

Southern Gateway Project

Bishops Lydeard Project Board

Consolidated Site Development Brief

Introduction

The Bishops Lydeard Site Development Group has been working for 12 months on the proposals for what is now known as the Southern Gateway Project. With the appointment of external consultants together with a project manager, the Site Development Group now needs to move into Project Board mode to take the work forward ..

This Consolidated Site Development Brief is based on:

- Strategic objectives as set out in the PLC Corporate Plan
- Strategic objectives agreed by the WSST Trustees and WSRA Trustees
- An agreed direction for the PLC requirements for Brunel House Replacement
- An updated position on the infrastructure requirements associated with Taunton to Bishops Lydeard proposals
- Discussions with Taunton Deane Borough Council
- Discussions at the BL Site Development Plan Group

The paper therefore forms the basis for final working planning brief for the Southern Gateway Project Group. Not all issues have been fully covered as yet and conclusions reached as to proposed alternatives and preferred options. Consequently, there will be iterations required in relation to individual projects. However, the Project Board is satisfied that the work has reached the point with sufficient agreement between Project Board members such that **this document represents the baseline brief from which the Site Master Plan will be prepared.**

Strategic Overview and Objectives

The consolidated brief outlines strategic proposals for the long term development of Bishops Lydeard. This paper considers the issue from the point of view of an integrated project designed to optimise the benefits for the railway as a whole. It also considers the full development of the site as a framework within which the detail can be planned. Planning should be on the basis of staged implementation in line with the availability of funding and of other resources, particularly human resources and the necessary skills to plan and carry out the proposals, which might take up to 20 years to come to full fruition. It is recognized that this is a long time in terms of the motivation of volunteers, so the staged works need to be developed as individual and deliverable projects within a shorter timescale and one that is more attractive to volunteers and potential investors.

The expanded site at Bishops Lydeard offers great opportunities at the busiest station on the line and its southern gateway. Currently, this is an attractive country station, but the facilities for visitors are limited, particularly in relation to toilets and car parking. Neither the railway activity nor the limited visitor attractions in the village encourage passengers to linger. Even on gala days, the station can be relatively quiet between trains, at a time when all the attractions, including the model railways and the sleeping car are open to the public.

Bishops Lydeard is essentially a point of access to the railway with car parking, a bus link and servicing facilities for trains.

The objectives proposed in this paper are designed to:

- broaden the appeal of the railway by offering more than a train ride, and to maintain its relevance for a new and aspiring generation of visitors who no longer have the personal reminiscences of travel by steam train. This requires us to offer a range of attractions at or around the station to encourage visitors from Minehead and other intermediate stations to visit the site and spend between one and two hours there, and for visitors arriving by car or bus from the south, to allow time to visit the site prior to catching the train, or on their return. This will increase the commercial attractiveness of the site together with improving the customer experience,
- increase the operational capacity for managing and berthing trains,
- facilitate direct rail access from Taunton. This will be delivered initially through the proposed pilot project and then, subject to evaluation and approval, through permanent arrangements which include the use of Platform 3 for regular passenger services,
- from a heritage and tourism perspective, to make the most of the built environment of the existing station and, by developing an 'interpretation trail' from car park/bus stop to train, to allow the whole station area to develop beyond that of an open air museum, to become a vital, live railway experience in a safe environment, with a wide range of all weather interests and activities.

Enabling Works

This brief is based on the understanding that as part of the highways works required for the Brunswick Green housing development, Taylor Wimpey will undertake the following:

- Installation of bollards at the start of the original station access road,
- narrowing of the road over the railway bridge including installation of traffic lights and other traffic calming measures,
- construction of a roundabout at the junction with the A358

At the time of writing, Taylor Wimpey have sought to be released from the obligations relating to the railway bridge. Discussions are continuing to protect pedestrian safety at this point including technical conversations with SCC Highways. A planning application has been submitted for revised works which the PLC does not support and therefore both the eventual nature of the works and their timing remains unclear. The brief will be updated to reflect changing circumstances as they emerge.

