NAPPER | WILLMOTT DIXON | DARLINGTON BOROUGH COUNCIL | TEES VALLEY COMBINED AUTHORITY | TEES VALLEY MAYOR

Design and Access Statement

Darlington Station Gateway East

Client: Darlington Borough Council	**201019**
Contractor: Willmott Dixon	**SGMSCP**
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1 Background Information

1.1 Introduction

Overall Masterplan and Scope

Darlington is the birthplace of the modern railway system; the 200th anniversary of the first rail passenger journey is to be celebrated in 2025 with the opening the new modern rail hub at the heart of the landmark celebrations.

The existing Darlington Bank Top station is one of the Tees Valley's principal rail gateways and is strategically located on the East Coast Main Line. It is a regional transport hub that serves the Tees Valley and the wider catchment including South Durham and North Yorkshire.

The proposed Darlington Station Gateway Masterplan, will make enhancements to the existing Bank Top Station, improvements to the railway lines and the creation of a modern Transport Hub and Multi Storey Car Park (MSCP). The development has been split into three sections:

- Station Gateway West,
  Darlington Borough Council / Fairhurst
  Works outside of the station to pedestrianize the highway as shown in Pink
- Bank Top Station Enhancements
  Network Rail / BAM Nuttall / Aecom
  Refurbishing the existing station tracks and platforms as shown in Green
- Station Gateway East
  Darlington Borough Council / Willmott Dixon / Napper
  New 672 space Multi Storey Car Park, transport hub,
  Station entrance and concourse
  as Shown in Yellow

This Application is wholly concerned with the works to the Station Gateway East.

1.2 Project Scope

Station Gateway West

Darlington Borough Council are redeveloping the public realm to the west of the existing station portico entrance. The works will involve opening up the space to the front of the station, re aligning the roads and enhancing the quality of the paving.

Bank Top Station Enhancement

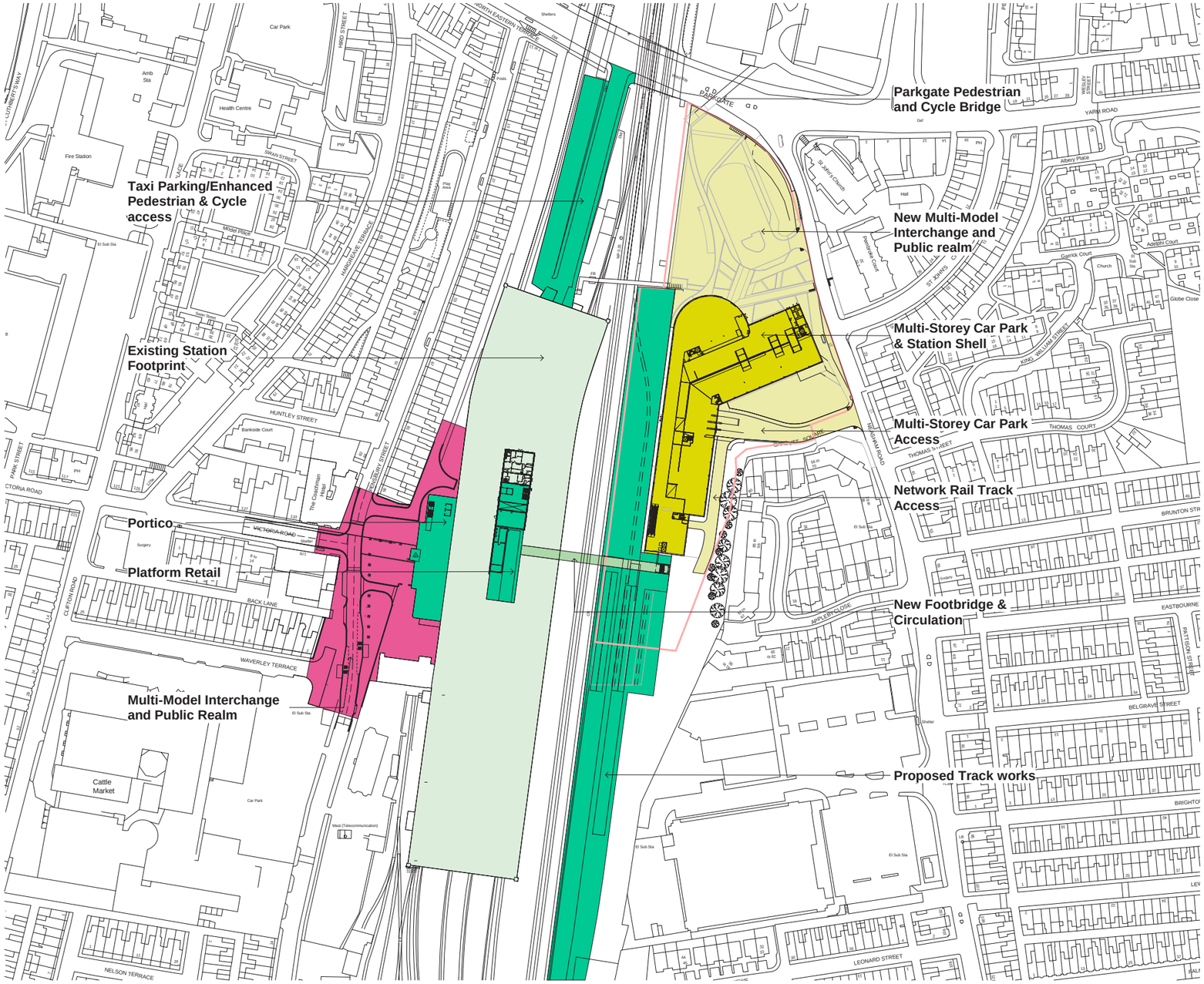
The overall project includes upgrading the station arrangements to avoid the southbound high-speed and local Tees Valley services having to cross the East Coast Main Line to stop at the station (which is currently located wholly to the West of the ECML).

The Department for Transport have commissioned a BAM Nuttall led design team to undertake feasibility studies covering the fit-out of the new station building, re-configuration to the existing portico entrance and re-configuration of the existing northern ramp and a new pedestrian link bridge. The station works will interface with proposed Network Rail (NR) led works including new platforms, track and lineside infrastructure for southbound high-speed and local Tees Valley services.

Station Gateway East

Darlington Borough Council along with funding from Tees Valley Combined Authority (TVCA) are the overall client for the works to the Station Gateway East.

The council have identified the site to the east of Bank Top Station as the location for a Multi-Storey Car Park (MSCP) with associated Public Realm and Transport Interchange. The scheme will also create a new enhanced station entrance and concourse as part of an overall station redevelopment masterplan. The redevelopment of the station is to meet the future demands for national and regional passenger rail travel as well as freight services.




WELCOME TO DARLINGTON STATION

1.3 Planning Context

Planning Policy Context

The statutory development plan comprises the Core Strategy Development Plan Document (May 2011) and Saved policies from the Borough of Darlington Local Plan (1997, including adopted alterations 2001). The Darlington Local Plan has recently been submitted to the Secretary of State for independent examination and, due to its advanced nature, can be given some weight in the determination of planning applications. The National Planning Policy Framework (NPPF) is also a material consideration in the determination of planning applications.

The Bank Top Station Masterplan was prepared by Darlington Borough Council in 2017 and is also a material consideration in the determination of planning applications.

Planning Policy Appraisal

Principle of Development

The site lies within the 'Main Urban Area' as identified within the adopted Core Strategy. Bank Top railway station itself is identified within the proposals map accompanying the Core Strategy.

Policy CS1 of the Core Strategy states that growth, development and enhanced infrastructure will be encouraged in Darlington Borough where it helps to fulfil, amongst others, its role as a gateway to the region and sub-region.

Policy CS19 has regard to Improving Transport Infrastructure and outlines the aim to integrate rail with all other transport modes. The policy also aims to provide new stopping facilities for rail services to the east of Bank Top Station.

Although not contained within a Policy, paragraph 9.5 of the Core Strategy identifies that Darlington Town Centre and Bank Top railway station together serve as a strategic public transport hub where interchange facilities and integration between modes of transport need to be improved.

The site continues to be identified as within the 'Main Urban Area' within the emerging Darlington Local Plan. Bank Top Railway station also lies within the Town Centre Fringe, however this allocation does not extend to the site subject to this request,

Policy SH1 of the submission draft Local Plan states that the Main Urban Area will remain the focus for future development of the Borough. The Policy states that as a 'single urban centre within the Borough it will aim to maintain its role as a leading sub-regional centre for transport connectivity…'

Policy IN1 of the submission draft local plan outlines the specific aim to support improvements to Darlington Station. The Policy states that 'informed by a Masterplan, work will be undertaken to improve interchange facilities and improvement works to the mainline'.

With regard to the Masterplan referenced above, the site is identified as being within the Station East area within the Bank Top Station Masterplan where it is envisaged that a Multi-Storey car park is delivered.

In light of the above, it is considered that the principle of providing a multi-storey car park on the site to support the railway station is in line with adopted and emerging planning policy and relevant material considerations.

Proposed Validation Checklist

In light of the nature of the proposals and Darlington's 'The Validation of Planning Applications' document, the following drawings and documentation are proposed to be submitted alongside any forthcoming planning application for the proposals as described in this request:

- Design and Access Statement
- Site Location Plan
- Proposed Site Plan
- Massing Sections
- Proposed GA Sections
- Proposed Floor Plans
- Proposed Elevations
- Pedestrian / Cycle Movement Plan
- Car Park Capacity Study
- Preliminary Ecological Appraisal & Bat Roost Assessment
- Tree Survey Report
- Acoustic Assessment
- Contaminated Land Report
- Drainage / SUDs Plans
- Drainage Strategy Report
- Statement of Significance Bank Top Station
- Heritage Impact Assessment
- Transport Assessment
- Air Quality Assessment
- Public Consultation Responses

1.4 Meetings with Planning Officers

Planning Comments Previous Scheme

Prior to the initial Willmott Dixon commission there was a previous scheme on the site by a different design team. The previous scheme for a new multi storey car park and station entrance on the site was reviewed by the Darlington Borough Council (DBC) Planning Department. The planning officers had some concerns over the previous scheme, as outlined below:

Impact of the proposed building on the residential development (Appleby ***Close) which comprises four storey flatted development and two storey*** *dwellings*

- *Impact on outlook from the properties*
- *Proximity distance between properties and the car park (overbearingness)*
- *Overlooking concerns*
- *Noise, nuisance and disturbance from activities associated with the car park*
- *Security/antisocial behaviour*
- *To understanding the need for proposed car parking provision*
- *Are there ways to reduce parking provision and encourage other means of transport (buses/taxis/cycle etc)*
- *To understand rationale for locating the car park in close proximity to the residential properties. Can the building be located elsewhere within the site?*
- *Impact on heritage assets*
- *Scale and footprint of the proposed building*
- *Design of the building and impact on visual appearance of a main road*

From the outset our proposal used the above comments to form the basis of how we approach the design of the MSCP and Station, ensuring that our scheme reduced its impact on the neighbouring properties, and reviewed issues on numbers, noise and scale.

Initial Planning Presentation 25/02/2020

At the outset of the project we presented to DBC and the planning officers our initial site analysis and massing options for the scheme. The massing studies responded to the planning comments from the previous scheme whilst presenting several different layout options for comment and feedback.

- The initial response was a preference towards presentation of concept layout option 1 “L” shape 160 space floor plates, and preference towards the idea of having the elevation from the approach of the trains having an elevation treatment applied.
- The planners welcomed the approach of having traffic flow being kept away from Garbutt Square where the residential properties are located. They were happy that a highways solution could be developed.
- The presentation showed GF plus 4 upper floors totalling 12m it was noted that the building height was acceptable and that it should be as low as possible.
- There was discussion around all of the potential drop off point locations as there are 3 potential locations, at this point it was noted that the drop off area would not be for taxi’s. Currently only members of public, picking up /dropping off and potential for coach replacement buses to park up if the train services are off line.
- The Planning Officer described the Napper/WDC approach as a “breath of fresh air, and were extremely happy to have been engaged in the concept discussions.”

1.4 Meetings with Planning Officers

Meeting with Planners 05/10/2020

In October 2020 we had a virtual meeting with the DBC planning team and highways team. This meeting predominantly involved reviewing the access in and out of the MSCP and also the short stay drop off area to the north. See below the feedback from the meeting with design team response to feedback highlighted in yellow:

- Review location and proximity of Neasham Road junctions and sight lines with bus lay-by ***(In response the drop off entrance was moved north with a remodelling of the existing retaining wall)***
- Location of pedestrian crossing to be reviewed in relationship to concourse entrance ***(in response the crossing was moved inline with the station entrance)***
- MSCP entrance to the south and exit to the north to be reviewed as there is a potential clash with the station entrance ***(the entrance / exit arrangement was updated with both on the eastern elevation of the southern wing of the MSCP)***
- Works outside of WDC redline boundary need to be allocated / scope reviewed.
- A buffer zone between the properties of Garbutt Square and any access road ***(in response the Garbutt Square is to be realigned away for the properties)***
- Preference for masonry cladding overlooking Neasham Road ***(cladding option to Neasham Road to be developed accordingly)***
- Vehicle and pedestrian access to be reviewed via a safety audit

Meeting with Planners 11/12/2020

In December 2020 we had a virtual meeting with the DBC planning team to discuss the Pre-App review and submission requirements. See below the feedback from the meeting with design team response to feedback highlighted in yellow:

- EIA screening letter to be submitted, EIA unlikely to be required ***(a screening letter was submitted on the 14/01/2021)***
- Concerns over increased noise to the properties overlooking Garbutt Square ***(an acoustic assessment by Stroma has been prepared in response to noise concerns)***
- Parking capacity study required to justify parking numbers ***(Please refer to Systra study commissioned by DBC)***
- Travel Plan required ***(Prepared in conjunction with LNER)***
- Concerns over proximity of existing railway sheds of Bank Top Station ***(massing and cladding design to complement existing station and to enhance views)***
- MSCP elevation overlooking Neasham Road is of primary focus as will have big visual impact. ***(Design of cladding to be enhanced of this elevation)***
- Transport plan required showing pedestrian and cycle routes across the site with clear cycle routes into the site ***(Transport Plan will be developed with LNER and Network Rail)***
- Removal of part of the existing retaining wall to be reviewed as could be considered of historical importance ***(Input from Historic England to be sought)***
- Public consultation to be in a COVID secure way, might be virtual ***(public consultation ongoing by DBC)***
- Contaminated Land Report required ***(Report prepared by Arup)***

Meeting with Planners 08/04/2021

In April 2021 we had a virtual meeting with the DBC planning team to discuss cladding and the station entrance options:

- Presentation to explain the current scheme and the various entrance options ***(feedback as per the below points)***
- Any changes to the design language to be justified as part of the planning application ***(see section 4 of the D&A statement)***
- Brick type options to be reviewed, Darlington brick would fit in with local character ***(brick options reviewed, brick to match existing station)***
- Neasham Road elevation critical, design should be in keeping with the scheme as a whole but also distinct ***(see section 5 to show approach to gable end elevation)***
- Discussion on inclusion of arches in scheme as suggested in the pre-app response, suggested that they are only included if they become an integral part of the scheme ***(design approach reflects the design of the existing station, no arches included, see approach justification section 4)***
- Cycle storage location, comment, happy with proposed location as a balance between security, convenience and counter terrorism ***(location as per discussion)***
- Rotunda option, design justification to be shown ***(see section 4 of D&A statement)***
- Feedback from Historic England ***(meeting with Historic England on 20/05/2021 to discuss scheme)***

1.5 Pre-App Response

On the 1st February 2021 we submitted Pre Application Enquiry to Darlington Borough Council for the initial feedback on the proposed scheme. We received the response from Darlington Borough Council Planning Department on the 22nd March 2021.

Pre App Response

The key responses provided by Darlington Borough Planning Authority were:

- No objections were highlighted, and the principles of the proposal were accepted.
- The setting is within the context of listed buildings and is adjacent to a Conservation Area. The development will “cause some harm” to these so a detailed Heritage Statement (building on the Statement of Significance) is required. A robust justification for the proposed development and the mitigating measures are required. Sufficient rationale for the massing, design and use of materials will be required in the full planning application as well as detail on highways safety and the public benefits. ***(Please find as part of the full planning application the Heritage Statement)***
- Historic England are being consulted separately. Ref was made to the station and proposed link bridge and the need to understand the relationship between this application and proposals for those structures. The main station development and link bridge designs will influence the full application. ***(Consultation has taken place between Historic England and the wider design team for the whole scheme. Such that HE has a better understanding of the relationship between the different elements. The final design of the link bridge and the works within the station are still ongoing, therefore the detail of which are not incorporated within this application).***
- A noise assessment will be required re traffic, plant/substation and construction. ***(Please find as part of this application the updated acoustic assessment)***
- MSCP should be subservient to the station or otherwise the applicant must sufficiently argue that the car park numbers require it to be taller than the station. ***(Please refer to the Systra parking capacity study and the site sections to show the relationship between the MSCP and the station building)***
- The building frontage to Neasham Road will be an extremely important view from outside of the site. Brick and render are the prominent mix of materials in this location, which is primarily residential, and consideration must be given to the use of similar materials within the proposed development. ***(Please refer to section 5 of the D&A statement to show design and detail to the Neasham Road elevation, a red brick to match the local vernacular will be chosen)***
- Design of the Neasham Road elevation could consider arches (similar to the design of the lower levels of the Vue Cinema) ***(Consideration was made to the use of arches, however the current design is rooted in the architectural features of the existing station, the introduction of arches would appear an afterthought, as discussed with Dave Coates and Andrew Harker at a meeting with the planners on the 8th April 2021)***
- The MSCP is not out of character with and not causing harm to the residential buildings. ***(as such we have not changed the location or massing since the Pre App)***
- The loss of the retaining wall (on Neasham Rd) will be considered against the highway safety benefits. ***(Please refer to Heritage Statement and section 6 of the design and access statement for justification)***
- Most highways issues have been addressed previously, prior to the pre-app.
- The application will require a Transport Assessment and Capacity Assessments of Yarm Rd/Parkgate and Neasham Rd junctions. A stage 1-2 RSA audit will be required. ***(Please refer to the Transport assessment as part of this application)***
- Reference was made to whether a car club could operate from within the MSCP. ***(Talks will be required between the car club and the operator over dedicated parking as an ongoing matter)***
- Cycle parking must be closer to the station – it was suggested hoops outside the entrance and secure storage nearby – potentially key card controlled. ***(Location of cycle store has been updated to be closer to the drop off area. As discussed in the meeting with the planners of the 8th April the location of the cycle store weighs up convenience, visibility, security and the input of the counter terrorism advisor)***
- Access - dual use for pedestrians and cyclists is required along the NS routes running alongside the interchange and the rail-side up to the Central Park bridge. ***(The footpaths have been design to accommodate pedestrians and cyclists)***
- Recommendation that drop off and loading zones are swapped (it was assumed loading is infrequent). ***(The transport interchanged has been updated reduce the dedicated loading bay, the bay is positioned beside the bin store)***
- A Travel Plan is required based on Modeshift STARS, by updating the current LNER Plan. ***(Please refer to the Travel Plan as submitted with this application)***

