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TRANS DATA MANAGEMENT LTD
READING COUNCIL PLANNING SERVICES

Application for Listed Building Consent – Heritage Statement, Design and Access

Application at Reading Station To install, test and commission 8 no. Infotec FM55 LED
CIS displays at Reading station



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1 Summary

Listed Building Consent is sought to replace and add additional **Great Western Railway (Customer Information Screens)** at **Reading Station**

These CIS displays are to improve the delivery of real-time information to passengers and are located by the western gateline paid side, as you walk through to platform 7. This is believed to be listed due to the structure being part of The Three Guineas Pub, which used to be the main station building.



2 Screens are to be installed, replacing 3 existing screens above the ticket vending machines, located on un-paid side by the bottom of the stairs leading from the western gateline to platforms 8-15. This is not believed to be listed as screens are located on posts and brackets specially made and installed to support CIS.

This Heritage statement will concentrate on displays attached to The Three Guineas Pub party wall



1.1 The proposal is for:

Installing 6 Screens next to each other or 1 single large modular screen which occupies the same area. These would be mounted on the external wall of The Three Guineas pub, but which is located on the inside Reading station, and currently holds existing displays to be replaced and posters.

The 6 no. new CIS displays to be mounted to the party wall with the Three Guineas pub will be mounted using wall brackets. The wall will be drilled and M12 threaded rod will be fixed to the masonry using chemical mortar – 6 no. fixings will be required per bracket. The display bracket will be fixed to the previously prepared threaded rod using washers and nyloc nuts.

Pre-existing cable containment (conduit, trunking) will be utilised for the new cabling to be provided for the replacement CIS displays.

New cabling will be installed to feed data and power to the new displays and this new cabling will be installed within existing cable containment.

1.2 As **Reading Station** is Grade II listed, the works have taken account of national legislation and local planning objectives to provide a practical solution that respects the heritage setting of the station by its sensitive design.

1.3 The new installation aims to preserve the historic context of **Reading Station** and does not significantly alter its appearance. Furthermore, it is considered that the works proposed do not detract from the heritage status of **Reading Station** are sensitively sited replacing older existing units.

2. Historic Context

Original Station



The first Reading station was opened on 30 March 1840 as the temporary western terminus of the original line of the Great Western Railway (GWR). The time taken to travel from London to Reading was reduced to one hour and five minutes, less than a quarter of the time taken by the fastest stagecoach. The line was extended to its intended terminus at Bristol in 1841. As built, Reading station was a typical Brunel-designed single-sided intermediate station, with separate up and down platforms situated to the south of the through tracks and arranged so that all up trains calling at Reading had to cross the route of all down through trains.

In 1844, the Great Western Hotel was opened across the Forbury Road for people visiting the town. It is thought to be the oldest surviving railway hotel in the world. New routes soon joined the London to Bristol line, with the line from Reading to Newbury and Hungerford opening in 1847, and the line to Basingstoke in 1848.

Between 1865 and 1867, a station building, built of buff bricks from Coalbrookdale with Bath Stone dressings, and incorporating a tower and clock, was constructed for the Great Western Railway. Sources differ as to whether this was a new building or remodelling of an earlier Brunel building. In 1898 the single sided station layout was replaced by a conventional design with 'up', 'down' and 'relief' platforms linked by a pedestrian subway.

Access to the station from Broad Street was not direct, until Queen Victoria Street was built in 1903. This provided a route through to Friar Street and Station Road.

The station was originally named Reading and became Reading General on 26 September 1949 to distinguish it from the neighbouring ex-South Eastern Railway station. The "General" suffix was dropped from British Rail timetables in 1973, but some of the station nameboards still stated "Reading General" in 1974. The juxtaposition of the two stations meant that the town's buses showed the destination 'Stations'.

1965 combined station

From 6 September 1965, services from the former Reading Southern station were diverted into a newly constructed terminal platform (4A) in the General station. This was long enough for a single eight coach train, which was later found to be inadequate, and so a second terminal platform (4B) serving the same line was opened in 1975 for the commencement of the service from Reading to Gatwick Airport.

1989 redevelopment

In 1989 a brand new station concourse was opened by InterCity, including a shopping arcade named after Brunel, opened on the western end of the old Reading Southern station site, linked to the platforms of the main station by a new footbridge. At the same time a new multi-level station car park was built on the site of the former goods yard and signal works to the north of the station, and linked to the same footbridge. The station facilities in the 1860s station building were converted into The Three Guineas public house. The Queen reopened the station on 4 April 1989.

2009–2015 redevelopment

By 2007, the station had become an acknowledged bottleneck on the railway network, with passenger trains often needing to wait outside the station for a platform to become available. This was caused by limited number of through-platforms, the flat junctions immediately east and west of the station and the need for north-south trains to reverse direction in the station. The Great Western Main Line at Reading has two pairs of tracks – the Main ('fast') lines on the southern side and the Relief ('slow') lines on the northern side. Trains transferring between the Relief lines and the lines that run through Reading West (to Taunton and to Basingstoke) had to cross the Main lines. Those trains, especially slow-moving freight trains, blocked the paths of express trains.