Operations

Southern end

The PLC purchased the Station Farm site in 2012. The original concept envisaged a large Museum with covered accommodation for carriages [Steam Trust for restoration, maintenance and display and PLC for stabling purposes] together with office and display accommodation for heritage items and archiving capacity. The scheme involved the PLC,

Steam Trust and WSRA. This original concept has been significantly modified over the last two years in the light of the emerging size of inward investment, the geological and topographical challenges presented by the Station Farm site and the fact that the sponsors have reviewed their original aspirations. The other driving factor has been the emergence of discussions in the PLC Corporate Plan which requires the need to take a broader view of the future role of whole of the Bishops Lydeard site as the "main gateway" to the railway. The need for the wider look has been supported by the Partnership Development Group

The PLC has planning consent to develop the south end of the Station Farm site for a railway operational use. The rest of the site still requires more detailed proposals to be developed for it principally by the Steam Trust and the Association.

The PLC planning brief for the southern part of the station farm site [for which outline drawings have been prepared] is for three sidings to be constructed and connected to the running lines. Ideally, two of these sidings will be covered in order to protect the stabled stock.

.As planning consent has been obtained and outline drawings for the sidings have been prepared, the Station Farm southern end site proposals are being finalized and that [subject to confirmation that proceeding will not compromise other aspects of the station farm site or the wider Bishops Lydeard development framework] this becomes Phase 1 of the Bishops Lydeard SDP in terms of the work undertaken by the PLC.

In addition, the decision by Rexquote in 2015 not to renew the lease of Brunel House from March 2017 onwards has required the PLC to identify options for its replacement. Following OEC and Board discussion, the preferred option of a set of temporary buildings to be located on the Station Farm site is now being pursued and planning consent has been obtained for their erection during 2016. The PLC has set aside resources for this purpose.

The latest work undertaken by Infrastructure Engineering as also identified the fact that, due to the sidings being moved southwards to accommodate the new track configuration, they will not be long enough to accommodate 8 coach trains within the boundaries of the PLC land. It will therefore be necessary to enter into discussions with the owners of the adjacent farmland (Darby's) in relation to potential purchase/leasing of the necessary additional footprint.

Taunton to Bishops Lydeard

The initial scoping study for Taunton to Bishops Lydeard has been completed.. The proposal for the pilot scheme is to have an end on arrangement on Platform 2 with timetabled WSR trains. Subject to evaluation of the pilot scheme, approval and funding, the PLC will, at a later date, seek to acquire the capital investment necessary to fund the trackwork alteration and signalling and associated works for direct access from the running line from Norton Fitzwarren into Platform 3. The infrastructure requirements in relation to achieving the latter are set out in the following paragraphs.

Infrastructure Engineering

The question posed to Infrastructure Engineering in 2014 was "*what would need to be physically done at Bishops Lydeard to enable mainline linkage including infrastructure works e.g. how does this link with station farm and car parking capacity*". This is with the understanding that a regular service could be established between Taunton and Bishops Lydeard, mainly in peak holiday times. The resultant study has now been updated to take

account of recent developments and has focused on the assumption that a third-party TOC (such as GWR running the Cardiff-Taunton service) will provide the trains and the WSR will enable its infrastructure to receive a regular service efficiently.

Doubling the track between Bishops Lydeard and Norton Fitzwarren is not considered here. The value to the WSR in doubling the line without a strategic solution in place for the future use of Norton Fitzwarren is negligible compared to the cost of installation/maintenance with little operational benefit. However, nothing in this paper would preclude future doubling of the line should circumstances change.

Permanent Way

Since the extension to Platform 2 at BL was built, specifically designed for the bay to hold four cars of a class 158 train, it would make the logical choice for a Taunton service terminus. The current track configuration does not offer trains from Taunton a direct route into the bay road. Two proposals have been put forward as part of the Station Farm development:

A) to maintain the current main line alignment and reconfiguring all points to accommodate an additional road into the bay from Taunton (as well as sidings and headshunt);

B) to re-align the main line into BL using the UP formation to offer either the bay or P2.

Option A would require contractor support to ensure the re-alignment is completed in a suitable time, since WSR operations will be affected. It would also require complicated integration of TN services within normal WSR services as an ongoing operational concern. Option B construction could be phased to work around train operations and could be handled inhouse. Option B would also facilitate complete operational separation of both TN-BL services and normal WSR activity: an operational advantage in peak season to minimise delays where WSR trains could still loop without affecting Taunton trains.

