



HERITAGE, DESIGN AND ACCESS STATEMENT

-CONVERSION OF EXISTING 'PUMPKIN' RETAIL UNIT TO A 'COFFEE ROOM' RETAIL UNIT ON PLATFORM 7A, READING RAILWAY STATION - RG1 1LZ

- 11th March 2019

1.0 Introduction

This statement supports the Planning Application for the conversion of an existing 'Pumpkin' retail unit located on platform 7a, of the Reading Railway station, to a 'Coffee Room' retail unit and will review the impact of the proposed works with regards to the design and access requirements.

The statement should be read in conjunction with the heritage, design & access statement and accompanying drawings.

2.0 Location & Context

Reading railway Station is situated on the northern edge of the Reading Town Centre, near the main retail and commercial areas. Reading is the ninth-busiest station in the UK outside London and the second busiest interchange station outside London, with over 3.8 million passengers changing trains at the station annually. The station has 15 platforms, with 9 through platforms; numbered 7-15 (again with sections 'a' & 'b'). The station provides services to major destinations as London Waterloo, London Paddington, Guildford, Redwick, Gatwick Airport, Bristol Temple Meads, whilst also providing local services to Basingstoke, Newbury & Bedwyn.

The existing 'Pumpkin' retail unit being proposed for a conversion is located on platform 7A, within the demise of the heritage station building and can be accessed from the forecourt/ public realm via the main station entrance.

3.0 Historical Background

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. 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 with Bath Stone dressings, and incorporating a tower and clock, was constructed for the Great Western Railway. In 1898 the single sided station layout was replaced by a conventional design with 'up', 'down' and 'relief' platforms linked by a pedestrian subway.

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 Development

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.

2009–2015 Re-Development

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. 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. The local council has also planned developments of the surrounding area in association with the developments at the station.

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

4.0 Description of the Existing 'Pumpkin' retail unit (i.e. Area being developed)

The existing retail unit is located on platform 7A, within the demise of the Heritage station building and has an internal area (e.g. carpet area) of circa 215 sft.

The retail unit largely serves tea/coffee, sandwiches, paninis, bottled drinks and general condiments to its customers. The unit comprises of a very small serving/ preparation area, accessible to only staff and a customer area comprising of display fridges, condiment units etc. accessible to customers. This unit does not have any customer seating within its demise and relies on customers taking the products along with them post their purchase

The current look & feel (e.g. flooring, wall colours, signage/ graphics etc.) are consistent with the 'Pumpkin' brand look & feel.



View from Station



Internal view of the unit

5.0 Recent Planning History

There are no planning applications within the recent history that are directly linked with the proposed site area/ Retail unit

6.0 Why convert 'Pumpkin' to 'Coffee Room'

The conversion at Bristol Temple Mead, is in line with the franchise owners nationwide endeavor to refresh the brand and provide a better offer to its customers

7.0 Description of Proposed Development

Since the existing 'Pumpkin' retail unit is located in a Heritage building, this application seeks planning consent, for the scope of works (and any enabling works) involved in the conversion of existing unit to a 'Coffee Room' retail unit.

7.1 The scope of works include:

1. Replace some of the old & tired equipment (e.g. coffee machine, tills, display fridge etc.) and the display units (e.g. condiment display, magazine display unit etc.) with new equipment. *(Refer table A.1 in the appendix for Equipment schedule)*
2. Replace the existing vinyl flooring with a new flooring consistent with the 'Coffee Room' flooring
3. Retain existing server counters, however, with an 'upgrade' in finishes to match the 'Coffee Room' brand (e.g. new laminate, new paint, new cladding over fascia etc.)
4. Replace the existing false ceiling/ suspended ceiling with a new plasterboard ceiling. However, the existing bulkheads will be retained.
5. The internal walls/ surfaces of the customer area, to be painted over with colours consistent with the 'Coffee Room' brand colours.
6. The internal wall, over the server back counter to be cladded in ceramic tiles in colour & pattern consistent with the 'Coffee Room' brand.
7. All internal 'Pumpkin' signage/ graphics to be replaced with 'Coffee Room' signage/ graphics
8. The existing door & window frame to be painted in colours consistent with the 'Coffee Room' brand colours
9. All external 'Pumpkin' signage/ graphics to be replaced with 'Coffee Room' signage.
10. New ceiling mounted AC unit to be added internally and an external AC condenser over existing roof to be added and the 2 connected via a freon pipework. *(Refer table A.2 in the appendix for Condenser details)*