1.5 Pre-App Response

- The response assumes the current footbridge remains in situ, providing pedestrian and cycle access (via a cycle channel) linking to rail facilities and Victoria Rd from the East Gateway. If removed the layout would need to be altered and an EIA would be required. The bridge's legal status will need to be clarified. From an accessibility and connectivity view, is was stated as preferable for the bridge to remain to provide ungated, through access. ***(Any works to the bridge is not part of the scope of works on this project. The status of the bridge is currently under discussion, any works to remove, renovate or replace the bridge will be made under a separate application by a different applicant)***
- There are various clarification questions around total parking spaces:
    - Currently, how many car parking spaces are there overall associated with the railway station? ***(All parking spaces around the station are documented within the systra demand study)***
    - Please can it be clarified how the proposed number of 673 car park spaces for the multi storey car park has been reached? ***(Please refer to methodology within Systra demand study)***
    - Within the current set up of the railway station the taxi rank is located at the top of the ramp from Parkgate, under the canopy. Please can it be confirmed if the taxi rank is going to remain in this position? ***(Taxi rank to remain in current location)***
    - Are the 4 disability parking spaces in the short stay car park to be used for pick up/drop off, short stay or long stay? ***(Disabled bays are for short stay parking, long stay disabled spaces located within MSCP)***
    - How many spaces are currently available within the station for disability parking? ***(Currently 10no. long term disabled spaces are provided within the north ramp, these will be replaced by the 36no. spaces within the MSCP)***
- A request will be made for a contribution towards sustainable transport. ***(Noted)***
- Land contamination – no additional requirements. ***(Noted)***
- It is noted that there is an external plant compound at ground floor level and a generator. The Acoustic Assessment should be updated to reflect this and submitted with the planning application. ***(Please refer to Acoustic Assessment submitted as part of this application)***
- Air Quality – An assessment of construction and future operation is required. A guidance source was given re the use of a generator. ***(Please see attached)***
- EV charging – 1 double point per 50 spaces is required. [This works out at 14 double points.] ***(we are providing 38no. EV spaces which equates to 19 double points)***
- Climate Change – Requirement for permeable paving, additional tree cover/retention of existing and compensation planting for any losses. A request was made to consider the use of PV's. ***(Permeable paving included within scheme as well as SUDs system, refer to Proposed Drainage Layout drawing, PV panels not currently included within scheme, roof structure to be designed to allow for future installation)***
- Ecology – a bat survey is to be completed and a Statement of Ecological Gain is required (noting the link to the rail corridor ruderals but reflecting the site's limited current value). ***(Please refer to Ecological Appraisal and Tree survey submitted)***
- Flood – standard FRA and DS required as agreed with LFA and discharges to be agreed with NWL. ***(Please refer to Drainage Strategy Report submitted as part of this application)***
- Archaeology – unlikely to be any issues. Requirement to record lost buildings and some monitoring via a watching brief will be required. ***(Noted)***
- Disabled Access – DAD has advised there are access considerations that need to be taken into consideration. ***(Consultation with DAD took place on the 5th May 2021, please refer to notes in next section)***
- Consultation – should take place with councillors and stakeholders prior to the full submission. ***(Please refer to public consultation feedback as submitted with this application)***

1.6 British Transport Police

Police Consultation

We have had meetings with representatives from both Durham Constabulary and British Transport Police. Both forces have reviewed the drawings against the following criteria:

- CCTV requirements
- New Station frontage
- Toilets to station entrance
- Multi Storey Car Park
    - Suicide Mitigation
    - Drug misuse & rough sleeping
    - Theft of / from Motor vehicles
- Bike Storage
- Taxi area and pick up drop off area

Their recommendations will be incorporated within the design of the final scheme.

Police Pre Application Comments

- Submission follows discussions with Durham Constabulary. BTP vs. DP responsibilities will follow ownership/management arrangements. ***(Discussions ongoing)***

- CCTV – it is advised to meet BTP standard output requirements and that DBC and station CCTV systems align. ***(CCTV to comply with BTP requirements and in coordination with Durham constabulary)***

- Railway Stations have less crime occurring in them when station users only people use them. Non passenger movements through a station increase the chances of anti-social behaviour. ***(The gatelines two thirds of the way down the concourse should prevent non rail users access the link bridge. Detail design of concourse layout outside scope of this application)***

- Public toilet access by the entrance was highlighted is a concern as they may potentially be used by non-rail users. BTP preference is for toilets behind gatelines. If public, it is recommended they are card controlled/similar. Requires further discussion. ***(Recommendations have been forwarded on to the fit out team who will be deciding WC locations)***

- 5. By station entrance - Ensure planting/landscaping does not obscure oversight and CCTV, avoid shaded/concealed areas, mitigate potential loitering, ensure careful design of seating areas, barriers etc. ***(Public realm designed to minimise risks)***

- Lighting will need to provide an even level of light around the site, without any darker spots ***(Lighting to be designed in line with recommendations)***

- There should be no suspended ceiling crawl space from the managers office / money room to any public point in the station. The money room in particular will need to be alarmed and have CCTV on it. ***(Works part of the fit out contract, outside our scope of works. Recommendations have been forwarded onto the fit out designers)***

- There is a risk of suicide from the MSCP parking decks, suicide mitigation is required to reduce this risk. A 1.8m barrier around the top level sounds adequate to preventing looking over or climbing over easily. The topping should also discourage scaling or sitting upon. Lower floors can have standard height railings as long as they are difficult to climb over. ***(Recommendations will be implemented into final designs)***

- The fire escapes can create locations for drug misuse. Any stairwell or door designated as a fire escape rather than a regular pedestrian exit / egress should have push to exit doors and should not be opened from either side without an alarm sounding. ***(Fire escape only cores will be alarmed to prevent miss-use, escape doors will not be accessible for the outside)***

- Stairwells should not have gaps around the base that can be used for rough sleeping. ***(Dead spaces at the bottom of stairwells to be blocked off)***

- Building to Park Mark Standards should ensure that the MSCP has a good chance of avoiding crime of this nature ***(Building to be designed to Park Mark standard)***

- It should not be possible to enter the car park through any way other than a proper entrance monitored by CCTV ***(We are proposing architectural mesh panels to the ground floor which prevent unwanted access and avoids graffiti)***

- Cycle storage, a secure caged cycle storage area would be preferable, with customers using card or key entry. Open racks will still need to be included somewhere. ***(We are proposing a mix of secure gated cycle storage and open racks close to the station entrance)***

1.7 Specialist Consultation

Counter Terrorism

We have been assessing the counter terrorism requirements for the scheme with a Counter Terrorism Security Advisor. Several meetings have taken place with representatives of Durham Constabulary, British Transport Police, Department for Transport Security and Network Rail.

Meeting dates, 01/03/2021 and 12/03/2021

The security experts recommended that a short form Threat Vulnerability & Risk Assessments (TVRA) will be required, this document is owned by Network Rail and will cover the entirety of the stations.

As part of the scheme we will be following best practice counter terrorism measures as outlined in the 'Security in the Design of Stations' (SIDOS) document. These mitigating measures being implemented include:

- Protecting the main entrance with vehicle resistant bollards
- Entrances to be fully covered by CCTV and passive overlooking measures
- Passive measures such as raised planters which protect against vehicles collisions
- Laminated glass to reduce the effects of an explosive device shattering the glazing
- The cycle store should be located away from the main entrances as it poses a threat of hidden explosive devices, the current location was deemed appropriate.

The measures proposed were deemed appropriate by the security experts for the station and transport interchange.

Park Mark and Safety

The building will be designed to Park Mark standards and representatives have been consulted (and will continue to be consulted) in the design process to ensure the design incorporates a high level of safety and security for all customers.

Discussions with The British Parking Association, are ongoing and have helped to get a greater understanding of the site specific risks and allowances have been made to cover likely requirements for CCTV, lighting and surveillance.

Darlington Association on Disability

A presentation was made to the Darlington Association on Disability (DAD) on the 5th May 2021. The presentation outlined the measures proposed for disabled users of the scheme, measures include:

- Level access though out
- Accessible parking bays at ground floor, where there is a level change there will be lift access
- Two cores which give disabled users direct access to the concourse
- 36 accessible parking bay plus 5 WAV disabled parking bays
- Level fire escape access to all accessible parking bays
- Lift and escalator access to the link bridge
- Seating within the public realm and drop off areas for users who need to sit down whilst they are waiting

The feedback received from DAD included:

- That the drop off area shouldn't be turned into a taxi rank in the future
- Happy with the layout of the drop off area
- Communication call points within the public realm for disable users
- Call points with the MSCP to call for assistance
- Ensure that we provide accessible ticket machines including for partially sighted users
- Requested that the lifts to the link bridge are fire lifts to assist with emergency escape of wheelchair users.

1.8 Public Consultation

Public Consultation

An online public consultation process was undertaken by the local authority. The plans, visualisations and details of the scheme were released to the public via the Darlington Borough Councils website. There was also opportunity for the public to comment on the scheme via the website.

Please refer to the 'Darlington Station Gateway East Consultation' Report submitted as part of this application.

Event advertising and promotion

An article was issued via the Darlington Borough Council's website and the social media site. This included a link with details to enable people to have the opportunity to view the proposals and contribute to the consultation. To increase awareness of the scheme a press statement was put out by the council as well as the Tees Valley Combined Authority which was reported on in the local Northern Echo newspaper.

A letter drop was also undertaken for the residents and local businesses inviting them to view the proposals via Darlington Borough Council's website. A separate letter was also issued to owners of properties within the boundary of the proposed works who are currently in the compulsory purchase order legal process.

The Response

From the letter drop and online consultation we received emails from 11 people. In general the response via email from residents was mixed; some key lines were as follows:-

- ***proposed new multi storey parking structure for the railway station will tower over the nearby homes, overlooking the gardens and bedrooms in Appleby Close***
- ***the main new area is totally incongruous with the history of Darlington and its railway heritage***
- ***There are no architectural features to relate to the Victorian station beyond but merely a slatted curtain wall offering glimpses of parked cars***
- ***The actual entrance to the new platforms is a similarly bland set of glass doors that could lead to the car park pay station or perhaps a Lidl store. Again nothing to visually link the design to the station, nothing to suggest that this is the entrance to an iconic building.***
- ***Traffic congestion on the narrow Neasham Road could prove difficult at peak times with cars waiting to turn right into the two station entrances, two light controlled crossings and bus stops.***
- ***I have to say that I am absolutely appalled at this bland, uninspiring and out of proportion development***
- ***The plans for the West Side and East Gateway proposals on the whole look amazing and very practical***
- ***It would be good to see the plans for the actual new platforms with an appropriate platform canopy and not cheap looking bus shelters dotted along the length of the new platforms***
- ***Rather uninspiring and disappointing really***
- ***I couldn't see anything about the railway itself apart from "new platforms". Where will the new platforms be?***

1.9 Historic England

As part of the design development Historic England (HE) have had the opportunity to review and comment upon the scheme. HE first had the opportunity to comment on the scheme as part the Pre-Application. The feedback was incorporated within the Pre-Application feedback (see section above).

On the 20th May 2021 the three design teams involved in the overall scheme presented their projects to HE. The presentation gave HE the opportunity to view and understand the various aspects of the scheme in relationship to one another.

General Feedback

- Supportive in principle of the redevelopment for the station
- HE Feel as though the schemes are all interlinked
- The development of the concourse in dependant upon the proposed platforms and the connecting link bridge.
- Want to be able to see proposals for the whole development in context of one another
- Is there a mechanism for commenting on the interface of the link bridge with the proposed concourse during the planning process

Feedback - Western Gateway

- Design of the scheme to the West is mostly concerned with highways, with an emphasis on access for a refuse collection vehicle
- The design team should take a step back and look at the arrival experience
- Focus of design should be heritage and destination

Feedback - Eastern Gateway

- Can see the design team has a clear understanding of the historic context
- The proposed scheme enhances the significance of the existing station with its ‘Contemporary Mirror’ approach
- The design is well developed and sits comfortable within its context
- There are concerns over how the design will integrate with the footbridge, the design of the footbridge and the concourse needs to be married
- The ‘Contemporary Mirror’ design approach could also be applied to the footbridge?
- Overall the concourse and entrance has been carefully considered and draws from the architectural heritage of the railway industry in Darlington
- A lot of positives, with the only concerns relating to the design of the footbridge

Feedback - Link bridge & Station Renovation

- Presented a plan of the development with a description of the works to each individual section of works
- HE felt that it was difficult to assess the scheme without the detail design of the link bridge
- The design of the proposed concourse, existing station and the link bridge are all interlinked

2 Location, Constraints and Context

2.1 Site Location and Description

Darlington Bank Top Station

Darlington Station is located on the East Coast Main Line (ECML) between Northallerton Station and Durham Station. The station currently supports services on the ECML, including Long Distance High Speed Services and local services from the Tees Valley and Bishop Auckland lines. The Station caters for over 2.2 million passengers a year and is operated by LNER.

The station is easily accessed from the City Centre by foot along Victoria Road or alternatively by Park Lane from the South. The primary station access is to the west is via the Grade II Portico and clock tower, which serves as a local landmark. The vehicular traffic is separated to enter and exit under the two main archways, there are also two smaller archways for pedestrian access.

There is also currently a pedestrian and vehicular access from the northern ramp which leads to the taxi rank. There is currently no station entrance to the East due to the existing railway lines, however there is a pedestrian foot bridge which connects Albert Street with the North Ramp entrance.

The proposed works to the Eastern side of the railway lines will be connected by a new pedestrian bridge which will link the new station entrance to the existing platforms.

Drone Photo of Existing Station

Grade II listed Portico and Clock Tower

Existing Pedestrian Access Bridge from Albert Street

2.1 Site Location and Description

Station Gateway East Site

The site of the proposed MSCP is situated to the east of Darlington railway station. It lies predominantly on the existing surface car park accessed off Garbutt Square extending eastwards towards Neasham Road. The new public square is to be located directly north bounded by the retaining wall to St. John's Place to the north and east and the railway tracks to the west.

The existing Garbutt Square car park is owned by LNER. Darlington Borough Council own, or are in negotiations with all other property and landowners, for the plots that make up the rest of the site.

The design of the MSCP will need to respond to the local context of the site, and to the aspirations of the wider redevelopment of the railway station with a considered and well thought out location and design.

One such consideration is the impact on heritage assets; the existing railway station is a grade II*-listed station and St. John's Church, which is directly north east of the site across Neasham Road, is grade II-listed.

To the northern end of the site between St Johns Place, Albert Street and Garbutt Square are a mixture of residential, commercial and light industrial properties. The properties are in the process of being purchased by Darlington Borough Council, ready for demolition prior to the construction of the new transport interchange.

2.2 Site Photos

Existing Garbutt Square surface car par

Grade II listed St Johns Church

View of Garbutt Square car park entrance

View of commercial properties on St Johns Place

View of commercial properties on Garbutt Square junction

2.3 Site Analysis

There is a gradual fall across the site from approximately 49.6m AOD at the northernmost point of the site to approximately 48.0m AOD at the southern end of the site. The car park will need to respond to this height change and will require coordination with the new station concourse and platforms.

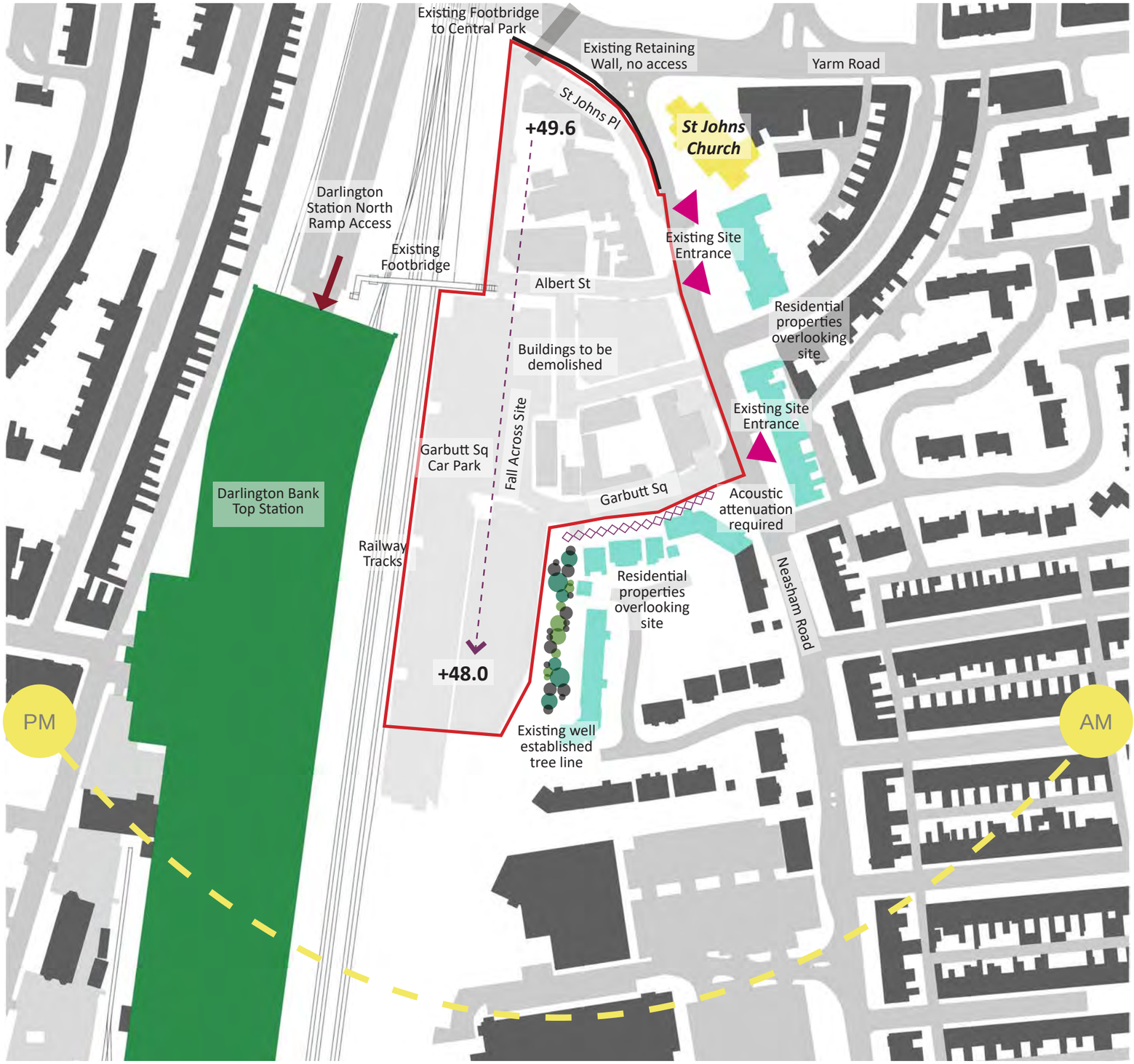
The western elevation of the site is visible by passengers from the railway line and will be prominent for train passengers. The northern elevation fronts on to the new public square and the façade treatment will need to be of a quality that sign posts the new station redevelopment.

