Heritage Impact Statement

1. Introduction.

Transport for Wales (TfW) are proposing to install 3No. new ticket validators (PVAL's) on platforms 1 and 4 at Wrexham General station.
Wrexham General station is classified as a Grade ll listed building.

An introduction to the proposed 'Pay As You Go' scheme and the proposed installation of the 3No. ticket validators at Wrexham General station, is captured in the 'Design Access Statement' which accompanies this statement.

Due to the stations listed status, Vitec have designed the installation to reduce harmful impact where possible.

This 'Heritage Impact Assessment' should be read in conjunction with the other documents comprising the Listed Building Consent application that is submitted on the Wales planning portal.

2. Objective.

The objective of the 'Pay As You Go' scheme, is to provide passengers on the TfW network with a more streamlined and convenient way to travel, which provides joined up travel around the Wales & Borders rail network.

The objective of this scheme, is to provide the PAYG facilities at Wrexham General in a way which is easily accessible for all and covers all access and egress points to the station platforms.

Please refer to Section **1.0 Introduction** in the 'Design Access Statement' for further information.

The objective for the installation is to try to reduce any harmful impact the new equipment will have on the station buildings 'Listed' status.

Proposals to help minimise the impact are captured in Section 6 of this document and on drawing 21015-CGR-WLS-WRX-DRG-PVAL-000001/2, which are included with the 'Listed Building Consent' application on the Wales planning portal.

3. Significance of affected fabric

As part of the proposal to install 3No. new ticket validators at the station, the following equipment will be added that has an effect on the existing station fabric:

<u>Platform 1 (PVAL 001)</u>

- 1No. new 20mm galvanised steel conduit to be installed from an existing telecoms cable trunking at high level within the station canopy to timber fascia at high level on station façade.
- It is proposed that the new conduit penetrate the station via the timber fascia into a storage room of the stations Café, before dropping from high level to low level

(secured with conduit saddles) before penetrating back to platform level at low level, just above platform F.F.L. Conduit to turn 90 degrees to ground to meet uPVC duct to validator.

- At PVAL location and behind to station façade, existing platform concrete paving slabs to be lifted and retained for re-use. Platform to be excavated for the installation of a concrete foundation for the PVAL and a uPVC duct to rise to platform F.F.L at station building (station façade behind PVAL location, to meet new cable conduit as described above).
- Once the concrete foundation is cured and uPVC duct is backfilled. The existing concrete paving slabs will be re-instated flush around the new concrete foundation and over the new uPVC duct route.
- Where the new conduit drops into the new uPVC duct. This will be suitably sealed at platform level, so no trip hazard remains and to stop water/rodent ingress into the said duct.

Refer to designs drawing 21015-CGR-WLS-WRX-DRG-PVAL-000001 for site layout and drawing 21015-CGR-WLS-WRX-DRG-PVAL-000002 – Proposed PVAL 001 location (platform 1 – Main Entrance) for an elevation of the proposed installation looking from platform level.

<u>Platform 1 (PVAL 002)</u>

- 1No. new 20mm galvanised steel conduit to be installed from an existing telecoms cable trunking at high level within the station canopy to timber fascia at high level on end of station façade. New conduit to continue on timber fascia and drop to platform level opposite new PVAL location on station façade to meet uPVC duct to validator (new conduit secured with conduit saddles).
- At PVAL location and behind to station façade, existing platform concrete paving slabs to be lifted and retained for re-use. Platform to be excavated for the installation of a concrete foundation for the PVAL and a uPVC duct to rise to platform F.F.L at station building (station façade behind PVAL location, to meet new cable conduit as described above).
- Once the concrete foundation is cured and uPVC duct is backfilled. The existing concrete paving slabs will be re-instated flush around the new concrete foundation and over the new uPVC duct route.
- Where the new conduit drops into the new uPVC duct. This will be suitably sealed at platform level, so no trip hazard remains and to stop water/rodent ingress into the said duct.

