

PROJECT : **STATION BUILDING
GREEN PARK, READING**

Date : 25 February 2019

Revision : 1

DESIGN

1.00 Design Principles & Concept

The proposal concept is simply the provision of a ticket hall and barrier control for passenger use during normal working periods, with attendant staff and WC / waiting area facilities to enable passengers to carry out rail journeys from Green Park in a controlled and comfortable manner. The station building is one part of an overall development of a new travel hub serving Green Park and the surrounding area, comprising the following :-

- new car parking facilities
- public road transport interchange
- cycle parking
- passenger drop-off point
- footbridge with lifts for track crossing
- platform / waiting / canopy provision, and
- associated 'out of hours' access / egress provision for high volume passenger flow.

This submission relates solely to the station building itself but acknowledges the context of the building in the light of the foregoing elements, which are shown in the masterplan map for the area within Section 8 of this document.

Station building design is, by necessity, primarily a functional requirement relating to the smooth flow of passengers from the station approach, through the ticketing area and on to or away from platform areas.

The service arrangements for ticket / travel enquiries, welfare facilities and staff facilities together with any retail opportunity, are generally determined by passenger flow rates at peak periods of normal use; much of the technical / spatial provision in respect of these components is set out in national guidance, including :-

- Building Regulations and referenced British Standards
- GWR Design Guide
- Department for Transport 'Design Standards for Accessible Railway Stations'
- Network Rail 'Inclusive Design Guidance – Family Facilities'

That said, the need for a clear visual statement and sign-post that can attract passengers from a distance (thus aiding their journey) is a key driver for the aesthetic consideration of the station building, whilst ease of cleaning and maintenance is a key design driver from the operators perspective, as it is they who will have to live with the legacy of the initial building design and construction process.

Accordingly, a simple rectilinear building form has been chosen for the station building, with a recessed main entrance that is accentuated by a linear canopy set over, so as to guide passengers arriving by any means to the main building entrance.

A palette of materials that is also simple and clear has been proposed, with a self-finished masonry block module for the main elevations, set below a clean, pale warm-grey panelled fascia and canopy that will cast shadow across the upper sections of a tall glazed screen element that provides partial views into and through the building in both directions.

The out-of-hours entrance is set to one side and recessed behind the main elevation of the station building. This set-back avoid visual confusion during normal hour's operation of the station building.

2.00 **The Amount of Development**

The footprint of the proposed station building (30.0m x 8.5m approximately) is influenced predominantly by the zones required either side of the ticket barrier system, creating an area of some 12m x 3.5m in total to be accommodated clear of any other building function or entrance.

Given the functional requirements of the building brief, which includes the dedicated staff spaces and enquiry desk set to one side of the ticket hall, a small retail opportunity and then the requisite WC / Baby Change facilities, the overall footprint is as tight as is possible in order to fulfil the brief and yet to allow free-flow of passengers through the building during normal working hours.

3.00 **The Layout**

External layout parameters include the main approaches from the decked car park, public transport interface and passenger entrance which out of preference is set away from any service access to the building and the waste / recycling storage area located to the south of the station building.

Within the building interior, staff areas and in particular the Enquiry Desk personnel are able to view passengers at all points within the main ticket hall without the need for CCTV use, although this will be in existence too. Likewise, partial views across to the opposing platform can be readily achieved from the Enquiry Desk although full coverage can only be achieved by use of CCTV camera coverage.

4.00 **Crime Prevention**

The proposed station building design has been integrated within the overall station facility design proposal, which has been the subject of stage review incorporating feedback from British Transport Police.

Appropriate levels of CCTV coverage, illumination and security fencing have been proposed to ensure that no dark corners or recesses occur around the building and its approaches, with security fencing being of an open vertical bar type so as to allow full visibility through the fencing and gates where occurring.

Glazed screens and fenestration will utilise robust safety glass incorporated into sealed double-glazed units set within metal framing systems; laminated glass with a PVB interlayer will be used throughout with that interlayer being translucent where visual privacy / security is required from within the building.

5.00 Scale

The overall scale of the proposed station building has been determined by the brief requirement to have a single pitch roof, which produces a main external elevation of some 5m high (eaves height for a typical 2-storey house). This is felt to be comfortable for persons in close proximity to the building elevation i.e. not too dominating or imposing, whilst being sufficiently tall to make the station building visible in its landscape setting – see 3D image below :-



6.00 Landscaping

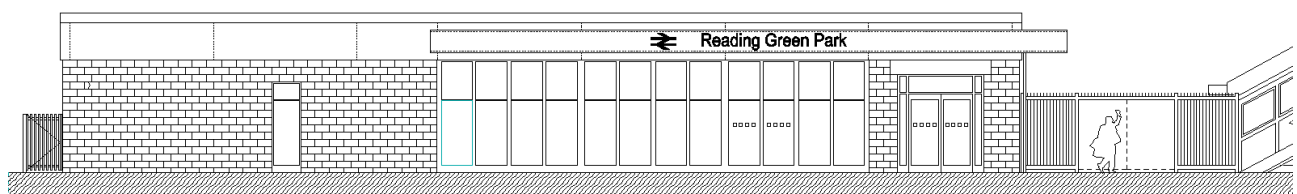
The ground level around the station building is generally flat or near to flat and is given over mostly to hard landscape surfaces.

A small area to the south of the station building is available for soft landscaping beyond the bin store and fence store compounds.