Neasham Road offers direct access/egress to the MSCP site, with existing links established via Garbutt Square, Albert Street and St Johns Place.

As previously highlighted, initial feedback from DBC Planning raises concerns re access via Garbutt Square due to the potential impact of noise on existing residential properties.

Access is restricted from the west by the railway line, and from the north by the existing highway retaining wall. Although there is an existing footbridge to the west of the site which connects pedestrians to the North Ramp of Darlington Station.

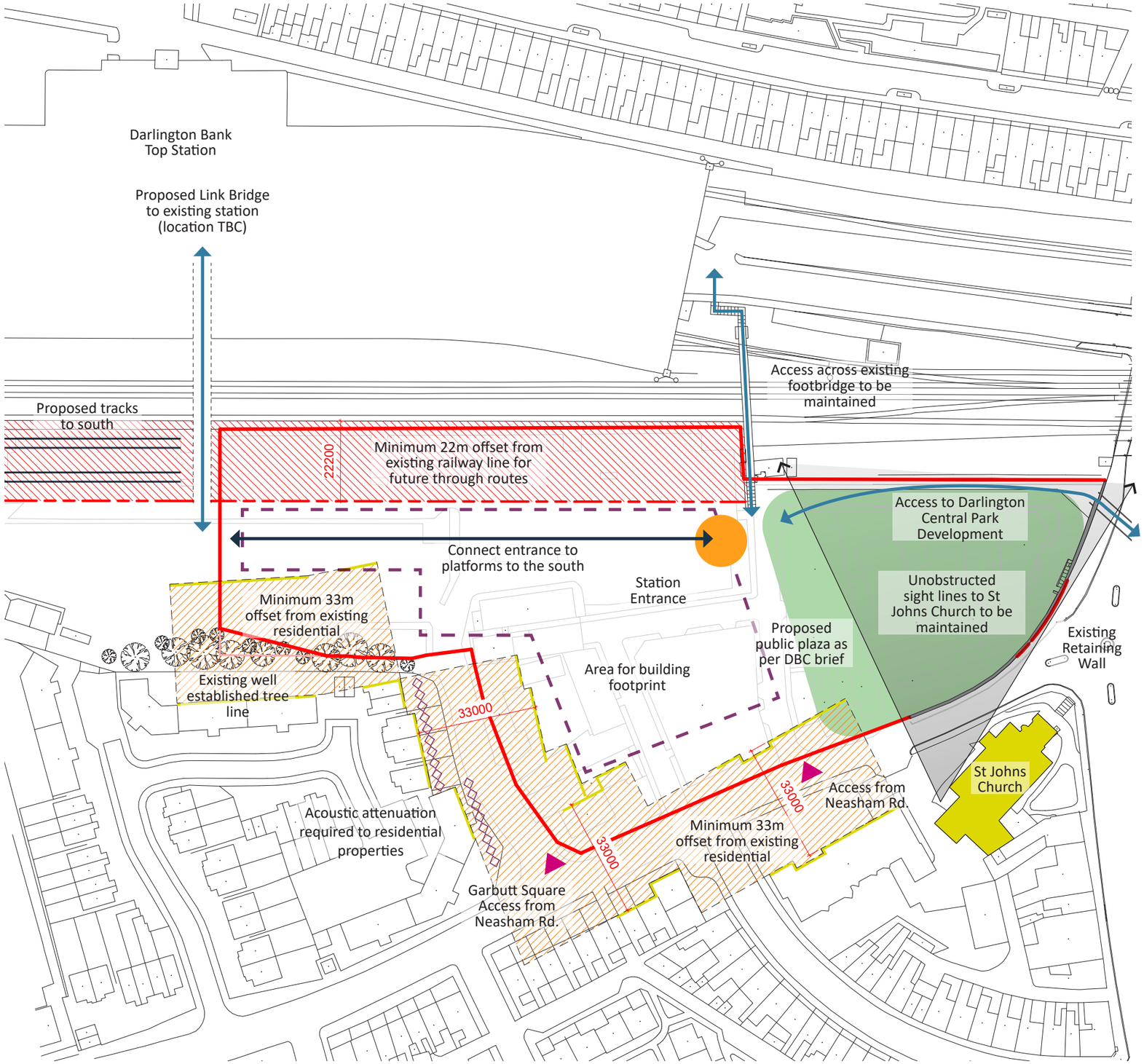
The MSCP will be positioned to minimise impact on the surrounding residential properties. A separation distance of 33 metres will be established between the new building and any adjacent properties. The building's location will need to consider proximity to the existing heritage assets: the grade II*-listed station and the grade II-listed St. John's Church.



2.4 Site Constraints

The location of the building within the site is determined by several constraints:

- To link to the new station platforms and bridge (by others) to the new MSCP.
- To maintain a 33m space separation from the adjacent residential properties.
- A 22m offset from the existing tracks is required to allow for any future through tracks, no structure allowed in this zone. Access only for building maintenance.
- Provide an acoustic buffer between the properties on Garbutt Square and any access road.
- Unobstructed sight lines to St Johns Church to be maintained (no structures to be built in this zone).
- Access to existing footbridge to be maintained.
- To provide access to / egress from Neasham Road, no access possible to north due to existing retaining wall.
- To provide an efficient parking layout which minimises mass and height.
- Building footprint to address the irregular shape of the site and constraints caused by neighbouring properties, St Johns Church and railway tracks.
- Link entrance to platforms to the south



2.5 Bank Top Station Significance

Station

A Statement of Significance was produced by the North of England Civic Trust for the existing Bank Top Station in March 2017. The Statement of Significance evaluated the stations heritage assets alongside the surrounding areas. The grade II* listed Bank Top Station was originally opened in 1842 and designed by Architect John Green. The station was subsequently replaced in 1861 by a new station designed by Thomas Proser, in which large parts of the North, South and Central Ranges still remain. In 1887 Architect William Bell greatly expanded the existing station with extended platforms and added the prominent Portico and Clock Tower.

The listing for the station states:

"Railway station. 1887. William Bell. Imposing composition with some Italianate detail. Tall central clock tower of 4 stages with crested pyramidal roof. Red brick with plentiful stone dressings. Two-bay flanking sections hold entrance concourse; each has a wide segmental and a narrow round-arched opening. Classical trim with pilasters and entablature; and stone architraves to openings. Further set back 4-bay sections have similar treatment. Shaped gable ends on returns. Interior has iron framed barrelled roof with pierced braces resting on stone corbels. Heavy iron screens around stairways down to train shed. This is long and slightly curved with a similar iron framed roof of 2 spans, the braces resting on cast-iron quasi-Corinthian columns in centre. Roofs partly glazed."

Entrance Portico

Northern Gable of Engine Sheds from North Ramp

Existing Garbutt Square surface car park and existing station eastern elevation

2.6 Historic Significance

The North of England Civic Trust Statement of Significance splits the stations surrounding areas down into different areas to analyse its historic significance. The proposed MSCP and transport interchange (as shown in yellow in the adjacent drawing) is situated within the eastern edge of the Railway Corridor, part of the Neasham Road area and the western part of the Parkgate & St Johns area.

The Railway Corridor East Side

Our site sits on the eastern side of the 'Railway Corridor'. On page 20 in the Statement of Significance it states that:

"The east side is dominated today by the station's carpark. it is laid out on the site of the station's main area of sidings, shunting lines and turntable which grew considerably from the 1850 map to its height shown on the 1939 OS map. Two long sheds grew to included further sheds, cattle pens, a malt house and other buildings and structures. A late Victorian clay pit brickworks had closed by the mid-20th century. Almost all these features are now gone. Sandstone walls and piers of some status survive at Garbutt Square, which are likely to be early and possibly those shown on the 1850 OS map. Other evidence may survive associated with previous uses, including below the surface."

Neasham Road Area

Neasham Road is a Historic route into Darlington, much of the area is made up of early 20th Century housing to support the expanding railway industry. The area directly affected by the development is predominantly made up of garages and light industrial structures.

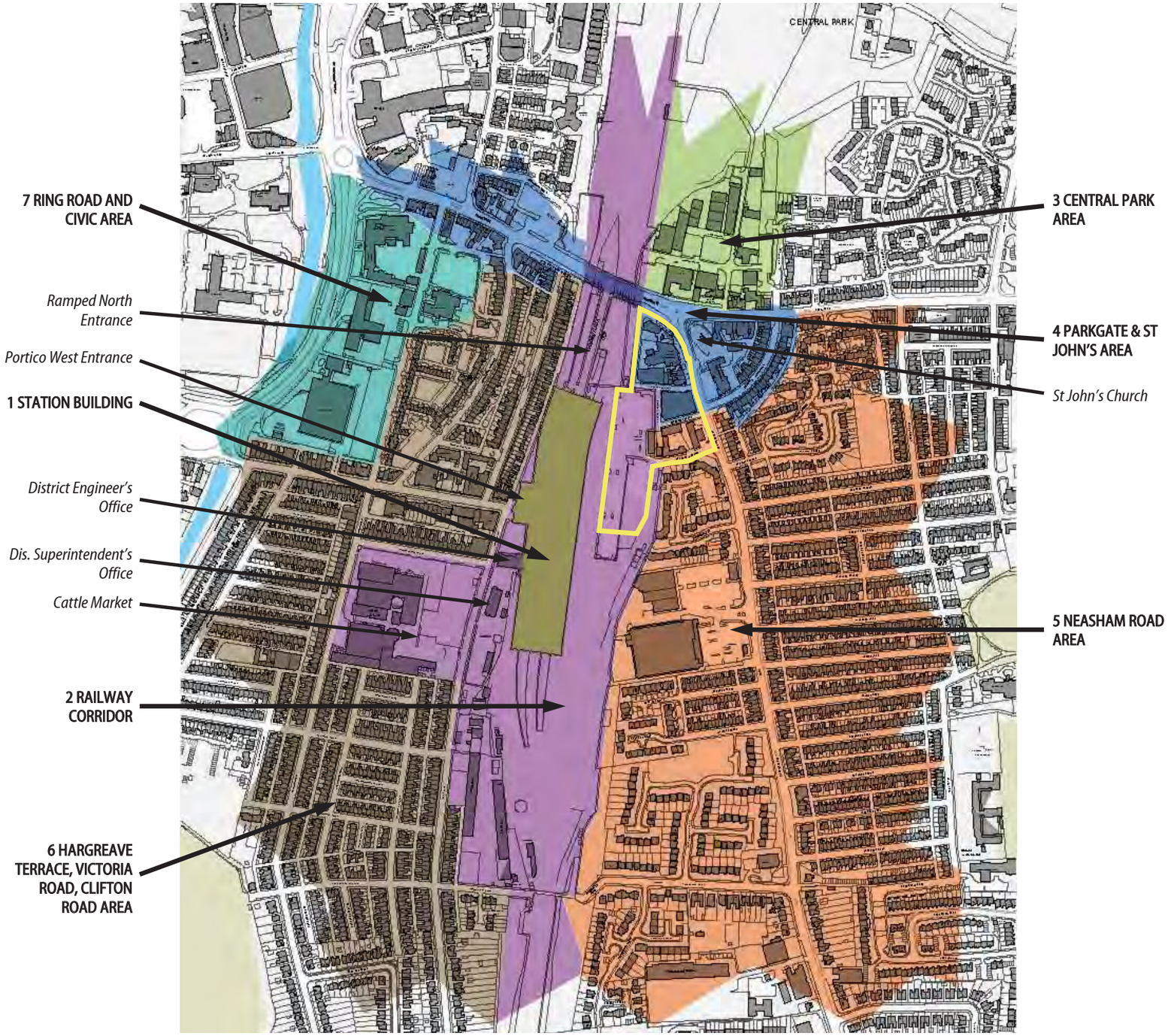


Diagram taken from Page 6 from North of England Civic Trust - Statement of Significance

2.6 Historic Significance

St John's Area

The area around the Church of St John the Evangelist contains some of the oldest streets and buildings in the station vicinity. The Yarm Road is historically an important arterial route towards Yarm and Stockton.

The historic street pattern remains around Garbutt Square, Adelaide Street, St John's Place, Princes Street and Victoria Street. However the houses of Adelaide Street were demolished in the mid-20th century.

St Johns Church

The grade II listed St Johns Church was built in 1849 by John Middleton, then extended in 1900 by W S Hicks. The listing of the Church states:

"The Church of St John the Evangelist is designated at Grade II for the following principal reasons: * It is of considerable interest as a well-proportioned early Victorian Gothic Revival church in a strong, severe Early English style. It marks a considerable advance on the rather starved lancet churches that were being built in considerable numbers just ten years before. * Although lacking the intended spire it has a very fine architectural presence and is an important local landmark. * The interior is tall and impressive and has a remarkable scissor-braced roof over the chancel. * It has retained an extensive collection of its original C19 fixtures and fittings, which retains their coherence. * It is of historic interest as a reflection of Darlington's growth at this time, and for the particular connection with George Hudson, an important figure in railway history."

Significance

The adjacent diagram from the page 38 in the North of England Civic Trusts Statement of Significance summarises the overall significance of the areas around the station.

As can be seen the area of the existing surface level car park (highlighted in green) is deemed as having 'Some' significance. The proposal to reinstate new railway lines and facilities to this area should reinforce it's historic connection to the railway industry.

The majority of the buildings and structures in and around the Neasham Road and St Johns area are of marginal significance. The proposal to demolish and replace these buildings will have limited impact of the heritage of the area.

The St Johns Church is seen as having an exceptional significance to the area. As such the design of our proposed scheme is situated away from the church to not detract from the Churches standing in its locality. The church will help to frame the new public square.

The historic street layout to the north of our site is deemed as having a considerable significance to the understanding of the site. Unfortunately the existing layout is not compatible with the proposed change of use to a new transport interchange. The removal of the streets and buildings will however improve the views of the listed station and St Johns Church and is to be replaced with new high quality public realm.

For further information on the Historic Significance of the site please refer to the Heritage Statement as submitted as part of this application.

Diagram Pg 38, North of England Civic Trust - Statement of Significance

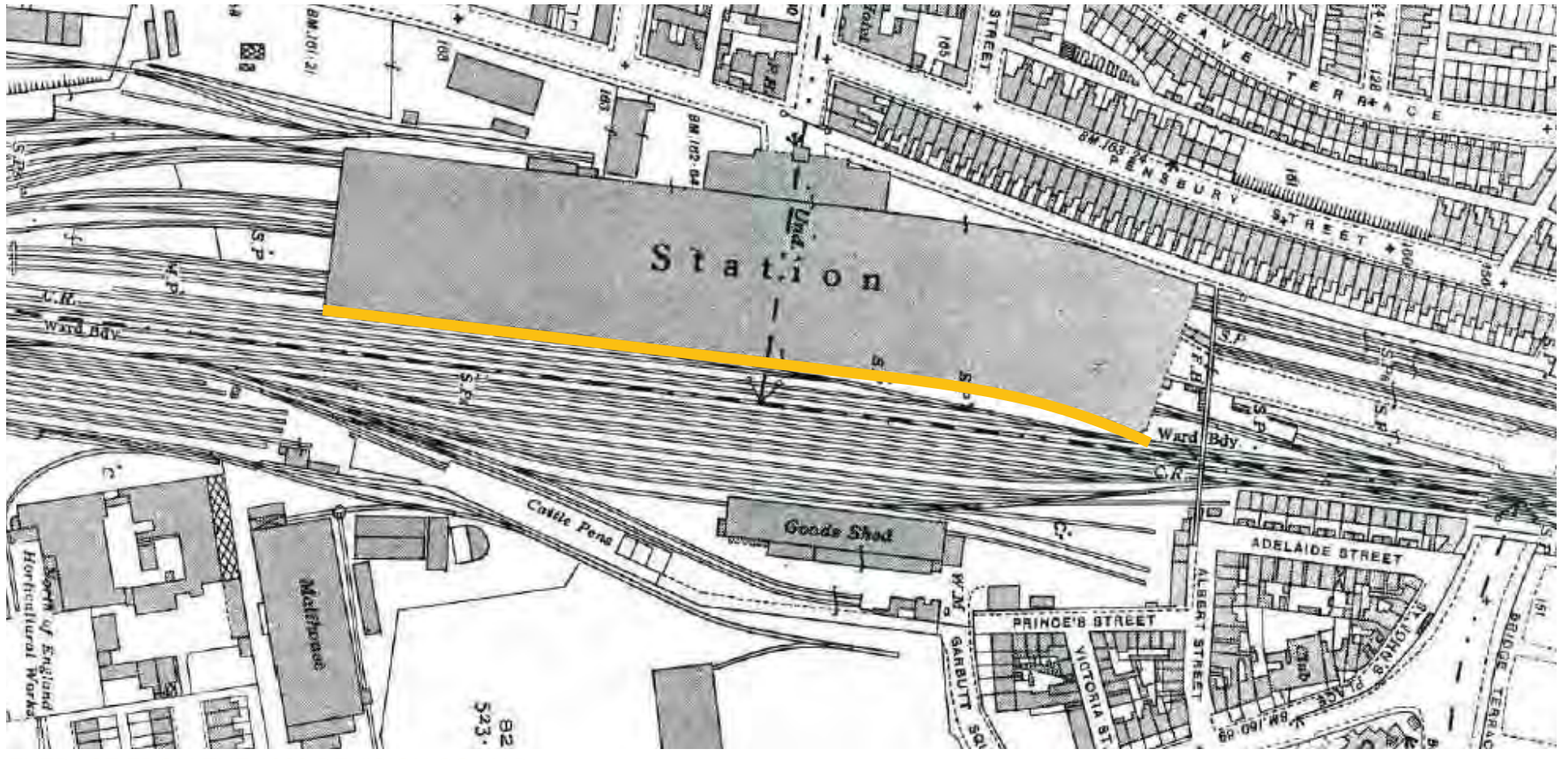
2.7 Eastern Elevation

Our proposed site is located directly opposite the eastern elevation of Bank Top Station. The 320m elevation forms what would have been the back of the original station which has no public access and has less decorative features than the western side of the station.