Most of the development work/ modification is limited to/ constrained within the physical space of the existing unit. Whilst most of the development is focused on the internal aspects of the unit, there are few works/ activities, i.e. items 8-10 listed above, that would impact (though not significantly) the external appearance of the unit. *(Please refer to the 'As-Is' & 'To-Be' elevations provided in the Appendix, Refer A.3 & A.4)*

7.2 Waste disposal

Any waste created within the new unit will be collected as per existing situation (i.e. waste stored within designated bin counters and taken out by contracted cleaners). The existing foul water systems & drainage lines will be re-used to serve the new 'Coffee Room' unit

7.3 Landscape

The proposed works are mostly internal; there are therefore no landscaping proposals for this scheme.

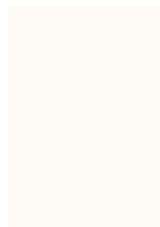
7.4 Schedule of Finishes

The finishes palette chosen are consistent with the 'Coffee Room' brand and do not diminish the existing vernacular and character of the station



Wall/ Surface Emulsion Paint
Olive Green (PMS code 7537)

Application: Roller shutter frame, Menu panel frame



Wall/ Surface Emulsion Paint
Ivory (PMS code 7499 – 30%)

Application: Internal walls, bulkheads



Vinyl Flooring
Auburn Oak (AP02)

Application: General flooring



Anti-Slip Flooring
Altro Aquarius Swan (Code AQ12012)

Application: Servery / Back of House



Ceramic Tile (White)
Snowdrop Underground range (varying sizes)

Application: Front/ Side Counter Facia



140 x 140mm Ceramic Tile (White)
Snowdrop Underground range (plain)

Application: Back counter dado



Painted MDF board (with T&G joints)
Pigeon 25 – Matt Egg Shell

Application: Front Counter Facia



Laminate finish
Grey Laminate & Black laminate (Ref: Gemstone)

Application: Countertop (Grey), Counter shelving (black)

8.0 Building Consent

The works that form part of this listed building application are described by the following drawings:

SCHEDULE OF DRAWINGS		
#	Drawing No.	Description
1	1032_02GA_001	Location plan
2	1032_02GA-002	Existing GA level 01 plan
3	1032_02GA_100	Existing & Proposed Plan
4	1032_02GA_101	Proposed Floor Finish & Wall Finishes
5	1032_02GA-200	Proposed GA level 01 plan
6	1032_03EL_001	Existing East Elevation (Heritage Building)
7	1032_03EL_002	Existing North Elevation (Heritage Building)
8	1032_03EL-050	Proposed East Elevation (Heritage Building)
9	1032_03EL-051	Proposed North Elevation (Heritage Building)
10	1032_03EL-070	Existing Elevations (Store)
11	1032_03EL-071	Existing Internal Elevations (Store)
12	1032_03EL-100	Proposed Elevations (Store)
13	1032_03IL-101	Proposed internal Elevations (Store)
14	1032_05RE-001	Rendered elevations existing 'Pumpkin'
15	1032_05RE-002	Rendered elevations Proposed 'Coffee Room'

9.0 Flood Risk & The Environment

The proposed works are internal and will have no effect on surface water discharge. Also, the proposed conversion does not alter the physical setting of the unit to impact adversely any flood risks

10.0 Risks from any Enabling Works

The proposed conversion works will necessitate the shutting down of the current 'Pumpkin' retail unit for a period of 4-6 weeks. However, with alternate retail/ F&B units being available at the station, this will not significantly inconvenience the commuters. Also, the proposed works and associated enabling works will not alter the use of the platform or the station in general.

11.0 Conclusion

The refurbishment/ conversion works detailed above, will provide a facility fit for purpose both in terms of providing a better customer offer to the commuters and providing a more energetic brand.

