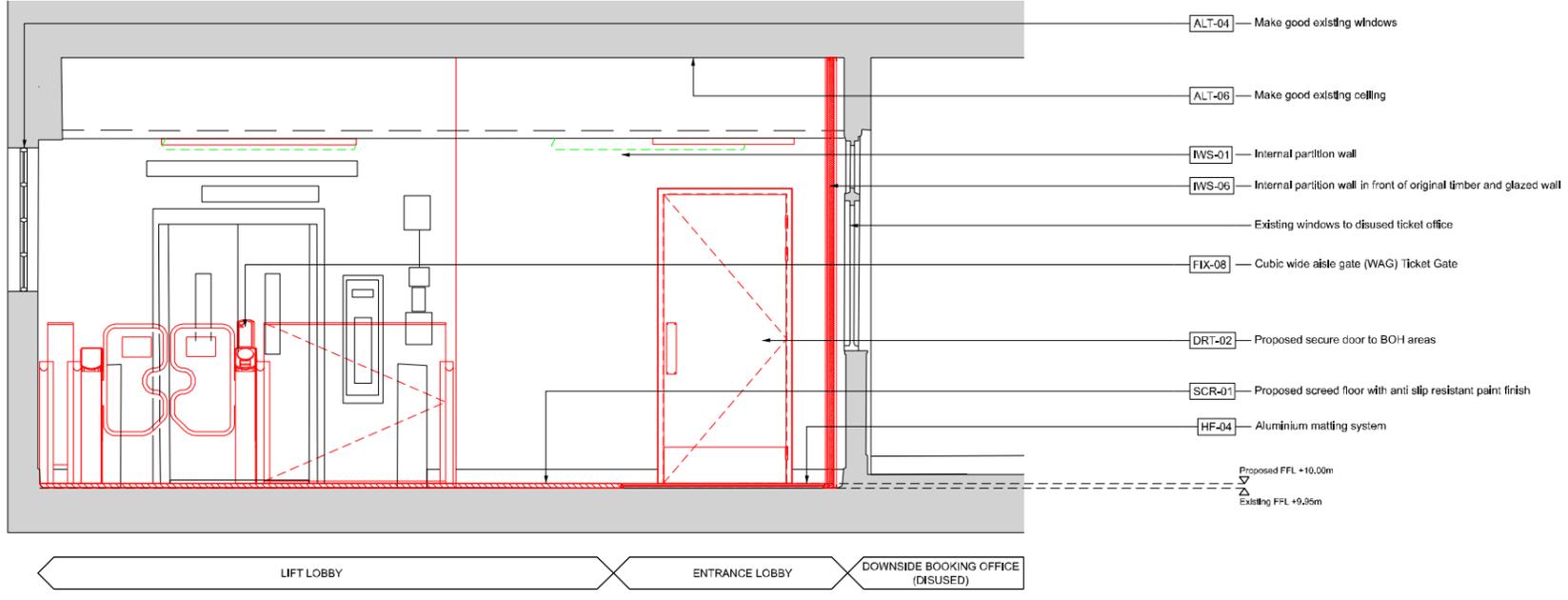
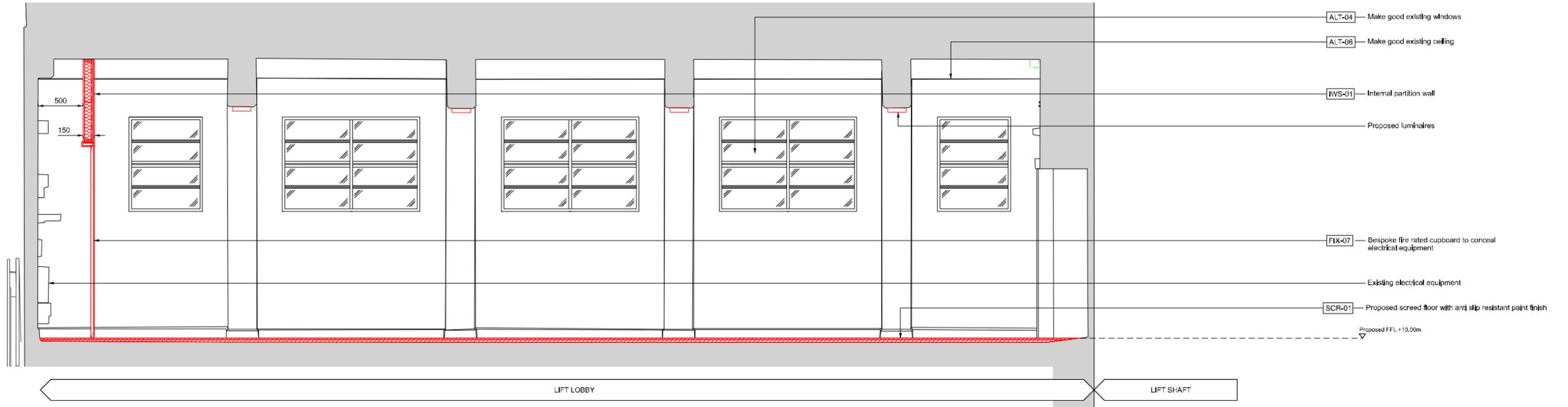


Fig. 18
 Proposed sections AA and BB



01 Proposed Section C-C @ 1:25 (1:50 @ A3)
2102



02 Proposed Section D-D @ 1:25 (1:50 @ A3)
2102

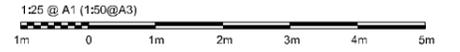


Fig. 19
Proposed sections CC and DD

1.7 Heritage

Listed building consent will be sought for the alterations to the Downside Entrance station building BOH area. These works do not seek to make any alterations or have an impact on the booking hall or booking office which are referenced in the official listing entry and are of greater significance due to their material finishes and historic use.

By avoiding alterations to the booking hall and office of the Downside Entrance building, any impact on the buildings high-quality design and special characteristics has been mitigated.

The minor alterations to the external facade will address a later non-original door and door frame. The alterations here will improve the visual appearance here and new additions will be more in keeping with the special character of the building.

Internally, the existing BOH space does not have an impact on the special character of the building and the alterations proposed will seek to significantly improve the appearance and function of this disused space.

The improvements proposed as part of these works will have a significant benefit to the local community and users of the station. Improving the accessibility of the station is considered especially important.

1.8 Conclusions

Surbiton Railway Station is a Grade II listed building of significant importance, representing one of Scott's leading and most successful works.

However, the proposed works do not have a significant impact upon the key characteristics of the building or listing criteria. They are focused within a disused back of house area of the building and will result in heritage neutral modifications to the buildings appearance through the replacement of a non-original external door.

We believe the proposed alterations would be in-keeping with the character and appearance of the station and area. The proposals would result in less than substantial harm to the significance of the designated heritage asset.

We believe that the proposals will have a positive impact to Surbiton station and South Western Railway passengers, by making both entrances fully accessible to all users, and allowing the already constructed lift to the Downside Entrance to be brought into use.



Fig. 20
Image showing the facade of the Downside Entrance station building

London, UK

12 Valentine Place
Southwark, SE1 8QH
T: +44 (0)20 7401 8877

www.westonwilliamson.com

E team@westonwilliamson.com