Bell's station incorporates a large section of Prosser's 1861 train shed east wall, distinguished from the 1887 part by its lack of ventilation openings.

The elevation has a language of brick piers with a projecting runner course between the brick piers with masonry infill and vented panels.

Above the train shed east wall is the curved cast iron vaulted roof to the train sheds. The vaulted roofs are glazed at the top to maximised natural light into the platforms, whilst the lower parts have a Welsh slate covering.



EXTRACT FROM THE 1939 REVISION OS MAP

2.8 Parkgate Cutting

To the north of the engine sheds there is a railway bridge which traverses Parkgate. The Parkgate road was lowered beneath the railway line which is supported on riveted metal girder bridges. The cutting and bridges were developed in stages as the track bed was widened to accommodate growing numbers of lines in the late 19th and early 20th centuries.

Between two of the bridges is the location of the Northern Ramp entrance into the station which is currently used for drop off parking and the taxi ramp.

Brick and stone retaining walls form the Parkgate cutting to the edges of Parkgate, Yarm Road and Neasham Road. The retaining walls are mostly 19th and 20th century, whilst some have been rebuilt.

A new pedestrian bridge has been built beside the railway bridges which connects the northern end of our site to the new Central Park business area.

The north of our site is defined by the retaining wall between St Johns Place and Neasham Road. Within the wall is an access stair from Parkgate up to St Johns Place.

The parkgate crossings heritage significance is rated as ‘Exceptional’ in the Statement of Significance, therefore any works to this area should not change the character or understanding of the cutting.

Existing Retaining Wall

Parkgate Cutting Bridge

Parkgate Cutting Bridge

New Parkgate Pedestrian Bridge towards Central Park

2.9 Central Park Area

To the north of Parkgate cutting is the Central Park business park. In 2011 the area was designated an Enterprise Zone to stimulate growth in the town and to create a new business hub.

The development of the new station entrance and concourse will directly connect the existing station with the central park development. The existing buildings to the north of our site will be demolished to create a transport interchange and high grade public realm between the station entrance and the pedestrian bridge connecting to the Central Park development.

History

The Central Park area was previously part of the operational railway area developed by GNER. The land had a mix of railway sidings, workshops, cranes and a large circular ‘roundhouse’ engine shed.

As Darlington grew as one of the centres of the railway industry, a new architectural typology grew around it consisting of workshops, stations and factories.

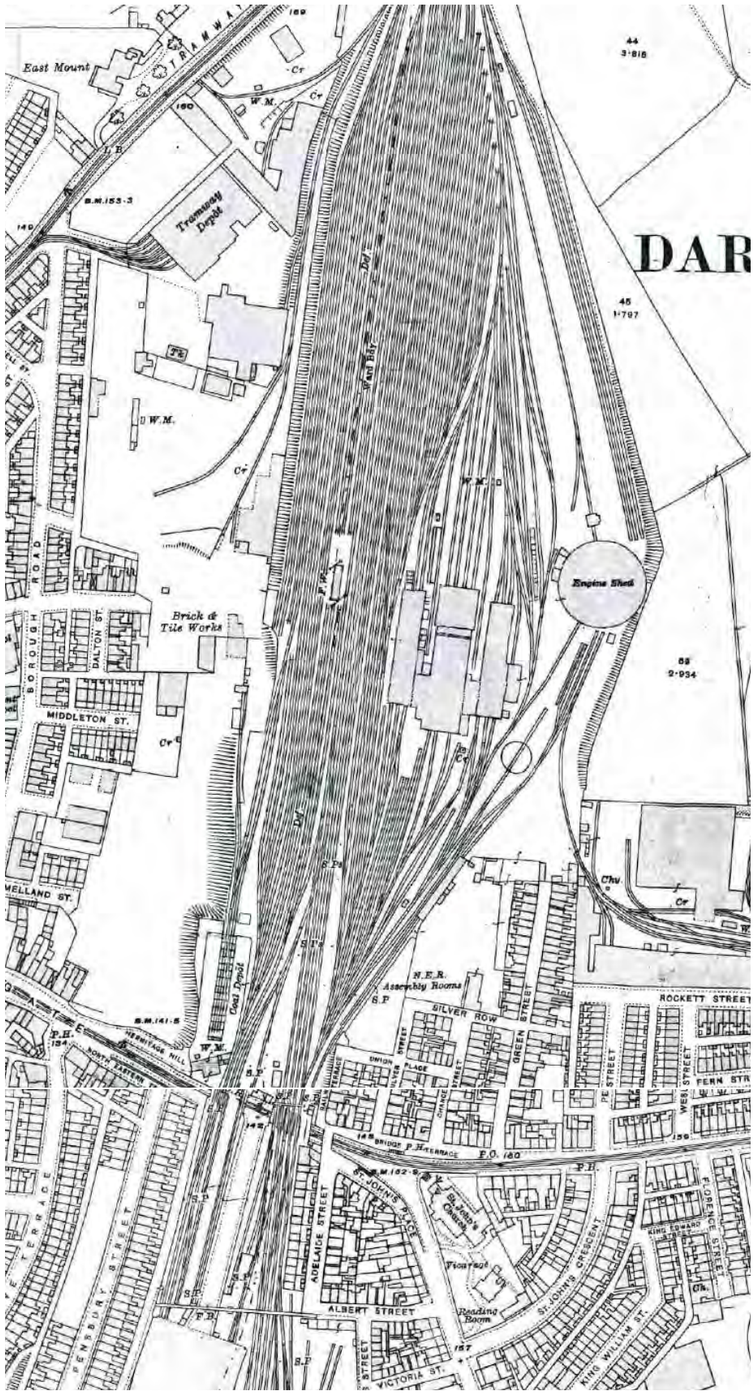
The railway roundhouse was developed as a unique solution for the problem of turning railway engines in small areas. These structures were developed around an engine turning circle at its centre. A series of bays splayed off the central turning circle for the engines to park.

The central park area included a large roundhouse, which was used for the ongoing maintenance of the rolling stock. The roundhouse had an entrance track which connecting to turning circle, internally over a dozen engines could be rotated into their bays. Each bay included crawl space below the tracks for maintenance of the engines and chimneys for the black smith to work at. The circular building had three windows per bay in the brick envelope, with a central conical roof.

Image courtesy of the Armstrong Railway Photographic Trust

Image courtesy of the Armstrong Railway Photographic Trust

Image courtesy of the Neville Wellings



Extracts From The 3rd Edition OS Maps 1915, taken from Page 24 North of England Civic Trust - Statement of Significance

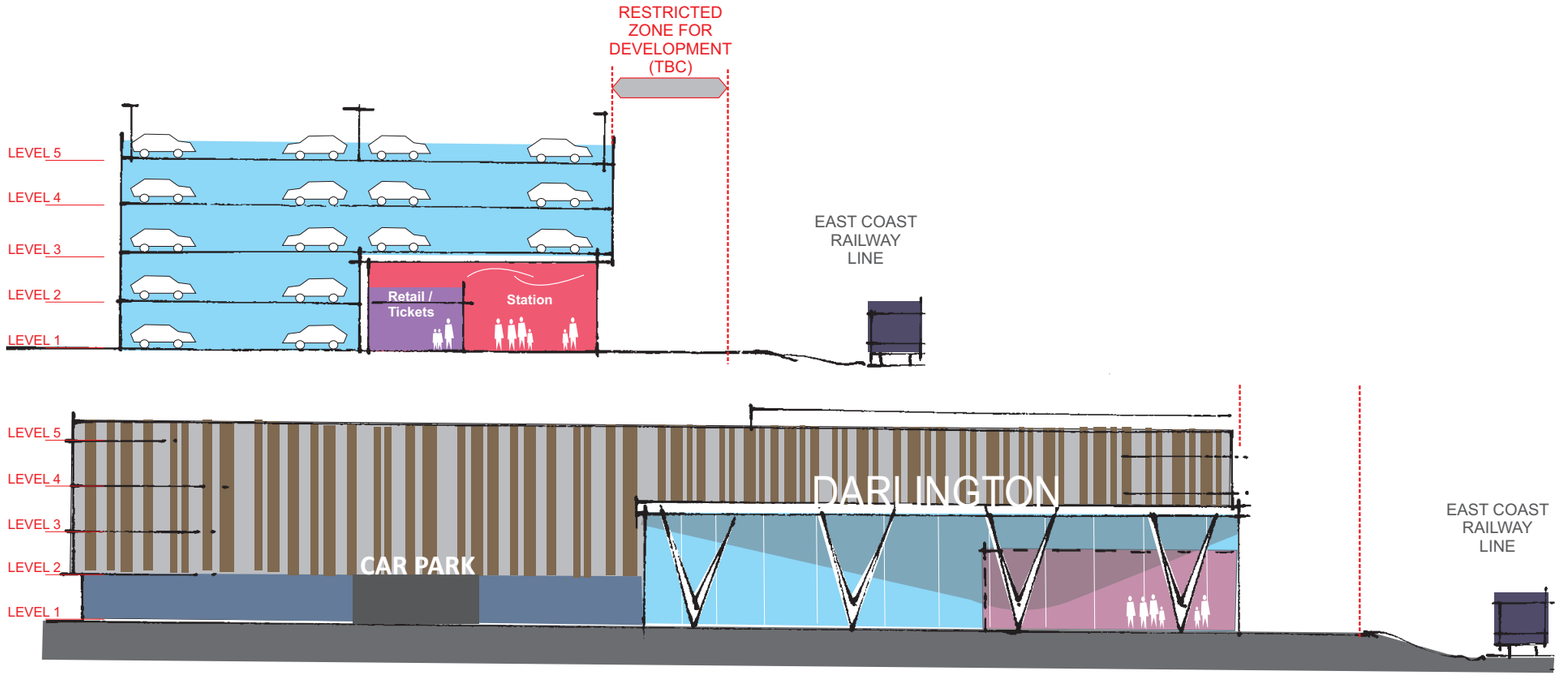
3 Design Development

3.1 Initial Site Options

The design for the Gateway East scheme includes a MSCP, transport interchange, station entrance and new retail. The initial sketch options considered the above requirements and how the related to one another on site.

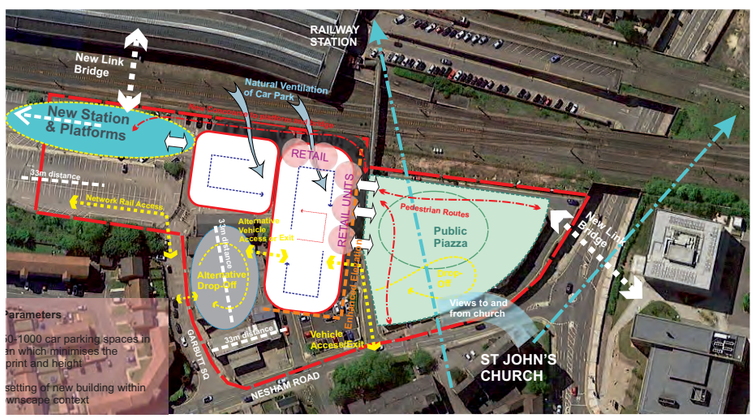
Our initial commission was to develop the MSCP only, with another design team to develop the new station entrance and concourse. During the design process the station entrance was moved to within our package of works.

The following options were developed at an early stage to help establish the most efficient solution for the site which responded best to the challenging constraints identified above.



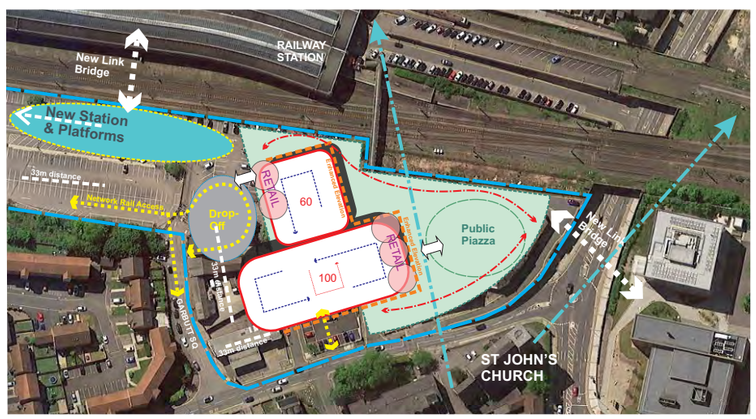
Option 1

Option 1 is an L shaped building which provides an efficient circulation layout and allows for natural ventilation. Access/ egress and drop-off is possible from Neasham Road (preferred) or Garbutt Square.



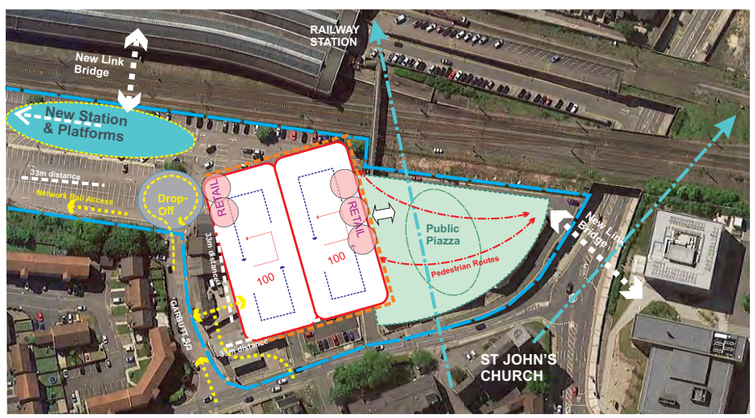
Option 2

Option 2 is an inverted T shaped building which provides an efficient circulation layout and allows for natural ventilation. This option is more suited to access/egress and drop-off from Garbutt Square.



Option 3

Option 3 is a rectangular building which provides an efficient circulation layout. The depth of the plan means full natural ventilation is unlikely to be feasible. The larger footprint means the building mass may look more substantial, but the height of the building could potentially reduce. This option is more suited to access/egress and drop-off from Garbutt Square.



3.1 Initial Site Options

Developed Site Layouts

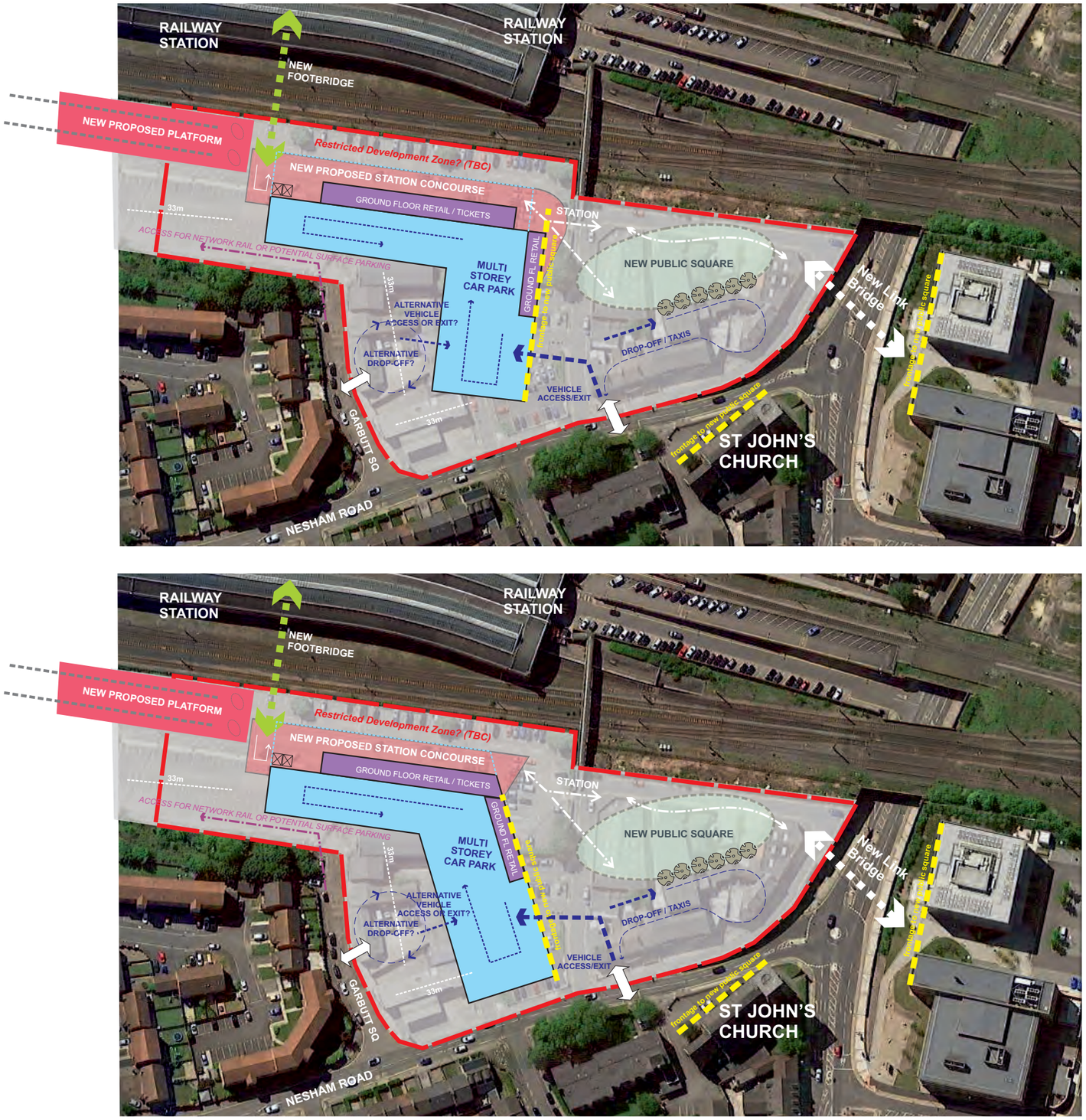
Following a meeting with DBC Planning authority on 25 February 2020 to review draft site options and gather initial feedback, Option 1 was seen to address more of the key concerns highlighted by them previously and was developed in greater detail.