The proposal has little or no impact upon the original building and does not diminish the heritage value of the station. For this, and the earlier reasons outlined within this document we request Listed Building Consent is granted in order to allow us to begin works

APPENDIX

A.1 Coffee room Equipment Schedule

The numbers indicated refer to the numbers used in the drawings

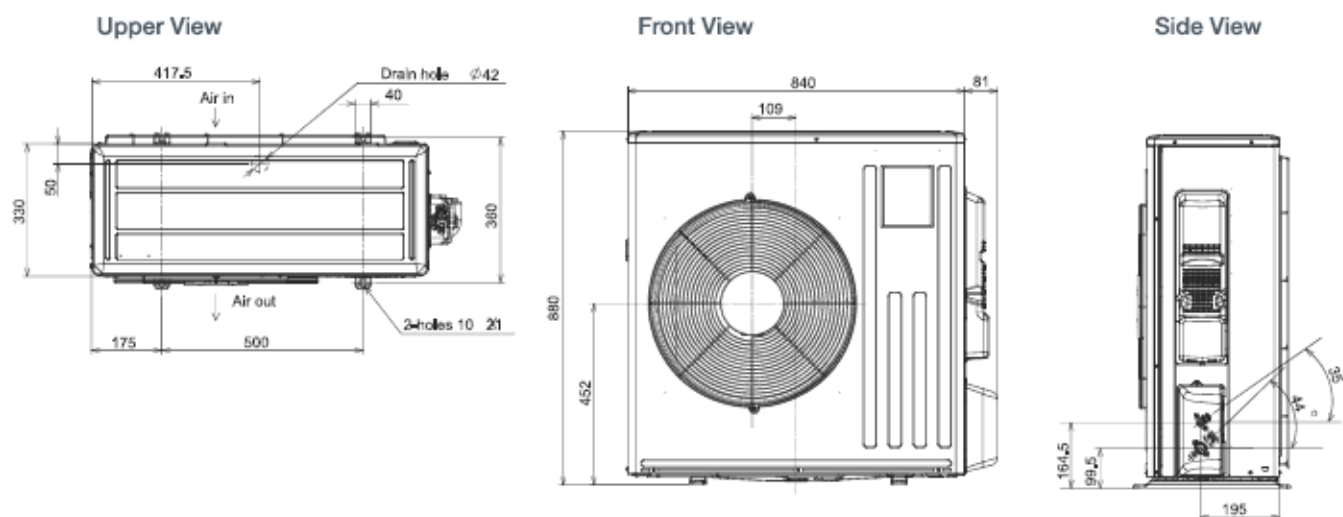
Proposed Coffee Room Legend	
Equipment to be re-used	
#	Description
E1	Wash basin
E2	Coffee Machine
E3	Boiler
E4	Panini Machine
E5	Microwave
E6	Refrigeration display
E7	Refrigeration display
E8	Store
Equipment to be procured	
#	Description
E9	Coffee Grinder
E10	Undercounter Fridge
E11	Till
E12	Cake Display
E13	Ice Cream
E14	Refrigeration display
E15	Condiments Display
E16	News & Magazine Display
E17	Condiment Shelf
E18	Impulse unit

A.2 Outdoor Condenser Details (Mitsubishi Electric condenser Or EQUIVALENT)



Mitsubishi Electric condenser (Or EQUIVALENT)

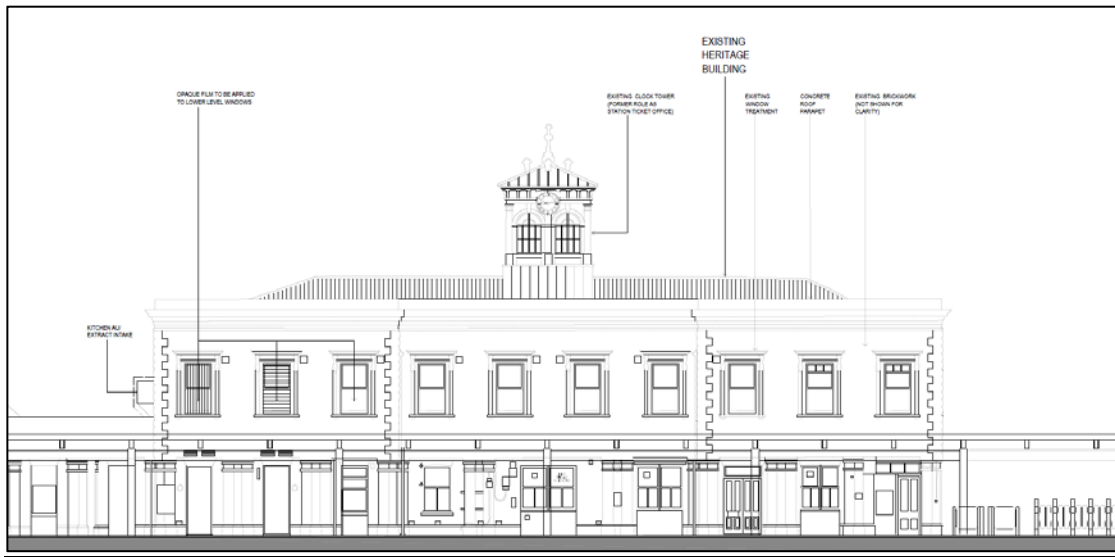
Equipment Dimensions:



Technical Details:

SOUND PRESSURE LEVEL (dBA)	Heating/Cooling	55 / 55
SOUND POWER LEVEL (dBA)	Cooling	65
WEIGHT (kg)		55
DIMENSIONS (mm)	Width x Depth x Height	840 x 330 x 880
ELECTRICAL SUPPLY		220-240v, 50Hz
PHASE		Single
SYSTEM POWER INPUT (kW)	Heating/Cooling (nominal)	1.810 / 1.790
	Heating/Cooling (UK)	1.632 / 1.494
STARTING CURRENT (A)		7.9
SYSTEM RUNNING CURRENT (A)	Heating/Cooling [MAX]	7.9 / 7.9 [15.2]
FUSE RATING (BS88) - HRC (A)		16
MAINS CABLE No. CORES		3
MAX PIPE LENGTH (m)		30
MAX HEIGHT DIFFERENCE (m)		15
CHARGE (kg) / CO ₂ EQUIVALENT (t) - R32 (GWP 675) - 7m		1.45 / 0.98
MAX ADDED QUANTITY (kg) / CO ₂ EQUIVALENT (t) - R32 (GWP 675)		0.46 / 0.32

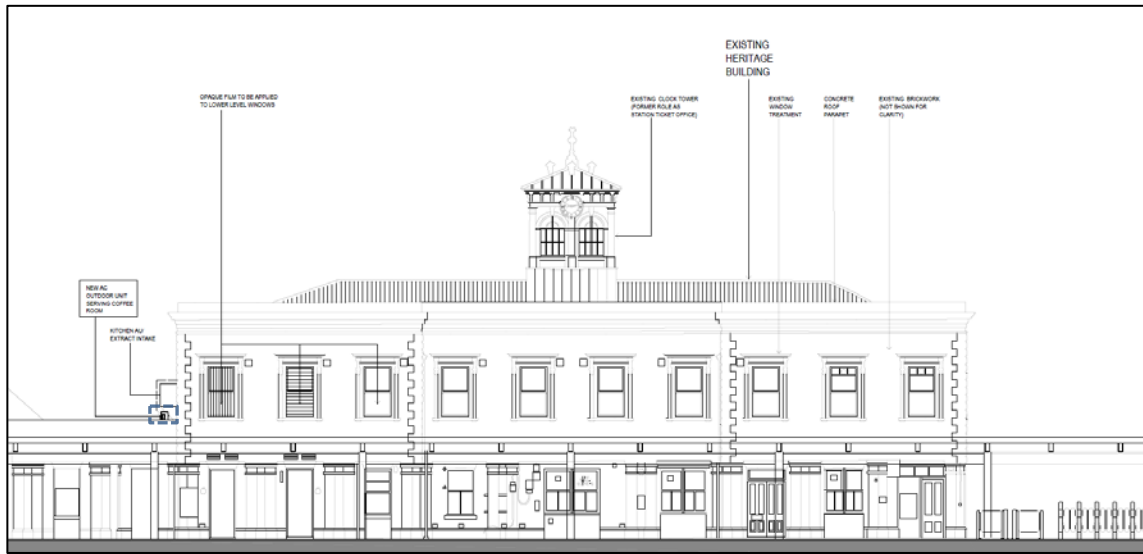
A.3 Existing External 'Pumpkin' Elevations



Northern Elevation of Heritage Building



A.4 Proposed External ‘Coffee Room’ Elevations



Northern Elevation of Heritage Building