Refer to designs drawing 21015-CGR-WLS-WRX-DRG-PVAL-000001 for site layout and installation information and drawing 21015-CGR-WLS-WRX-DRG-PVAL-000002 – Proposed PVAL 002 location (platform 1 – Night Gate Entrance) for an elevation of the proposed installation looking from platform level.

<u>Platform 4 (PVAL 003)</u>

- At PVAL location existing platform bitumen surface and infill to be removed for the installation of a concrete PVAL foundation and a uPVC cable duct to a local access chamber.
- Once the concrete foundation is cured and uPVC duct and foundation backfilled a new bitumen platform surface shall be laid.

It is assumed that the proposed installation on platform 4, will not require a listed building consent application as this is area of the station is a more modern additional.

Refer to designs drawing 21015-CGR-WLS-WRX-DRG-PVAL-000001 for site layout and installation information.

4. Beneficial impact

The majority of the beneficial impact of the works will be customer focused, as 'Pay as you go' travel is becoming increasing popular with commuters as an alternative way to travel, removing the requirement to purchase tickets before you board.

With the roll out of 'PAYG' across the Wales and Borders network, it is imperative that commuters have adequate equipment on stations to ensure they can commence ('tap on') or conclude ('tap off') their travel at stations, to take advantage of the initiative.

5. Harmful impact

The harmful impact at the station would be the addition of new cable management systems in station canopies and stations facades on platform 1 (i.e. galvanised steel conduits) and the excavation of platforms for the installation of new concrete foundations and uPVC ducts for the provision of cable supply to the proposed new validators.

It is proposed that the installation of the PVAL on platform 4, will not compromise the stations listed status.

As part of the design for the 2No. PVAL's proposed for platform 1, we have looked at ways to reduce impact where possible and this is captured in proposed solutions below.

6. Proposed solution

The design for the scheme has been considered due the stations listed status and the following installation methods are proposed to help reduce the impact and mitigate the installation:

Platform 1 – PVAL 001

1No. new galvanised steel cable conduit at high level in station canopy
It is proposed that the new CMS in the canopy be powder coated and colour matched to the heritage colour of the station canopy. This will mirror existing CMS installed with the canopy

1No. galvanised steel conduit from high level in canopy to PVAL uPVC duct location
It is proposed to penetrate the station façade at high level with the conduit and install the conduit drop to low level within and existing store room within the station (station café store room), to reduce the impact on the station facade. It is proposed that the conduit, will penetrate back to platform level at low level and drop to new below ground duct to PVAL.

1No. concrete foundation for PVAL and uPVC duct
It is proposed to lift the existing concrete paving slabs for the installation of the foundation and cable duct (cable duct to rise through foundation for cable supply for new PVAL) and re-lay the existing slabs once the installation is compete. This will involve cutting the existing slabs around the new PVAL concrete foundation that will sit flush to platform F.F.L.

Platform 1 – PVAL 002

1No. new galvanised steel cable conduit at high level in station canopy
It is proposed that the new CMS in the canopy be powder coated and colour matched to the heritage colour of the station canopy. This will mirror existing CMS installed with the canopy

1No. galvanised steel conduit from high level in canopy to PVAL uPVC duct location
It is proposed for the galvanised steel conduit shall drop from the existing timber fascia under the canopy onto the station façade and be secured by conduit saddles.
It is not proposed to colour match the conduit secured to station façade (only within canopy to match the painted timber work).
It is proposed that the conduit be installed adjacent to an existing rainwater downpipe and between the downpipe and boundary fence at low level, to help reduce the visual impact. The new conduit will drop from ground level into the new below ground duct to PVAL.

1No. concrete foundation for PVAL and uPVC duct
It is proposed to lift the existing concrete paving slabs for the installation of the foundation and cable duct (cable duct to rise through foundation for cable supply for new PVAL) and re-lay the existing slabs once the installation is compete. This will involve cutting the existing slabs around the new PVAL concrete foundation that will sit flush to platform F.F.L.