Landscape proposals to the exterior approach are under the control of another design team and therefore no further details can be provided in relation to the station building proposals.

7.00 Appearance

The proposed choices and the colours of the station building materials has been influenced in part by the palette of colours being proposed within the Green Park Village marketing information produced by St Edward together with influences derived from the commercial sector buildings around the Green Park area.



Station Walling

A conscious decision to propose a coloured Forticrete fairface 'Bathstone' block was taken in order to give the new station its own identity too, within the landscape context.

It is also proposed that the blockwork coursing be set such that the base course of the blockwork is 75mm below the paving level, with the base course and every 4th course being laid using the 'burnished venezia' finish for the blocks. This finish should assist with stain resistance and the cleaning regime resistance of the concourse and platform at their interface with the building envelope.

Forticrete blocks contain a 20% recycled content to assist with their carbon footprint.



Photograph showing the 'burnished venezia' finish to the Forticrete blocks.

Cladding Panels

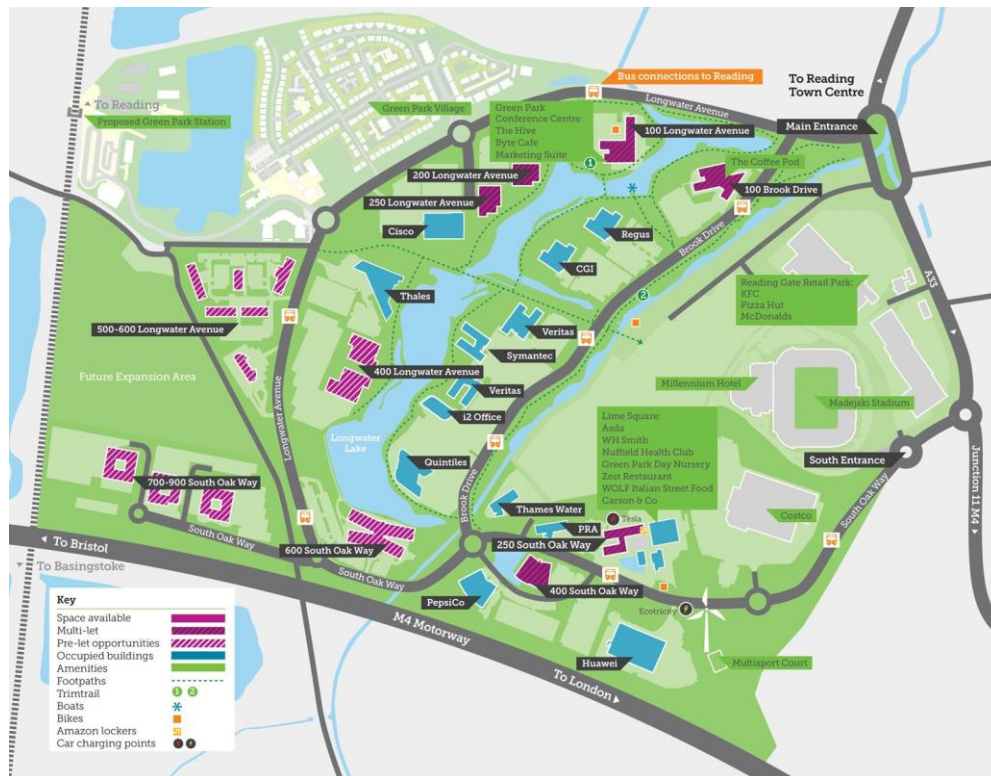
Cladding panels to the upper levels of the elevations will be flat profiled with a polyester powder coated surface to RAL 7035.

Roofing System

Roofing will be undertaken in a mill finish or stucco embossed Kal-zip standing seam aluminium system, which is suitable for post-construction installation of PV panels if required.

8.00 Context

The station building is positioned at one end of a diagonal route that crosses the Business Park and that also links the station to the Majeski Stadium



ACCESS

9.00 Access to the Development

The vehicular access to the site will be by means of a dedicated exit from the roundabout on Longwater Avenue, to the south-east of the station building. Both public transport and private vehicles will use this short spur road to gain access for parking or drop-off facilities at the station.

Footpath and/or cycleway access will follow the same route but may also be provided for via a dedicated route from Green Park Village to the north-east of the station.

Dedicated accessible parking bays will be made available as part of the overall station building approach, however these are being dealt with by others under a separate application.

10.00 Access Policy

The approach to the station building entrance is generally flat or to a gentle slope that is suitable for wheelchair access and ambulant access alike.

Automatic sliding doors give access into the station building where automatic ticket machines exist alongside an Enquiry Desk that can also serve passengers with tickets, the desk being designed with suitable low-counter sections and hearing loop provision to assist disabled persons requiring assistance.

A 4-lane automated ticket barrier system is proposed, one lane of which is dedicated to wheelchair access with a clear width of 1080mm between side panels.

Automatic sliding doors provide access onto the platform area from which entry to a dedicated accessible WC cubicle under RADAR control can be achieved and from the first platform area, lift provision allows passengers to cross over to the far platform.

Associated with the bridge link are two stairways designed in accordance with ambulant access requirements, thus ensuring that the whole station area is fully accessible.

11.00 **Access for Emergency Services**

The station building is to be accessible to fire-fighting vehicles from the front elevation, by means of the bus drop-off point.