The interface with the proposed new station concourse, which provides the access to the new platforms, was considered in detail with the solution being the incorporation of a double-height space at ground level (below the upper car park deck levels) with the opportunity for a striking station entrance to be created to the north. The stair and lift cores are positioned to provide direct links from the car park to the concourse while still allowing the car park to operate independently.

The north-south siting of the building has been set in response to constraints posed by both the grade II-listed assets to the north and residential properties to the south, allowing for the creation of a new public square to the north with direct links via the existing pedestrian bridge to the wider Central Park development.

Hard and soft landscaping is designed as a predominantly pedestrian area with space to accommodate a transport interchange.

The L shaped plan has been developed further with the angle between the two wings amended. The interface with the concourse and the public square remains as for the L shaped option. This ‘chevron’ plan provides greater distance between the building and the residential properties to the south and addresses Neasham Road in a more suitable manner. The detailed plan layouts are based on this preferred option.



3.2 MSCP Development

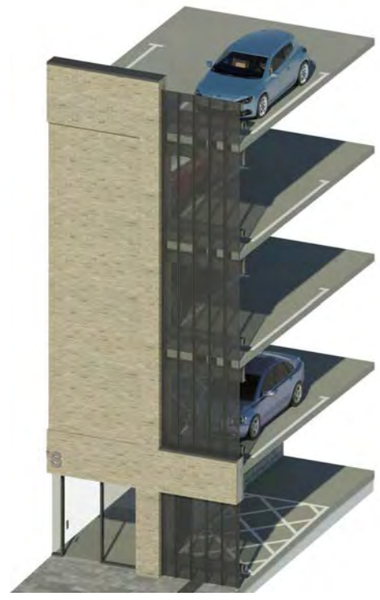
The initial brief was to develop the MSCP aspect of the scheme only. By the end of Stage 2 three cladding options were developed for the MSCP with an area left over for the new station entrance to be built at a later date.

Ultimately the preferred cladding option was a hybrid of the masonry cladding to the base and cores with the aluminium vertical fins.

1 – Masonry Cladding to Base and Cores Only

2 – Aluminium cladding with aluminium fins

1 – Masonry Cladding & aluminium screening



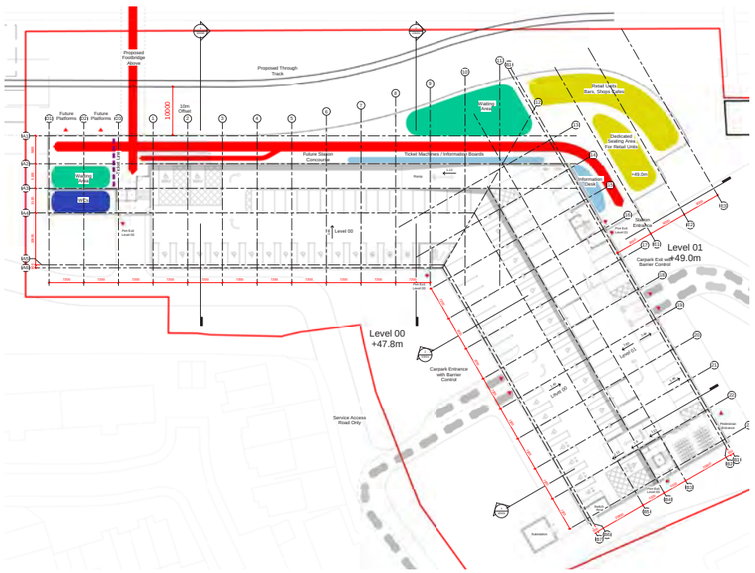
3.3 Concourse Development

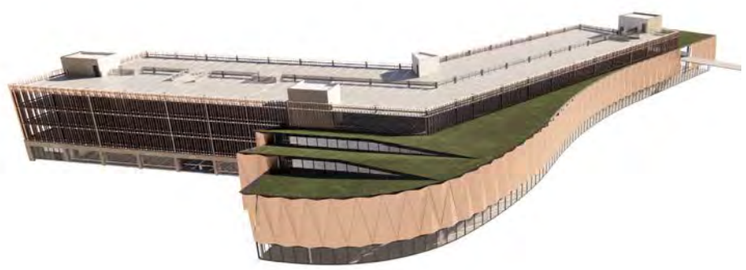
The new station entrance connects the new public square at the north of the site to the proposed platforms and link bridge to the south. The new concourse fits below the upper decks of the MSCP due to the constrained nature of the site.

Several iterations of the concourse were developed, the initial design followed the curvature of the proposed railway lines. This however did not allow for future railway track expansion, therefore so the line of the western elevation remained 22m from the line of the existing tracks.

The designs took on a more angular form to tie in with the angular chevron shape of the MSCP.

July 2020





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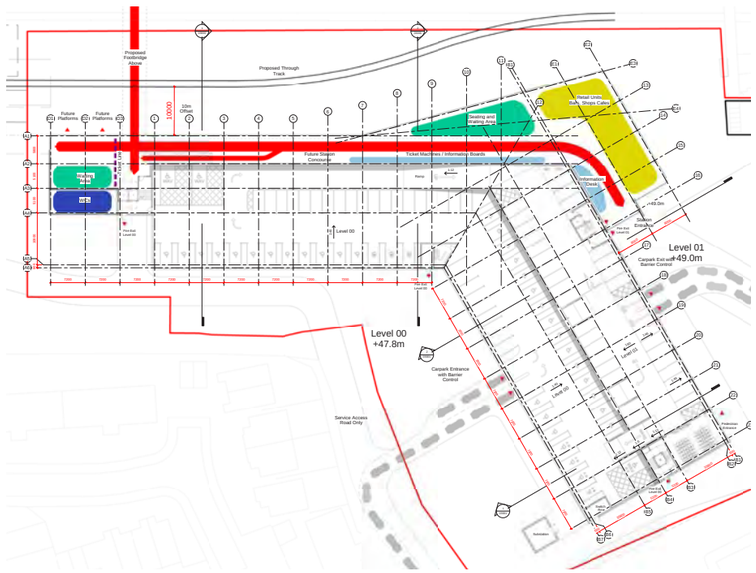

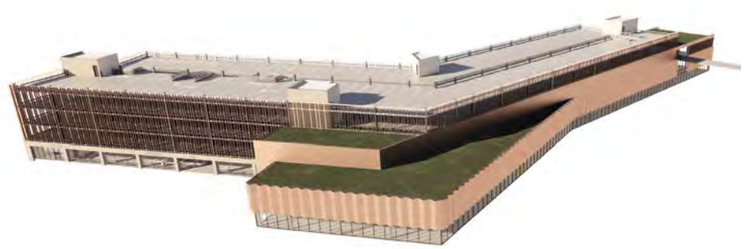

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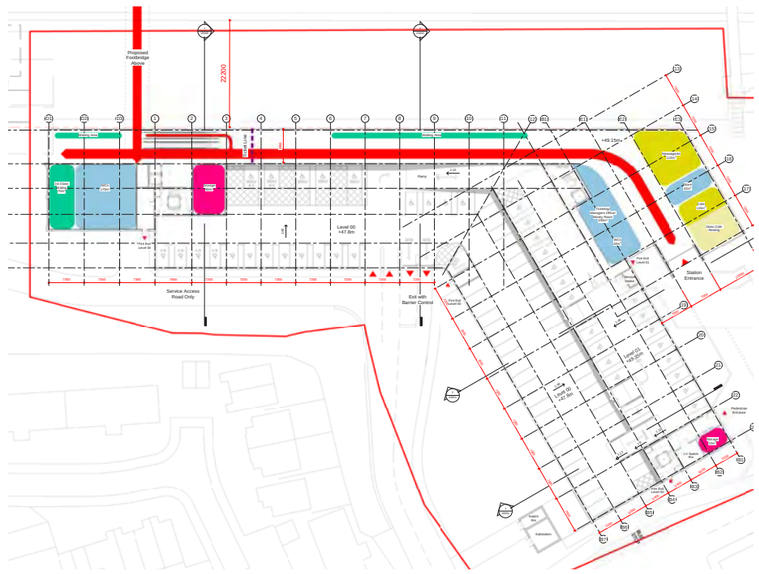
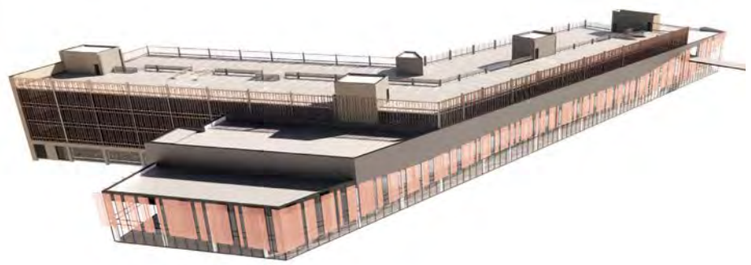
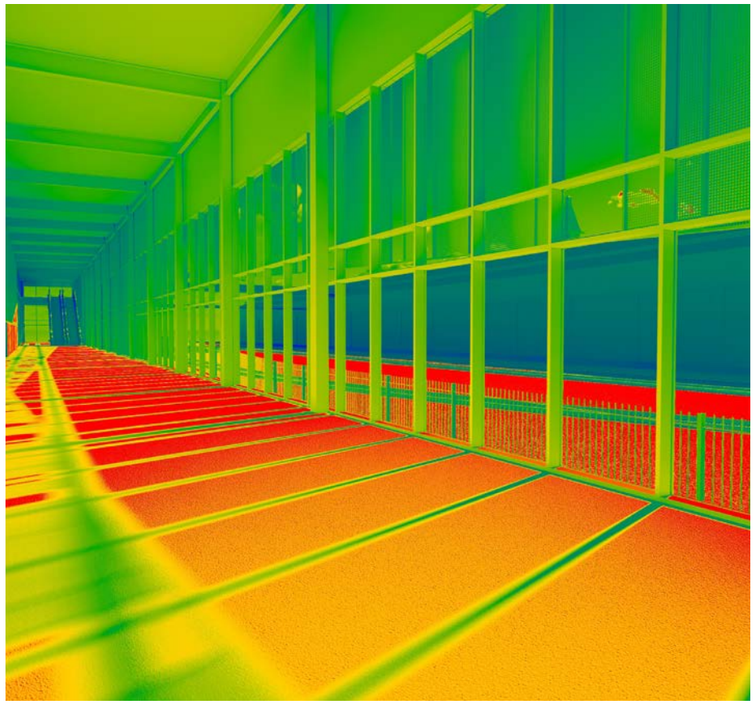




3.3 Concourse Development

The initial design options used full height curtain walling with solar shading to the western elevations to create a light airy interior. Following environmental analysis it was found that the fully glazed options would over heat on a sunny day. So the cladding was redesigned to reduce the amount of glazing.

The updated elevational treatment combined masonry cladding with punched windows and recessed masonry panels to reduce the amount of glazing. The design of the cladding is meant to invoke the design of the existing station with projecting masonry piers and brick runner course.

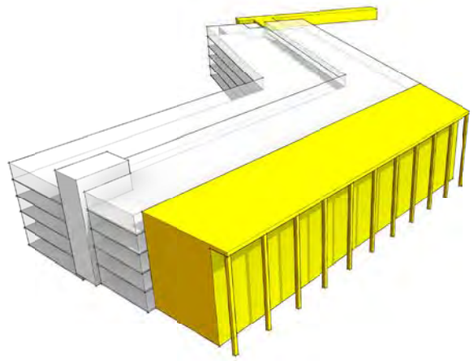


3.4 Entrance Design Options

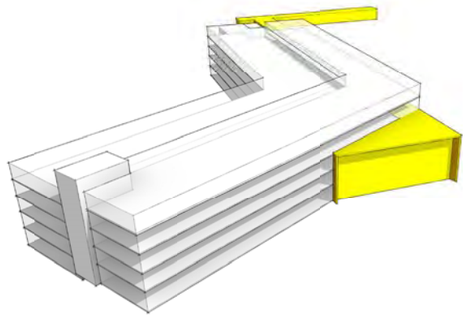
The design of the concourse entrance developed throughout the design process. Multiple different massing options were used to explore the scale, location and design of the entrance.

From the massing study three of the options were developed further, the ‘Angular Entrance’, ‘Vaulted Entrance’ and the ‘Rotunda Entrance’. Upon further development the Rotunda option was the preferred design.

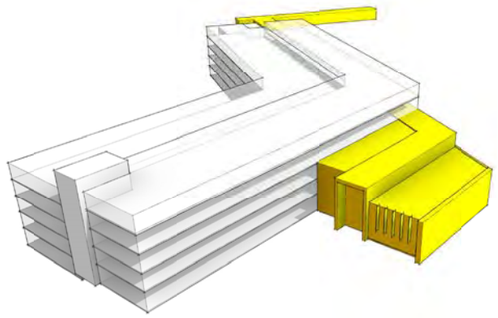
Full Length Entrance



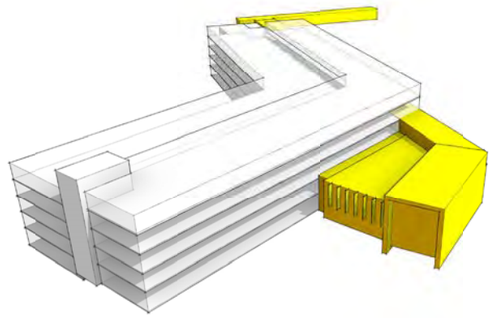
Reduced Entrance



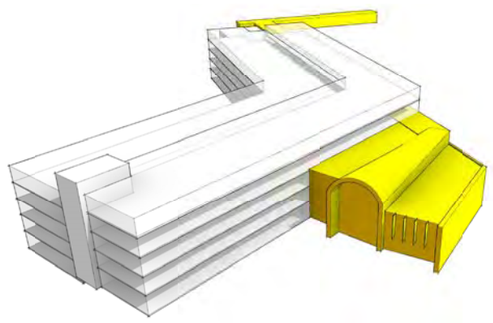
Angular Entrance



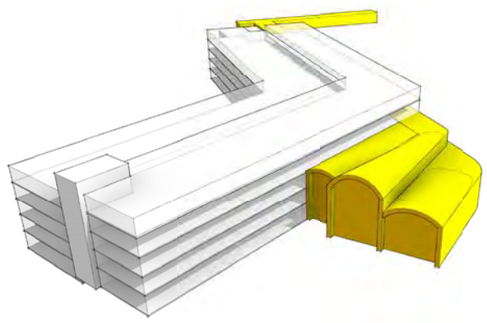
Corner Entrance



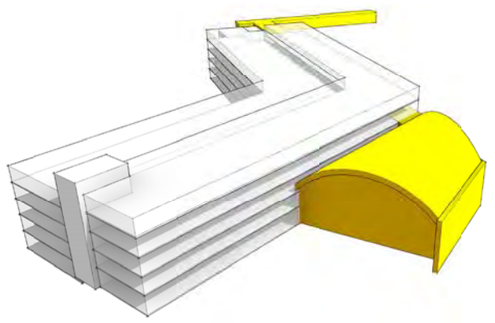
Vaulted Entrance



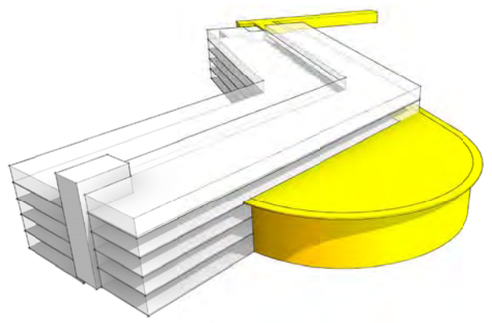
Triple Barrel Entrance



Full Arch Entrance



Rotunda Entrance



3.4 Entrance Design Options

Angular Entrance

Vaulted Entrance

Preferred Option

Rotunda Entrance

3.5 Material Options

As part of the design development we looked at different colour options for the masonry and the contrasting metal cladding. We looked at two different colour combinations:

- **Buff brickwork with copper metal accents**

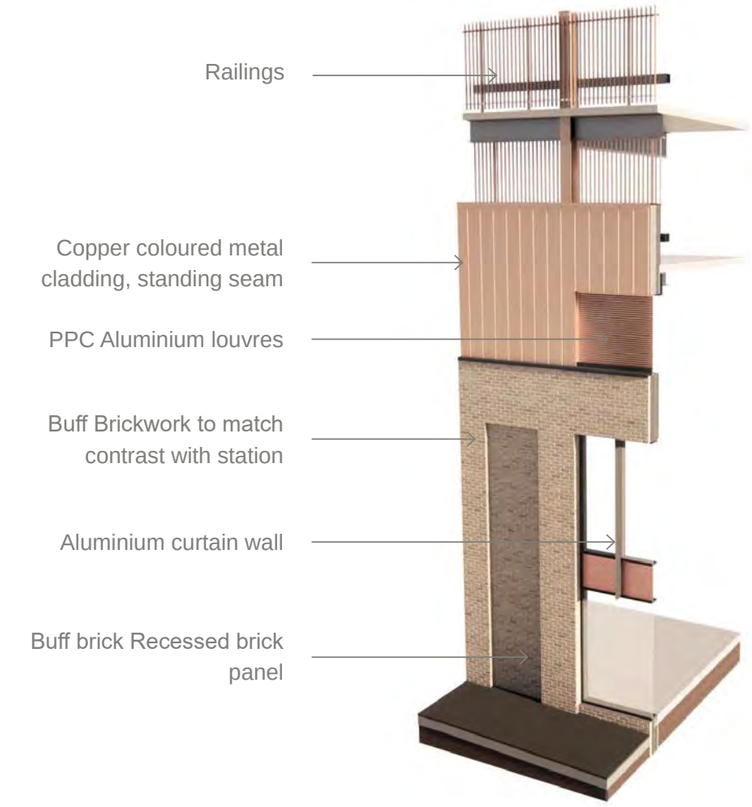
The buff brick was chosen to contrast with the red brick of the existing station.