Signalling

A token machine would need to be installed in Taunton to allow train to seamlessly run from Taunton Platform 2 (or 1) to the WSR. This could negate the need for conductor drivers as well minimising the risk of compensatory costs for delays if the potentially conflicting moves between national rail and WSR services at Bishops Lydeard remained. A cupboard is already available in Taunton for the purpose of housing a token machine, but cabling would need to be either laid or rented off of Network Rail to make the connection to the WSR token system. Secondly the signalling at Bishops Lydeard would need to be reconfigured, including the interlocking, to facilitate signalling into the bay using either new track layout. This would need to be done for Station Farm developments, regardless of access to the bay platform. Given the cost of interlocking work, it is important the Station Farm development and Taunton link work is carried out at the same time.

Extension of Platform 1

Extending platform 1 southwards to be able to accommodate 7/8 coach trains. This would require control over the Station House site through purchase. The platform is very narrow and causes problems in using the wheelchair ramp. Options to improve this includes removal of the model railway building, building over the good shed track and forming an opening in the sidewall of the good shed.

Car parking and Access

All customer parking / park & ride should be located east of the station in the vicinity of the existing car parks. Further capacity was theoretically available in the adjacent play park but appears to have been closed off as an option because of the recent TDBC decision to retain and upgrade the play area although this will offer some car parking capacity.. The neighbouring farm land could also offer extensive parking if purchased. Staff parking will be located west of the station near the temporary site of the replacement for Brunel House in the near future.

The PLC is considering taking over (or at least having a formal Memorandum of Understanding around the management of) the existing car park and toilets area owned by TDBC and formal negotiations will be entered into during 2016. This would then lead to a radical redesign and reshaping of the car park to increase capacity. Additionally, if the play area (TDBC-owned) was incorporated into the development, then a further 40 spaces could be created. If it were available for sale and/or leasing, extending further into Darby's field adjacent to the Railway, remaining within the envelope created by the revamped main car park and play area, a further 300 parking spaces could be built depending on ground conditions, drainage and lighting requirements.

Brunel House will not be available to the railway beyond mid-March 2017 and therefore arrangements are being made (including planning consent) to replace it with temporary accommodation to be located on the Station Farm site and to be available by the end of 2016/early 2017.

RAMS

There needs to be an improvement to RAMS facilities and retention of function at Bishops Lydeard. A new workshop, office space and mess facilities are required. Similar configuration to Brunel House. This is being addressed as part of the Brunel House replacement project. (See above)

Signalling and Telegraph

Permanent accommodation for the S&T functions required [potentially combined with RAMS]. See above regarding Brunel House.

Training and Demonstration Facilities

The PLC does not have any formal training and demonstration facility on the railway. If possible, consideration should be given to provision of training accommodation and the ability to demonstrate the approach to heritage and preservation activities for example S and T. Such facilities could also be made available to other support groups on the railway and consideration will be given to public access where possible as part of the interpretation and educational aspects of the railway..

Access to the station farm site (footbridge over the line)

The Project Board is examining options for major access routes to the proposed Visitor Centre, covered rolling stock accommodation display area and any other additional facilities being considered by the Steam Trust and the WSRA from the car park areas on the western side of the site. This will include consideration of a foot bridge at the southern end of the platforms. (See section on Heritage and Tourism below).

Additional Facilities Required due to the loss of Brunel House

Two facilities are not being provided within the temporary buildings planned on Station Farm, a meeting room and a PLC catering store. The room at the rear of the good shed is being investigated for use as a meeting room. However, improvements will be required to the space to make it usable for that purpose. It is proposed that the catering store will be provided by redesign of the station pedestrian entrance. This is unlikely to be available before March 2017 and so a temporary cabin rear staff car park is proposed.

Mechanical Engineering

Locomotive Compound

The locomotive compound to the east of platform three as already been improved with a covered canopy. However, the compound also requires additional facilities to meet the longer-term needs for locomotives and staff. These include a proper mess room, storeroom and office accommodation. This will also involve replacement of the existing portacabins and consideration of any changes to the depot layout and connections to the running line.

With regard to the Water Tower the foundation drawings will be prepared when the exact location is decided. Contactors will then be approached to quote for foundation construction. The CME's Department will undertake as much refurbishment of the water tank prior to installation as resources allow. Again a timetable and project plan is required for this work. Within reasonable limits the water tank can be anywhere, the underground pipework to connect to the water crane(s) then routed accordingly. The ideal location is approximately near to the existing water tank, between the sidings and the proposed loop. However the location of sidings and buildings is not so flexible.