In July 2007, in its white paper *Delivering a Sustainable Railway*, the government announced plans to improve traffic flow at Reading, specifically mentioned along with Birmingham New Street station as "key congestion pinch-points" which would share investment worth £600 million. On 10 September 2008 Network Rail unveiled a £400 million regeneration and reconfiguration of the station and surrounding track to reduce delays. The following changes were made:

Five new platforms: Four new through platforms on the northern side and an extra bay platform for the Wokingham lines. A new footbridge on the western side of the station, replacing the 1989 footbridge. This also included a new entrance on the southern side, for ticket holders only. A new street-level entrance and ticket office on the northern side of the station.

The original subway was converted into a pedestrian underpass between the two sides of the station, with no access to the platforms. Making the Cow Lane bridge under the tracks

two-way with a cycle path. A flyover to the west of the station for trains to allow fast trains to cross over the lines to Reading West, replacing the flat junction.

A section of track beneath the flyover to provide a connection between Reading West and the relief lines. The redevelopment was designed to provide provision for future Crossrail and Airtrack services at Reading station.

The improvements have allowed capacity for at least 4 extra trains in each direction every hour and 6 extra freight trains a day (equivalent to 200 lorries). The local council has also planned developments of the surrounding area in association with the developments at the station.

The cost of the project rose to £897m, but it was completed a year earlier than expected. The rebuilt station was reopened by Queen Elizabeth II on 17 July 2014.

Network Rail took over management of the station from First Great Western in April 2014.

Electrification of the Great Western main line through Reading station was completed in time for electric trains to commence service between Paddington and Didcot Parkway on 2 January 2018.

2 Site Context

Reading railway station is a major transport hub in Reading, Berkshire, England. It is on the northern edge of the town centre, near the main retail and commercial areas and the River Thames, 36 miles (58 km) from London Paddington.

Reading station is one of the busiest rail hubs in Britain, used by about 17 million passengers a year. It's the second busiest interchange station outside of London, second only to Birmingham New Street, with nearly four million passengers a year changing trains at the station.

Reading underwent a phase of major transformation from 2009, adding five new platforms, new retail facilities and a new footbridge three times the size of the original, with escalators and lifts providing step-free access to all platforms.

The station was officially opened by Her Majesty The Queen in July 2014, after being completed a year ahead of schedule.

Reading is one of 19 stations managed by Network Rail. The station is served by three train operating companies: Great Western Railway, CrossCountry and South Western Railway

Reading Station's address is Station Approach, Reading RG1 1LZ

3 Justification for the Application

The associated **Listed Building Consent** application seeks permission for the permanent installation of **GWR CIS displays** to improve the delivery of real-time information to passengers.

4 Description of Proposed Works for which Listed Building Consent is sought

Great Western Railway (GWR) has requested the installation of 6 no. Infotec FM55 Customer Information System (CIS) displays or 1 single large modular screen, replacing the 3 no. existing Infotec P1085 CIS Displays mounted to the wall at the Platform 7 entrance/exit to Reading station. In addition, the installation of 2 no. Infotec FM55 CIS displays to replace the 3 no. Infotec P1085 CIS displays mounted above the Ticket Vending Machines on Platform 7.

Recovery of 3 no. Infotec P1085 CIS displays from the party wall with the Three Guineas pub, adjacent to the gate line on Platform 7 and entrance/exit to Station Hill.

Relocation of 2 no. Penton MCS20T/ENC Public Address (PA) loudspeakers on the party wall with the Three Guineas pub, to accommodate the new CIS displays.

Installation of 6 no. Infotec FM55 CIS displays to the party wall with the Three Guineas pub.

Recovery of 3 no. Infotec P1085 CIS displays from the “goal post” metal structure above the Ticket Vending Machines (TVMs) adjacent to the gate line on Platform 7 and entrance/exit to Station Hill.

Installation of 2 no. Infotec FM55 CIS displays to the “goal post” metal structure above the TVMs.

Fixings

The 6 no. new CIS displays to be mounted to the party wall with the Three Guineas pub will be mounted using wall brackets. The wall will be drilled and M12 threaded rod will be fixed to the masonry using chemical mortar – 6 no. fixings will be required per bracket. The display bracket will be fixed to the previously-prepared threaded rod using washers and nyloc nuts.

The 2 no. new displays to be mounted to the “goal post” structure will be fixed to an adapter plate using fixings supplied by the equipment manufacturer.

Cabling and Containment and Conduit

Pre-existing cable containment (conduit, trunking) will be utilised for the new cabling to be provided for the replacement CIS displays.

New cabling will be installed to feed data and power to the new displays and this new cabling will be installed within existing cable containment.

5 Potential Access Issues

No access issues have been identified.

Signed: Ross Cheney

Dated; 21/05/2019