- **Red brickwork with dark grey metal accent**

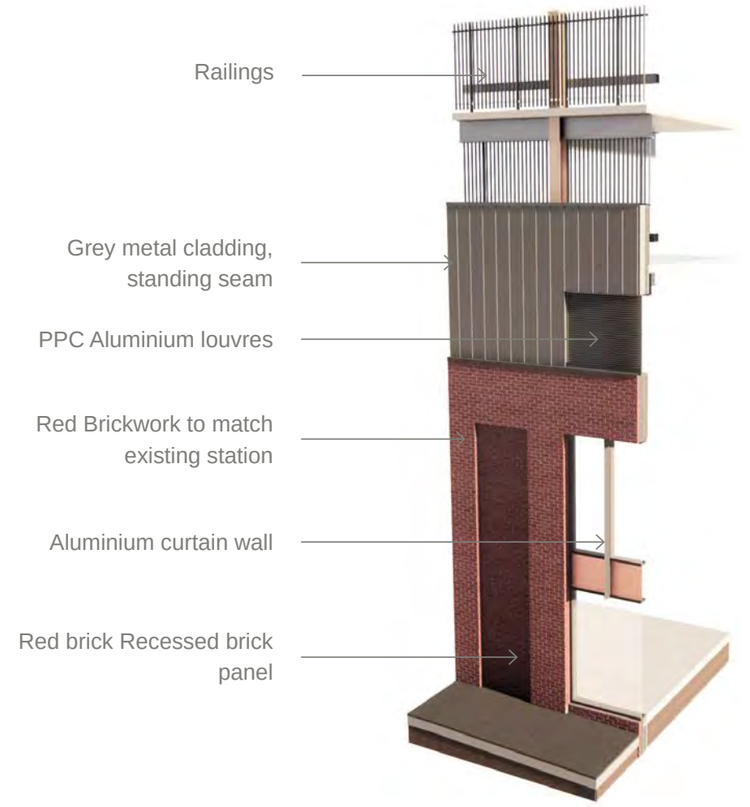
The red brick option was match the existing station to create a uniform estate across Darlington Station.

The red brick with grey accents material palette was the preferred option as it sits better with the existing station and the surround architectural vernacular.

Buff Brick



Red Brick



4 Station Concourse

4.1 Concourse Use / Amount

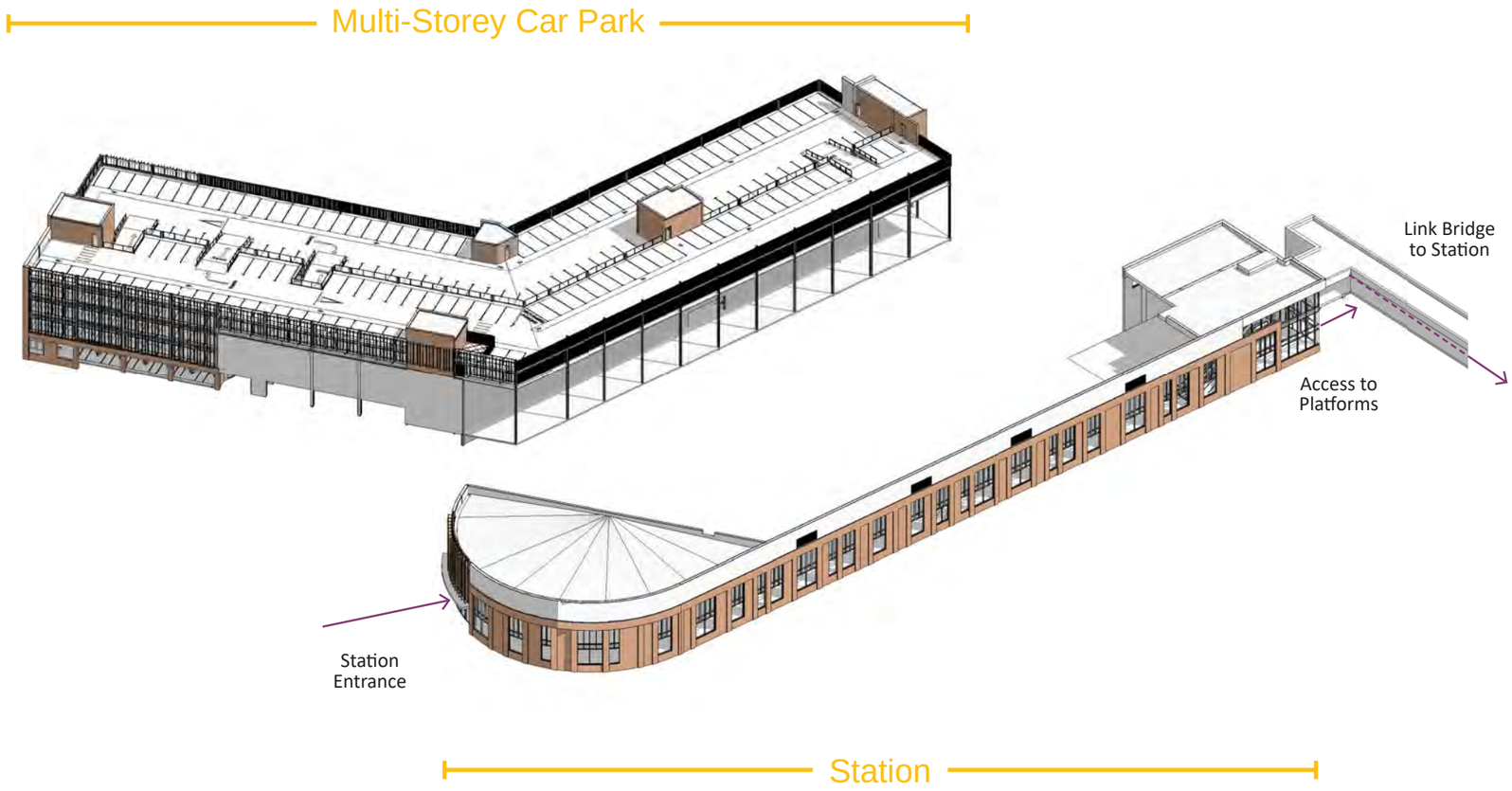
Use

Part of the Darlington Railway Station development is an extension to the Bank Top Station on the eastern side of the railway tracks. The new extension will interface with proposed Network Rail led works including new platforms, track and line side infrastructure for southbound high-speed and local Tees Valley services.

The proposed Gateway East will consist of a new entrance to the north of the site. The concourse will connect the entrance with proposed platforms to the south. The proposed concourse is shell and core only with a separate team undertaking the internal fit out.

The concourse will also be connected by a new pedestrian link bridge over the railway lines to the existing station (The link bridge is outside the scope of this application and is within a different design teams package).

Passengers will enter the station from the north in to the Retail Hub including shops, cafés, ticketing office and seating. To the south of the concourse there is an Operation Hub which will include waiting rooms, WCs and staff facilities.



4.1 Concourse Use / Amount

Amount

The total Gross Internal Area of the concourse is 2,460m2 split over the concourse level and the link bridge level. The total lettable internal area is 1086m2 which is split between the Ticketing Area, Retail Hub, Station Facilities and the Operational Facilities. Please refer to the station area schedules.

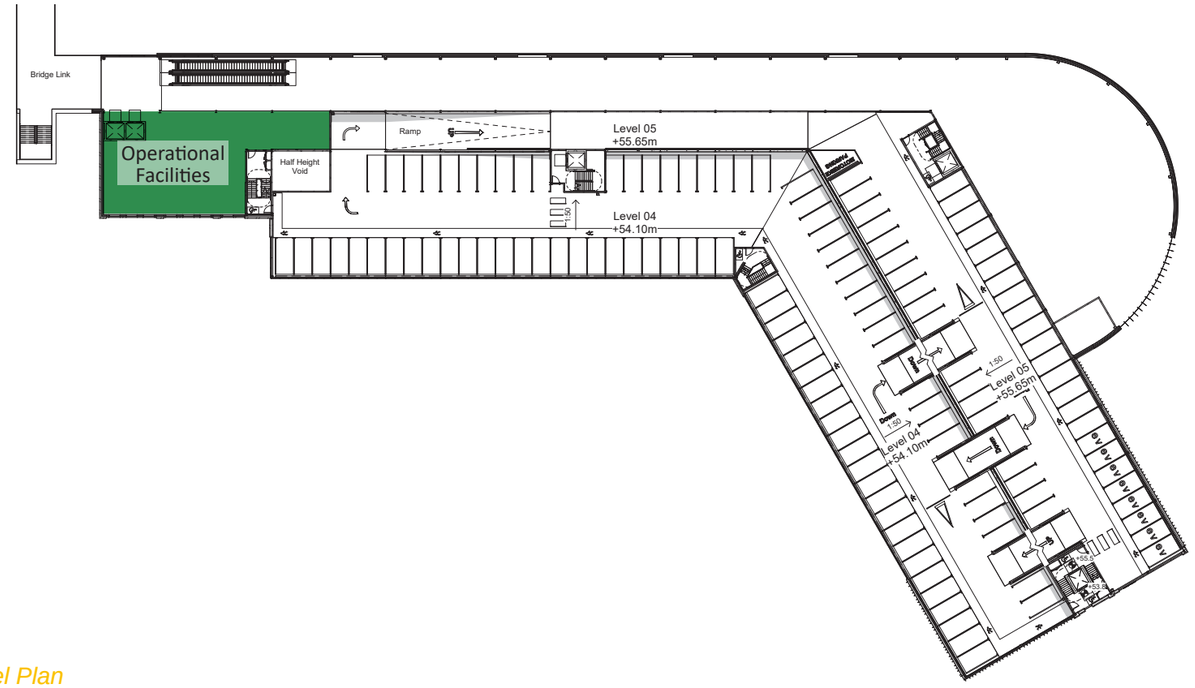
Station Area Schedules

Level	Total Area
LEVEL 01	2,094 m²
LEVEL 05	366 m²
	2,460 m²

Lettable Areas

LEVEL 01	Ticketing	238 m²
LEVEL 01	Retail	239 m²
LEVEL 01	Station Facilities	321 m²
		798 m²
LEVEL 05	Operational Facilities	288 m²
		288 m²
Total Area		1086 m²

Station Concourse Plan



Bridge Level Plan

4.2 Concourse Access

Circulation / Accessibility

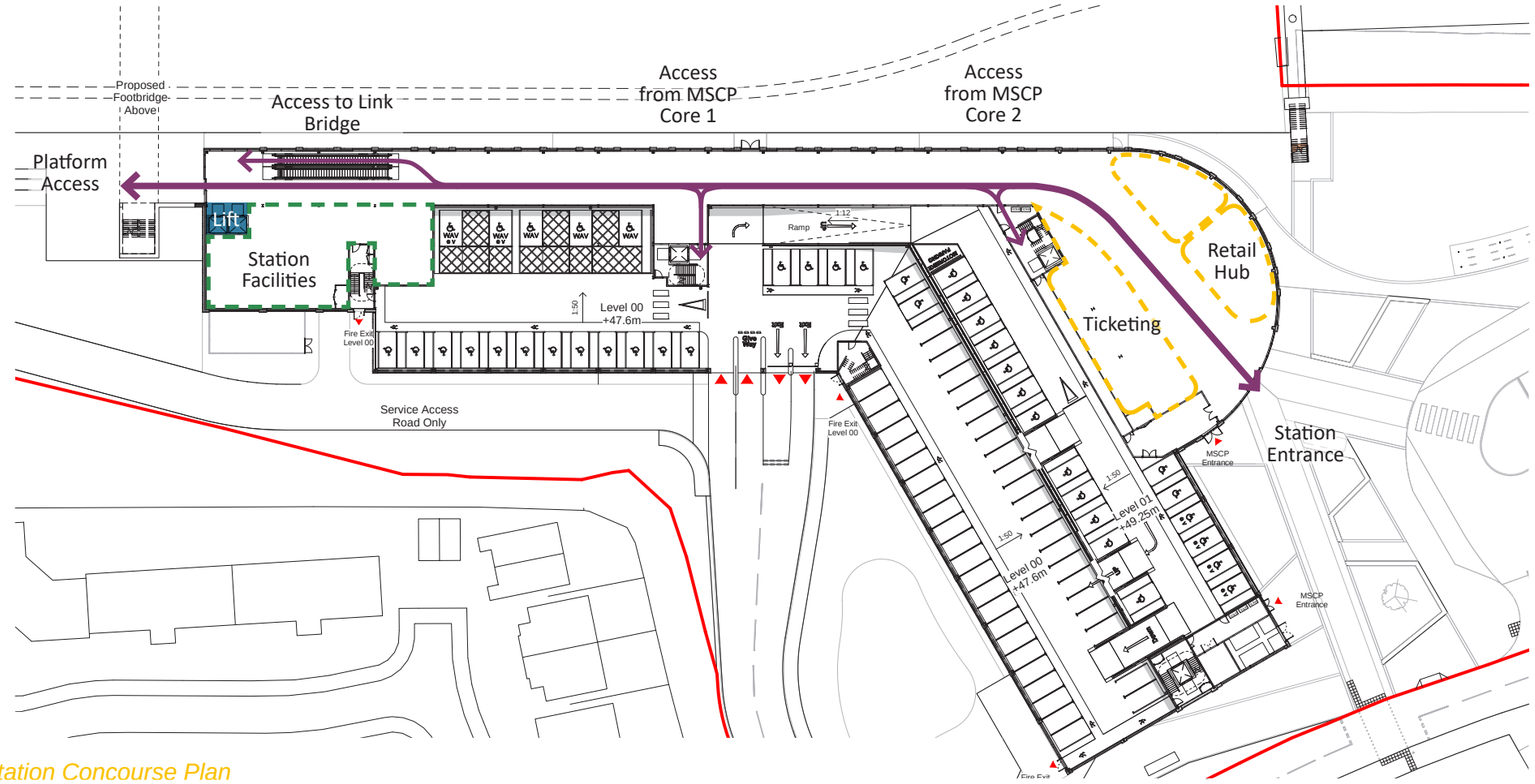
The proposed Gateway East will consist of a new ‘rotunda’ entrance to the north of the site. The concourse will connect the entrance with the proposed platforms to the south.

Passengers will enter the station from the north in to the rotunda which will include the ‘Retail Hub’ including shops, cafés, ticketing office and seating. To the south of the concourse there is an Operational Hub which will include waiting rooms, WCs and staff facilities.

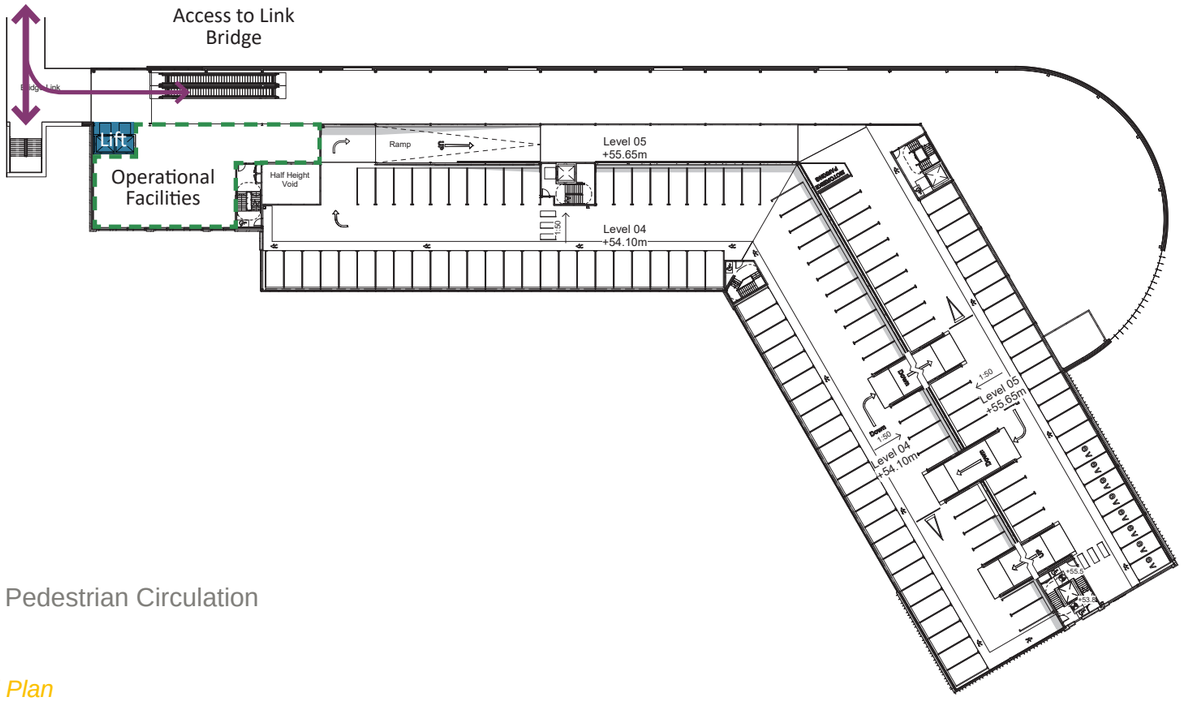
The concourse will also be connected by a new pedestrian link bridge over the railway lines to the existing station. The link bridge will enter the southern end of the concourse at Level 05 and will be accessed by lift and escalator. There will also be stair access incorporated within the bridge structure for escape, please note that the link bridge structure is outside the scope of this application.

The MSCP will have direct access into the concourse via two circulation cores. Both cores will enter the concourse before the ticket barriers to prevent passengers circumnavigating the ticket line. The cores will provide access into the station from all parking levels, both cores will have lift access to provide step free access for all users.

The accessible parking and WAV parking have been located at the Level 00-01 with direct access to the concourse with lift access from Level 00.