Volunteer Accommodation

Additionally, the coach currently used for volunteer accommodation within the compound needs to be replaced with proper purpose built volunteer facilities (all Departments) and an alternative site found either on the Bishops Lydeard site or within easy access of it. One option amongst others to be explored would be the use of the Station Masters House if this building is purchased in relation to the proposed platform extension. However, it is not necessarily the case that volunteer accommodation for the southern end of the line has to be on the Bishops Lydeard site. In any event, following consultation with the Heritage Committee, an alternative home will need to be found for the coach.

Coal Stocks

The Mechanical Engineering department would also like, in the longer term, to move the storage of coal stocks from Minehead to Bishops Lydeard to facilitate ease of delivery and to reflect the fact that Bishops Lydeard is also the terminus for incoming charters and other special steam trains that do not necessarily go forward to Minehead.

Heritage and Tourism

Display, Interpretation and Education

A principal objective of Southern Gateway is to present the artefacts and records about the West Somerset Railway in a way which will both inform visitors and be an appropriate introduction to their train journey. In particular, it is also important to expose their educational value in terms of economic and social history, engineering, physics and geography as well as the development of communications. The constraints of the current site and the desire to

display items of rolling stock undercover where they can be properly appreciated and understood has led to proposals and a desire for three buildings:

- A Visitor Centre and display area
- A Rolling Stock Display Area
- Covered storage for a small number of wooden bodied vehicles when not on public display to protect them for the longer term.

Visitor Centre.

The purpose of this development will be to provide an introductory appreciation of the railway and provide the context for the journey the passenger is about to make. Specifically, it will provide:

- a) a display area for artefacts, including possibly those currently on display in the Gauge Museum (see below) and for interpretation of the railway and its place in the community,
- b) Space for special exhibitions (around 15 m² is suggested),
- c) A classroom/meeting room with small kitchen facilities (but see Station House below)
- d) Provision of a large kitchen and store to service the catering outlets on the station together with the trains. This could include provision of pre-prepared meals for parties, cream teas and fish and chip specials). Initial plans should be ambitious and provide more extensive facilities within the Visitor Centre or Rolling Stock Display building (see below) for enhanced commercial activities including corporate hospitality events, wedding receptions birthday parties et cetera,
- e) A small room is also required to be used as an archive store and library with reading facilities and controlled humidity,
- f) A full set of toilet facilities,
- g) Accommodation for Taunton Model Railway Group with the model railway in the Gauge Museum being moved to the new site. The model railway will support the interpretation of the railway and also release additional passenger capacity on Platform 1 (see above),

The Visitor Centre will need to be accredited as a museum and this will require the Steam Trust and the West Somerset Railway Association to have access to someone with the relevant professional qualifications to support this process. There will be important for the Centre to have the necessary security provisions including CCTV. There will need to be work undertaken (potentially through the Heritage Committee) to establish a clear heritage working relationship with the other museum sites at Blue Anchor (Steam Trust) and Washford (S and D Trust) as well as the displays at other stations. These will be important considerations for any future Heritage Lottery and associated funding bids.

In terms of interpretation, facilities in the Visitor Centre will be planned in such a way as to explain the significance and importance of the railway and its effect on society rather than

just simply as a means of displaying the artefacts once they have been restored. Some examples of this include:

1. The social impact of the railway in reducing the cost of travel and in bringing different social classes into close contact on the train.
2. Holidays with pay from the 1920s onwards and the development of summer holiday traffic and tourism (Particularly relevant to Somerset.)
3. Railways and the two world wars. The railway was inevitably the gateway for departing recruits and returning soldiers. (Possible involvement of Dunkirk House).
4. The reduction in the cost of coal and other raw materials once the railway had linked the area with the main line, and the effect on local communities.
5. The importance of the line to agriculture in widening the market for local farms.
6. The role of the railway in handling imports through the port of Watchet.
7. Why railways are important today – the benefits the WSR brings to the local economy.

Examples will change from time to time in line with national curriculum and public interest.

In short, the Visitor Centre will provide the gateway to the railway, the context for the train ride, and also be a resource for those that want to find out more about its history and impact. It would also be designed to encourage visits to other locations on the railway, such as Watchet, the Trust's museum at Blue Anchor and the S&D Trust museum at Washford.

Rolling Stock Display Building

The proposal here is based on the assumption that restoration of the historic carriages will take place elsewhere, probably at Williton, and that the visitor centre at Bishops Lydeard will be for display and interpretation. Some light servicing might also take place here (battery charging, changing brake blocks, vacuum hoses or dynamo belts, for example), and a 60 ft pit (with removable cover) would be required on one road.

It is assumed that the basic building is a single skinned structure on a steel frame, and it is not proposed to heat or control the humidity of the rolling stock display area. It is also assumed that covered accommodation equivalent to 9 carriage lengths (165 track metres) provided in a three road covered display area. Rolling stock displays would be configured differently for summer and winter, but the display building would be open to visitors throughout the year.

During the summer, from the spring steam gala to the autumn steam gala, the display might typically be of the sleeping car, an unrestored and a restored heritage carriage, an 'out of ticket' locomotive and four or five goods wagons, with their history and importance shown on interactive interpretation pods as well as on fixed descriptive panels. The small number of vehicles on display would allow them to be separated and effectively set out with plenty of space around each, for visitors to appreciate their size and appearance. Large components and some of the material in 'as found' condition would also be displayed here.

From the Autumn steam gala through the winter to the spring steam gala, six coaches would be stabled in the building, closely marshalled with six wagons to make the most of the protection against the winter weather. During the summer period, the operational heritage set would be in use reasonably regularly and could be berthed in one of the two new carriage sidings to be built at Bishops Lydeard on the downside. The proposed GW style roof would provide better protection for the wooden bodied coaches in the summer and for the QB during the winter period.

Principles of design for the Visitor Centre and Rolling Stock Display Building

The building height of the carriage display building should be kept reasonably low to limit visual intrusion and consideration could be given to providing a northlight roof to counteract the effect of this and to maximise the availability of natural light.

Other eco building techniques should be considered such as solar panels, rainwater harvesting for toilets, effective insulation and ground heat transfer for the visitor centre.

Within the covered display area, a platform should be provided between two roads, while between the other two access should be provided at track level. Access would also be provided via the footbridge at roof level to give a viewing gallery and tell the story of gas lighting, filling water tanks, the role of ventilators and in order to see into high sided goods wagons or the top of the locomotive boiler. Ramps, stairlifts or lifts would be needed to connect these three levels.

Covered Storage Building

A smaller covered building spanning two tracks is proposed to accommodate six restored carriages or (say) three carriages and the heritage goods train under cover to provide for vehicles that cannot be accommodated in the main display building. This would be built alongside the two covered carriage sidings referred to above (Operations – Southern End). This building would not be required until the latter stages of the project when the full heritage fleet has been restored. Initially the vehicles restored could be accommodated in the rolling stock covered display building (above)

Heritage Fleet Size.

The size is based on having a total of 12 restored wooden bodied passenger coaches, 9 owned by the Trust and the District Engineer's salon (WSRA) and auto trailer 169 (5542 Ltd) as well.

It is assumed 8 of the Steam Trust's coaches would be in regular passenger service, with one coach undergoing heavy maintenance elsewhere at any one time. During the operating season, this 'heritage set' would be stabled in one of the carriage sidings, while the District Engineers saloon is also likely to be stabled with the QB set and coach 169 may be working on the WSR or another railway. During the winter, all wooden bodied vehicles could then be stored under cover.

Goods shed/ down side buildings

The final design of the visitor centre depends on whether it provides the sole museum on the site, or whether the former goods shed continues its role as the Gauge Museum. This

requires wider consideration by as there are a number of options here, and it may also depend on the long term plans for Dunster goods shed.

Alternatively, the goods shed could be converted to a buffet, bar or tea room as has been very successfully done by the North York Moors Railway at Goathland. Here the wagons in the shed actually provide the space for the booth seating and tables.

Associated with this is the impact of lengthening platform 1 on rail access to the goods shed. This would probably mean severing the track into the shed or providing a siding connection to the west of Station House to allow the occasional movement of vehicles in and out for display.

A site on the down side of the line could also be developed for a children's playground (in addition to that being developed on the up side by the Borough Council), preferably within sight of the catering facility to provide an outlet for younger children as a way to let off steam before the train journey. (But see Car Parking and Access page 4 above).

The former ticket office and waiting room on the downside could form part of the 'interpretation trail' as it is well preserved and retains many original features. It is not really suitable for catering or retail use, but could remain in its present form and use until a later stage in the project.