Station Concourse Plan



Pedestrian Circulation

Bridge Level Plan

4.2 Concourse Access

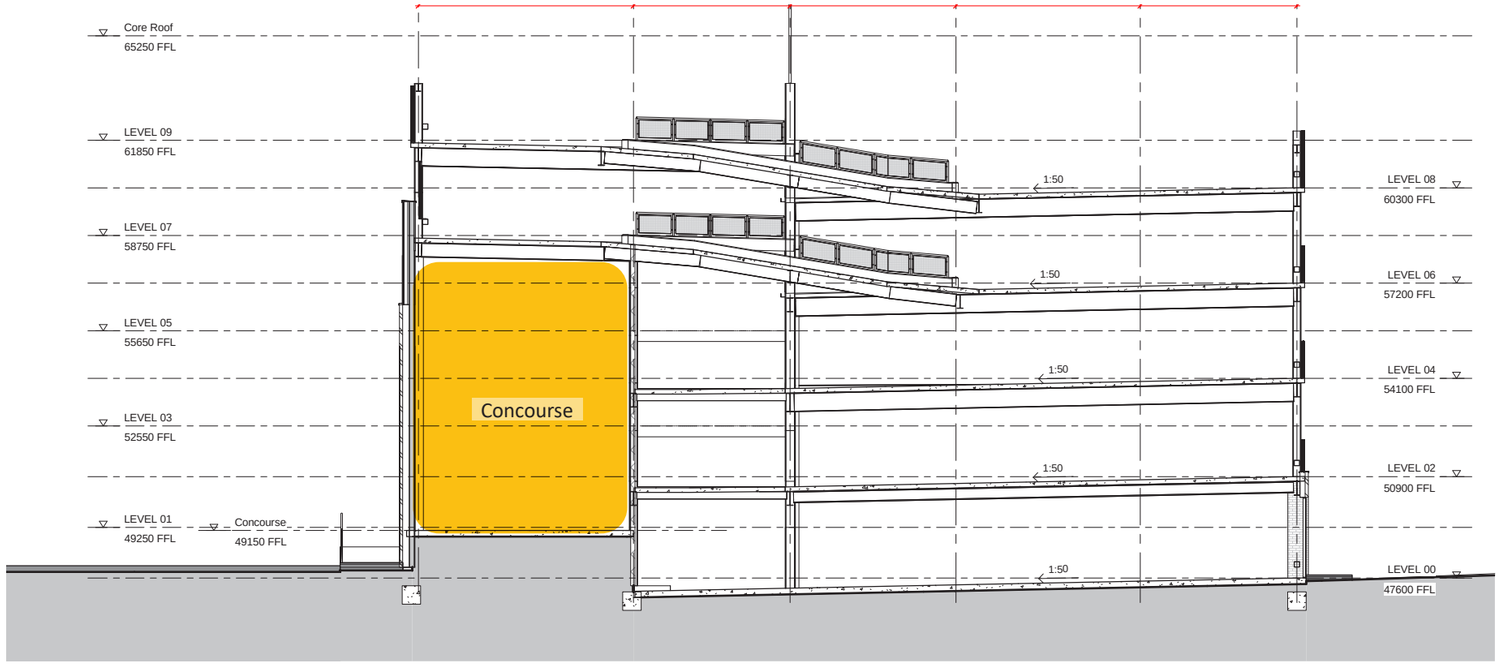
The southern area of the site is constrained by the required 33m offset from the existing residential properties and the 22m offset from the existing tracks for future track works. Therefore we were limited for space for both the multi storey car park and the required area for the new concourse. As a result to maximise the parking numbers we have integrated part of the station concourse within the footprint of the MSCP.

To integrate the concourse into the MSCP we have carved out a three storey section of the car park along the western elevation. As a result the station concourse sits below the top two parking decks.

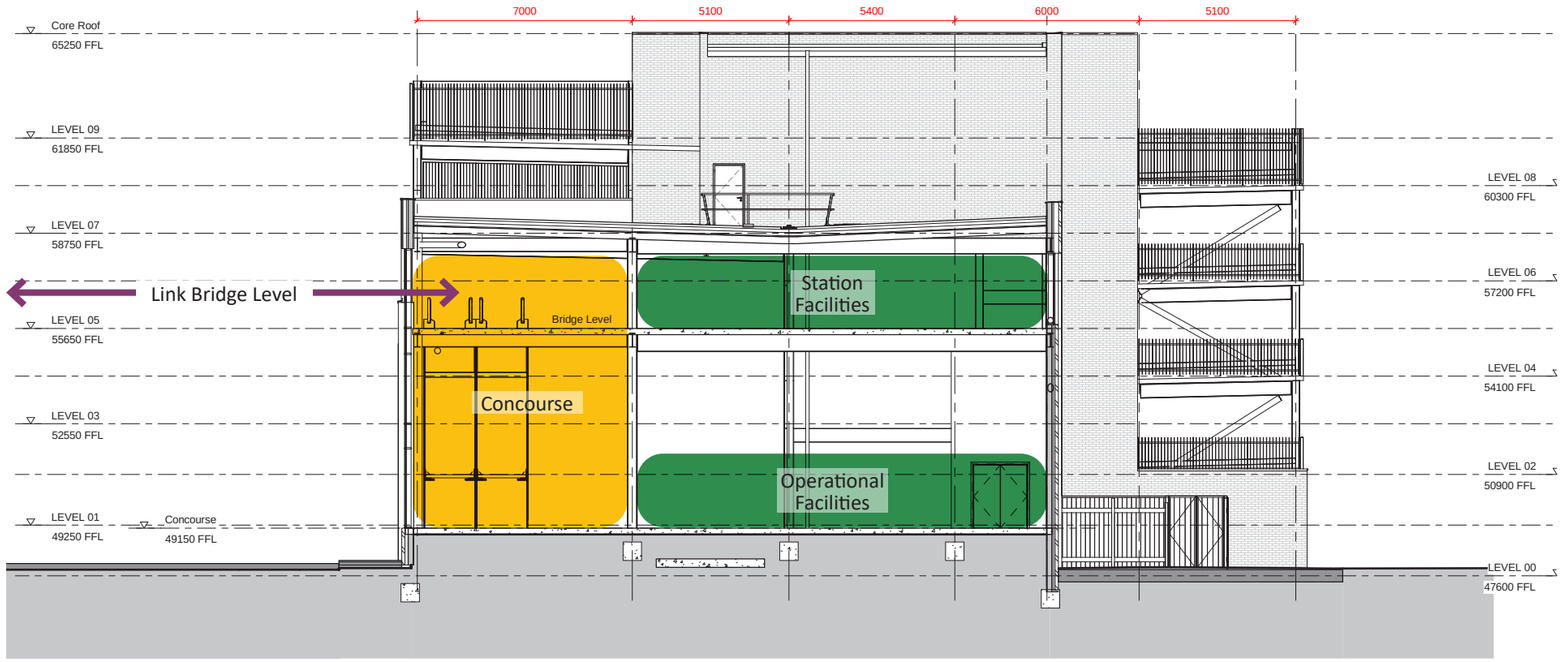
The triple height space is required so that we can provide vertical circulation for the link bridge to the existing station.

To the north the station entrance expands from underneath the MSCP to create a bold entrance hall for the retail hub and ticketing. The entrance hall volume has been designed as a semi-circular ‘rotunda’ reflecting the ‘roundhouse’ railway architectural typology.

To the south the station extends out from beneath the car park to provide space for the operational hub with the station facilities at concourse level and the operational facilities at link bridge level.



GA Section through concourse with parking decks above



GA Section Southern Block Showing Link Bridge

4.3 Concourse Design

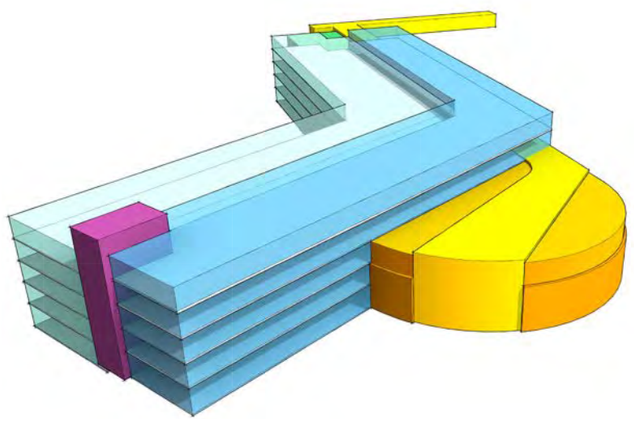
Overlapping Forms

We have developed a design language of different forms which wrap over, under and around one another with varying levels of transparency and openness. The separation of layers is designed to articulate the circulation across the site as well as create a dynamic form generating a sense of movement across the building mass.

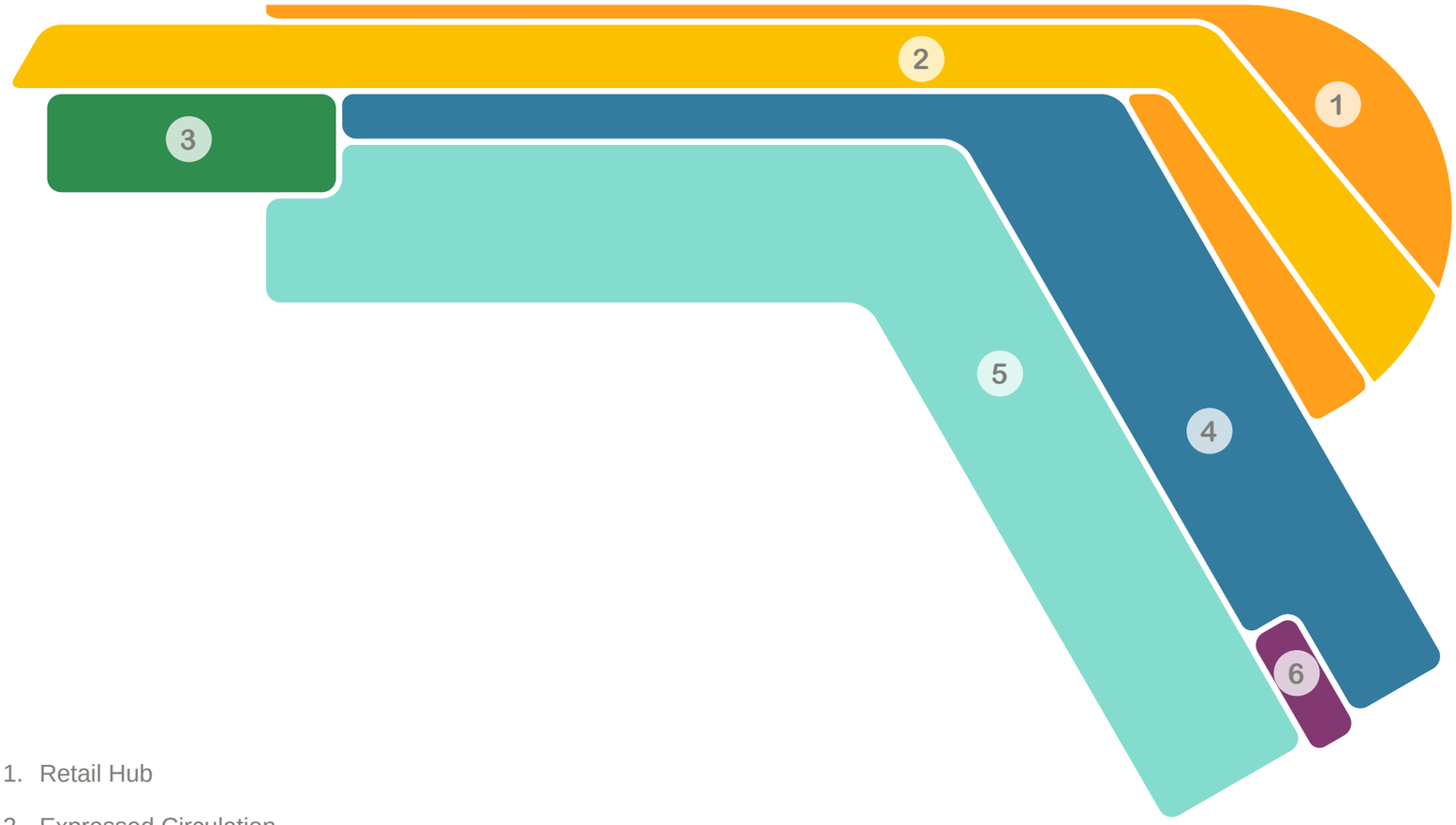
We have expressed the north-south circulation through the concourse with a full height glazed entrance. The top section of the concourse elevations will be clad with metal standing seam cladding that emphasise the circulation.

The lower part of the concourse elevation will make reference to the eastern elevation of the existing station which has a projecting runner course and brick piers with masonry infill.

The retail hub is separated from the circulation area by the curved rotunda form to visually separate the retail hub from the circulation route. The cladding to the retail hub will wrap around the western elevation to create different layers to the facade.



Overlapping Forms



1. Retail Hub
2. Expressed Circulation
3. Operational Hub
4. MSCP Upper Deck
5. MSCP Lower Deck
6. Car Park Circulation

4.3 Concourse Design

Multi-Storey Car Park

Veil Wrap

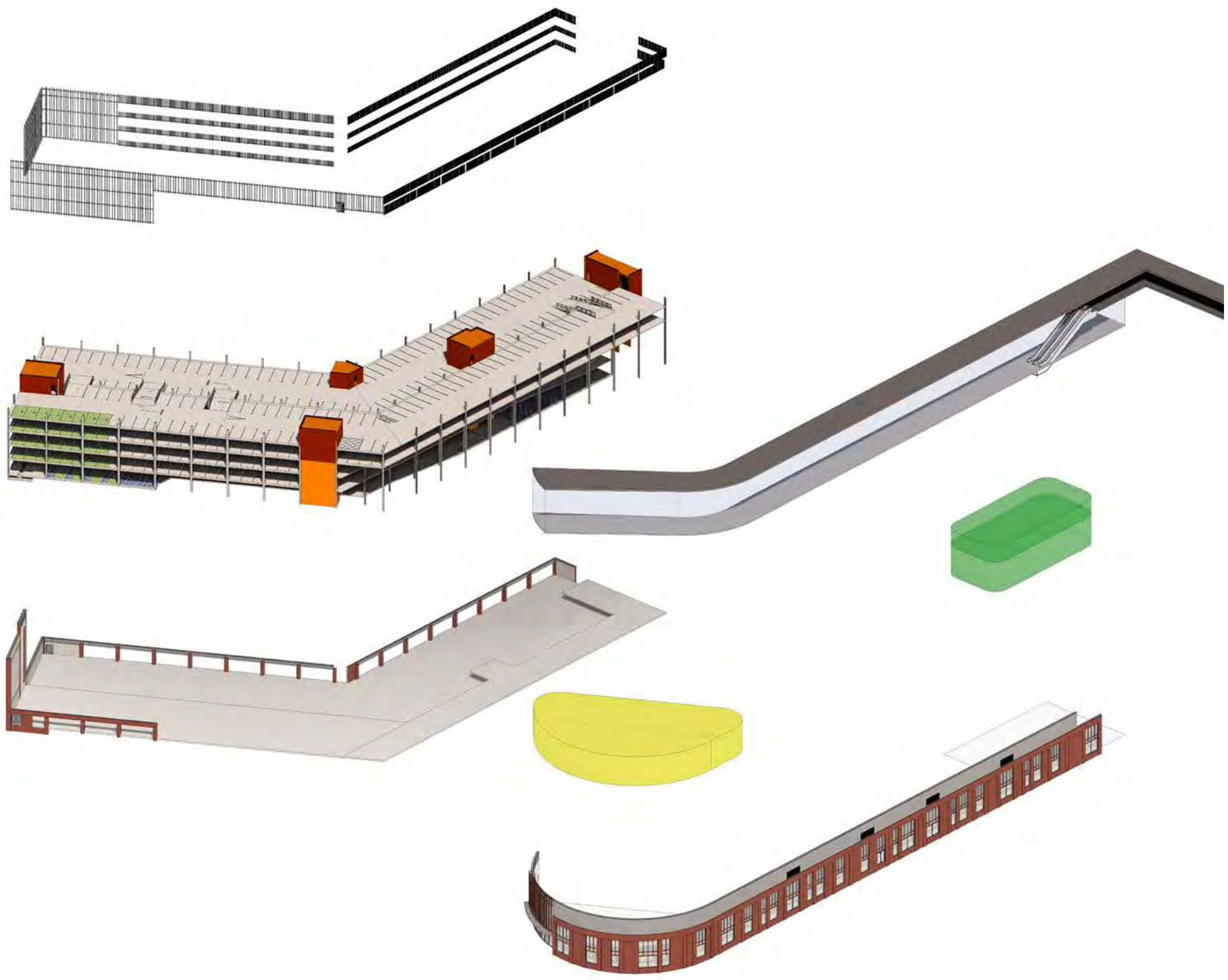
The MSCP is to be wrapped in vertical fins with varying spacings to create movement across the elevation. The fins have a semi open feel to the MSCP which changes from different angles

MSCP Frame

The frame is independent from the cladding and is designed to maximise the amount of parking whilst providing efficient circulation

Heritage Base

The base level of the MSCP has masonry clad columns and a projecting runner course with inset brick and mesh cladding panels. The base is designed to reflect the masonry cladding to the existing station



Station

Expressed Circulation

The full height glazed to the north articulates the entrance, to the south full height glazing again highlights the end of the circulation. The concourse which connects the two efficiently moves passengers from entrance to platforms

Operational Hub

Including waiting rooms, WCs, passenger facilities at ground and bridge level

Retail Hub

Including the ticketing hall as well as shops and cafés. The hub acts as the destination part of the scheme

Historic Reflection

Is a contemporary take on the eastern elevation of Darlington Station with projecting brick piers and runner course over the top. Recessed windows and masonry panels puncture the elevation.