The purchase of Station House will really be required, given that it will be surrounded by the new development. It would become essential if the platform were to be extended and its location would be a pinch point on an extended platform even though it would meet the minimum 2 m clearance required..

There would be number of possible uses for Station House:

- It can provide an administrative centre for the site to accommodate the managers office as an alternative to the offices proposed as part of the Visitor Centre building,,
- Provision of a hot desking facility for other administrative functions needed to support e.g. RA MS, S&T and other key groups,
- Volunteer accommodation,
- Hostel accommodation providing a source of revenue,
- Learning Center/kitchen and/or archive/reading room as an alternative to the new building.

Up side.

This would leave some space in the existing buildings on the up platform which could provide:

- A larger ticket office with covered waiting accommodation for, say, 50 passengers, avoiding the present position where passengers have to queue for tickets in the rain.
- In the short term, a GW style timber awning should be provided on the existing ramp to protect passengers.

- A larger catering store to avoid the problems associated with transferring food and equipment from the store in Brunel House. Consideration would be needed on loading catering stores if most departures were transferred to platform 1.)
- A catering kiosk for teas and/or ice creams for high season use.

One issue to be resolved here would be the safe use of the narrow platform in front of the signal box for the passengers accessing the new footbridge. This would be avoided if the bridge led directly from the car park, as described above.

Access to the Heritage and Tourism Activities

Bridge: The site for development is on the opposite side of the line from the main entrance, car park, shop and principal train departure platform. The current road bridge and barrow crossing at the Minehead end of the station are not adequate for the greater number of visitors that would be needed to justify major investment in facilities on the down side of the line. The working assumption is that no new level crossing would be permitted, so this implies a bridge at the Taunton end of the station. A footbridge could be provided outside the road bridge, with safer stairs and ramps for wheelchair access. This would be highly visible and would need to be of traditional design. Both to meet the requirements for disabled access and in terms of encouraging access to the new visitor centre (see below) by an increasingly elderly age profile, and for families with children in buggies, lift or ramped access should be included. It should, if practicable, lead directly to the viewing gallery of the Visitor Centre and provide lift access to the other facilities on the down side of the line..

One possibility might be to provide a bridge from the high level car park (with level access) across the low level car park, and the tracks to the site on the up side. In this case, a welcome point and ticket office might be considered at the car park entrance point to the bridge. The design, however, would need to accommodate the passage of buses and low-loaders conveying visiting locomotives.

This bridge could provide high level access to the heritage vehicle display allowing public viewing of the contents.

Commercial Services

Retail Services

The Railway will be telling its story through the Visitor Centre, Rolling Stock Display Area and Heritage Stock Covered Accommodation. These will be the main focus for visitor interest and activities around the station. To complement this and the creation of a proper Platform 1 for departures and arrivals, the principal station facilities should be moved to the down side as well. Essentially that means the retail outlet, the principal catering outlet, good quality toilets and the principal departure platform should all be moved to the down side of the line, where more floorspace can be created than exists on the up side. Departing trains should leave from platform 1 as well, to give confidence to visitors that they do not risk missing the train by having to recross the line. This in turn means platform lengthening and has an impact on the goods shed (see above) and Station House..

Terminating trains in the evening could continue to use platform 2, adjacent to the car park, and it would also be used for main line charters and incoming services from the main line.

It is important that a catering outlet is provided on the same side of the line as the Visitor Centre. Ideally, this should be the principal café/bar/restaurant at the station, although a kiosk might work on the up side to supplement this as overall passenger footfall rises, particularly at peak times. In addition, the shop should be integral with the Visitor Centre, to encourage further sales and also to provide a degree of oversight and supervision of the museum at quiet times.

One of the recommendations from the short term User Group work in 2015 was the creation of covered access and storage capacity up the ramp to the current Ticket Office. The WSRA had previously indicated that they would be willing to contribute to the cost of such a proposal. There will be further development of these proposals including, in particular, the implications for continuation of the WSRA commercial activities along the railway including those at Bishops Lydeard.

Regardless of ownership, a site of this size and commercial importance will require effective management. The Visitor Centre would be the logical place to locate manager and administrative function where they would be close to the retail and catering activities and to the carriage display itself. Accommodation will be required for a number of organisations and this might be incorporated within the design for the Visitor Centre (see also Station House) below.

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