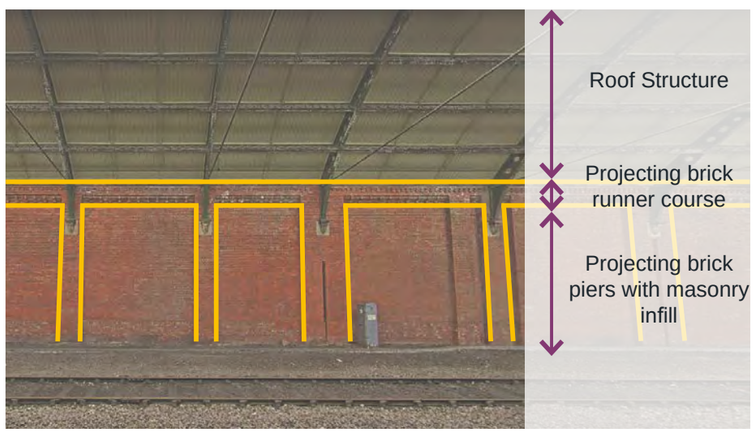
4.4 Concourse Cladding

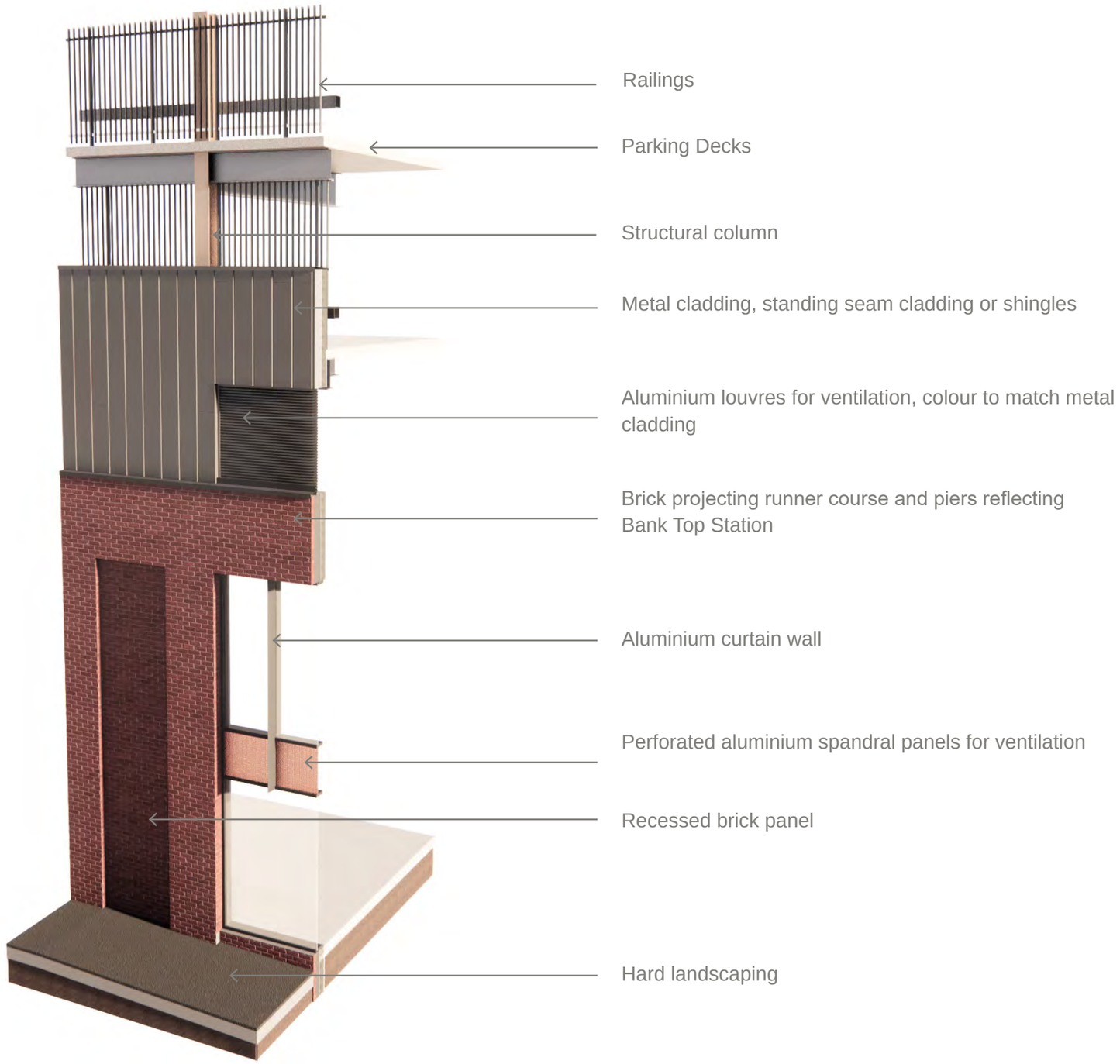
The design of the concourse elevation holds up a contemporary mirror to the eastern elevation of the existing station. The existing masonry engine shed wall has projecting masonry piers along its length. At the top of the wall is a projecting brick runner course, with brick infill panels below. Above the wall is the vaulted roof structure clad in slate tiles and glazed panels.

The concourse cladding replicates the projecting piers and runner course of the existing station, however varies the spacing of the piers to create a more dynamic elevation. The cladding is punctuated with recessed brick panels and double height curtain walling to bring light into the concourse and to create a connection to the existing station. The red brick has been chosen to match the brick of the existing station.

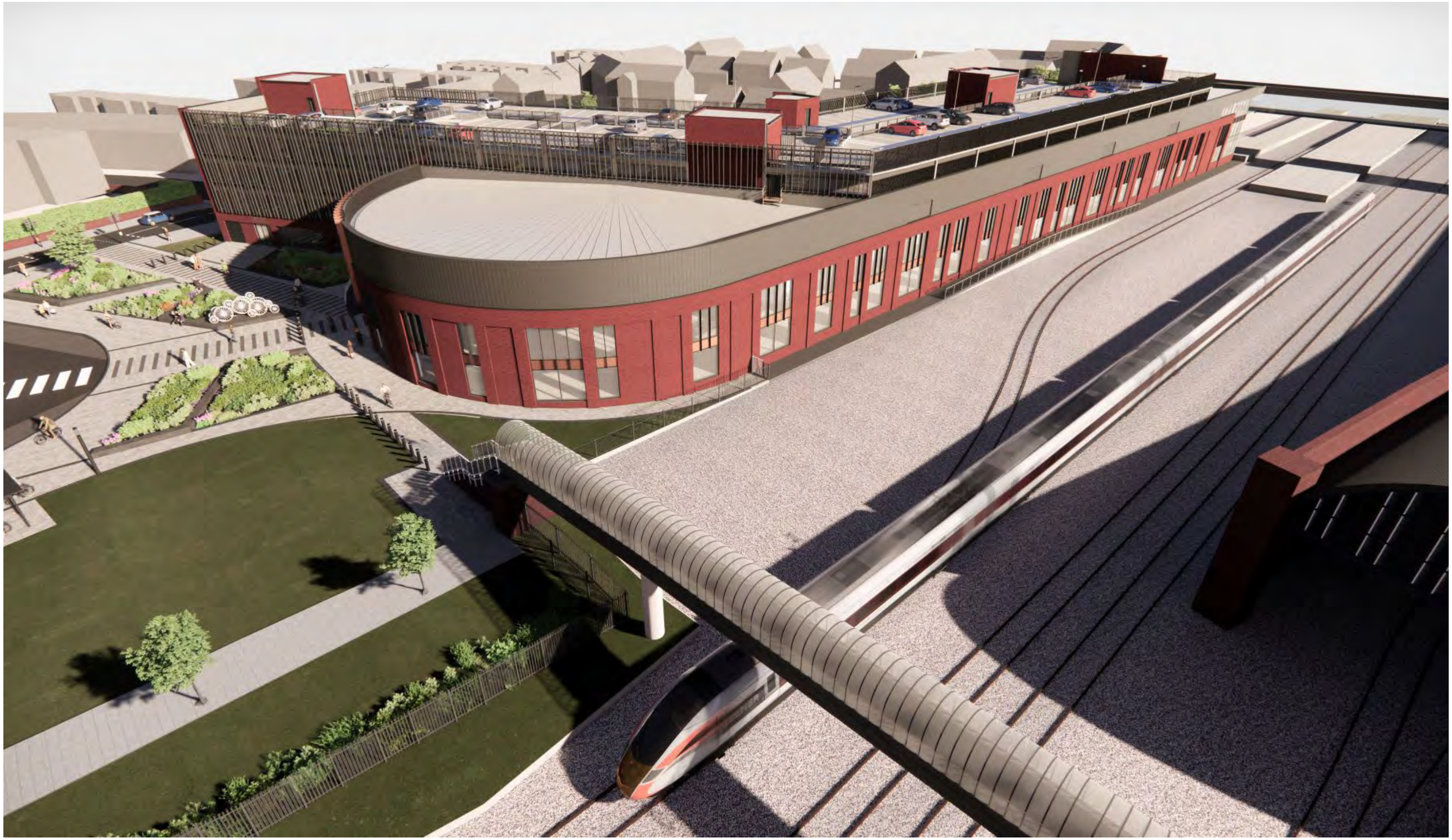
The glazing includes perforated spandral panels for ventilation. Above the runner course are louvred panels to remove hot air from the concourse to prevent overheating.

The metal cladding above the runner course expresses the different layers of the scheme which overlap one another. The colour is chosen to reflect the slate tiles to the vaulted roof of the existing station.





4.4 Concourse Cladding



4.5 Roundhouse Entrance

Railway Architecture

As the Darlington grew as one of the centres of the railway industry, a new architectural typology grew around it consisting of workshops, stations and factories. The design of the Station Gateway East scheme draws from the rich history of railway architecture in the town.

The new station entrance is inspired by the roundhouse typology unique to railway architecture. The semi-circular rotunda entrance is a modern reinterpretation of the roundhouse vernacular, such as the now demolished roundhouse north of Parkgate.

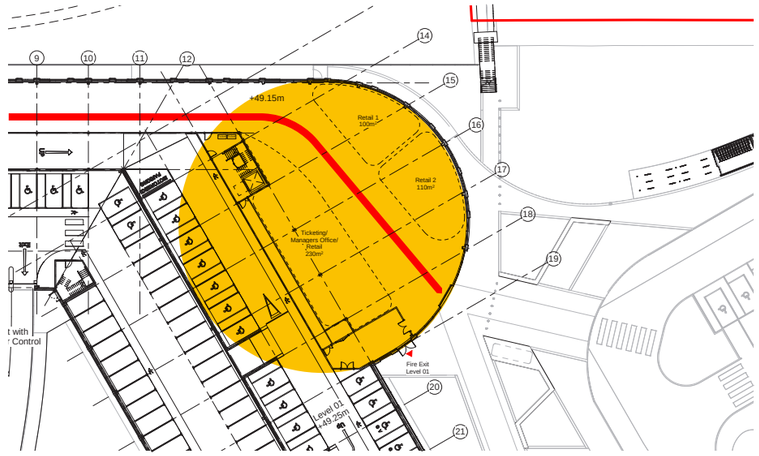
The rotunda is clad in brickwork which gently sweeps around the curved form of the entrance. The brickwork is punctuated with windows and recessed brickwork as per the original roundhouses.

The concourse roof is pitched to the centre point and falls to the outside to create a conical form, similar to the images of roof to the original roundhouses.

The entrance is articulated with full height glazing following the same curve of the rotunda. The glazing draws passengers in from different directions and breaks up the masonry cladding.

To the entrance glazing is a canopy to give passengers protection as the enter the concourse. Above the entrance canopy perforated vertical fins provide solar shading as well as giving the elevation a sense of movement.

Image courtesy of the Armstrong Railway Photographic Trust



Rotunda Entrance

4.6 Roof Structure

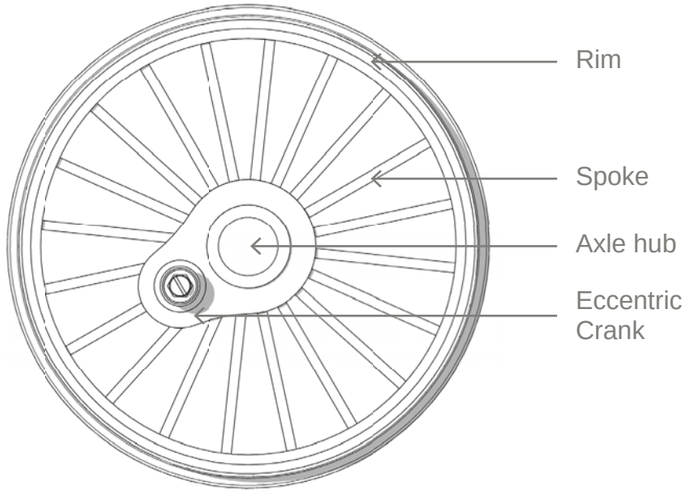
The circular form of the rotunda entrance creates a number structural of challenges to be overcome. To create an open and flexible space for the retail hub we have designed the rotunda to be completely column free.

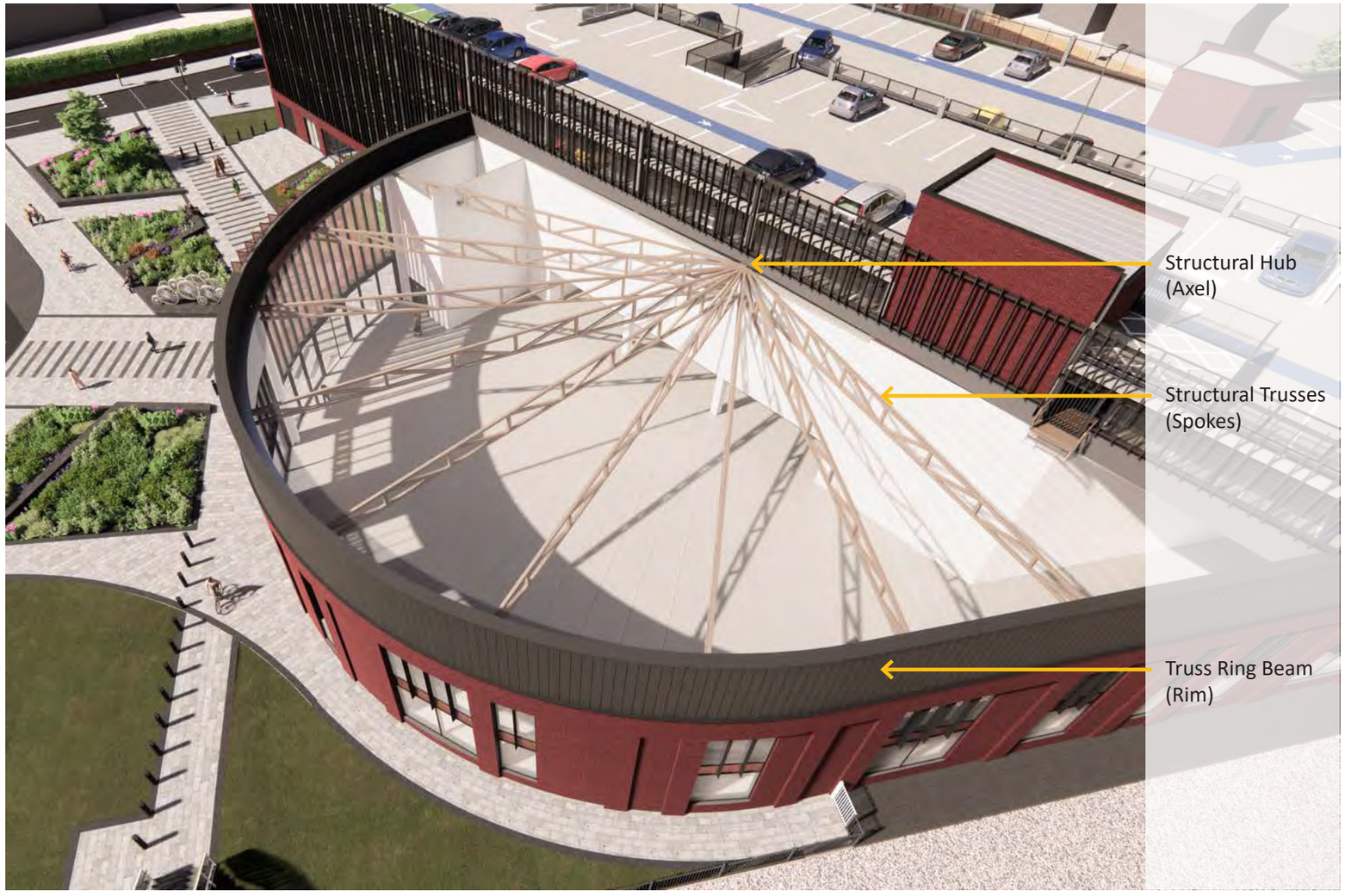
The engineers therefore needed to create structural system which could support the large span roof as well as incorporating the curved rotunda design.

The structural engineers drew inspiration from the design of steam engine wheels. Similar to the spokes of a steam engine wheel which splay out from the wheel axle, the structural trusses radiate out from the centre of the rotunda to the outside walls supporting the roof.

To prevent the roof structure from splaying outwards and collapsing, a structural truss ring beam wraps around the exterior of the rotunda. The ring beam represents the Rim of the engine wheel, locking everything together.

The ring beam is then hidden within the parapet of the external wall.





4.7 Link Bridge

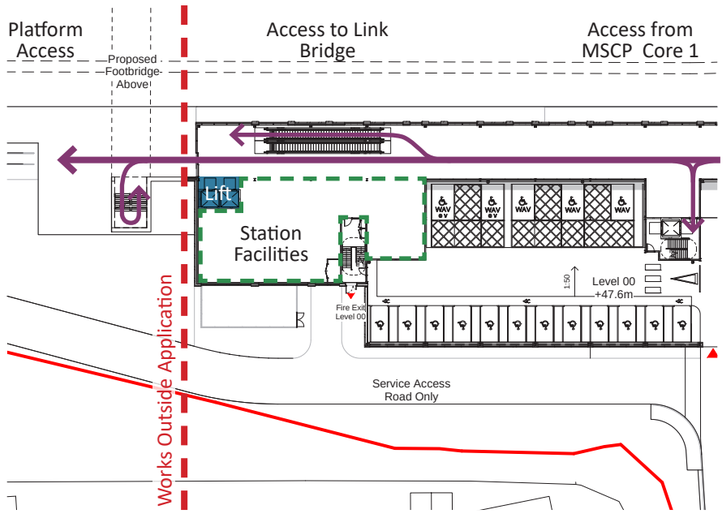
The station concourse is connected to the existing station via a new pedestrian link bridge to the south of the concourse. The 75m long link bridge will include lifts, stairs and escalator access to the new platforms to the south.

The link bridge will connect to the southern end of the concourse at Level 05, via a small connecting bridge which will lead on to the primary bridge. To the end of the link bridge will an access/ escape stair.

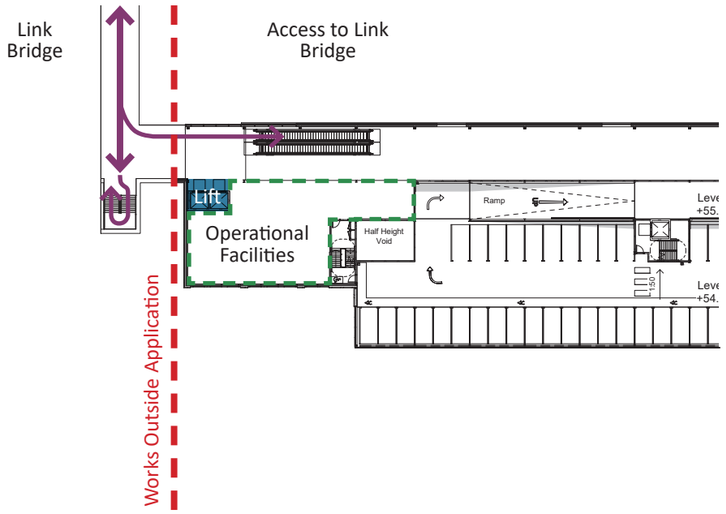
The link bridge continues within the existing station to connect to the existing platforms with lift and escalator access.

The design of the link bridge and access stairs are outside the scope of this project. The link bridge will be developed by a different design team.

The link bridge, platforms and access stairs shown on our drawings are for massing purposes only and do not represent the final design and are outside the scope of this application.



Station Concourse Plan



Bridge Level Plan

View showing massing of proposed link bridge, please note that this does not represent the final design of the bridge