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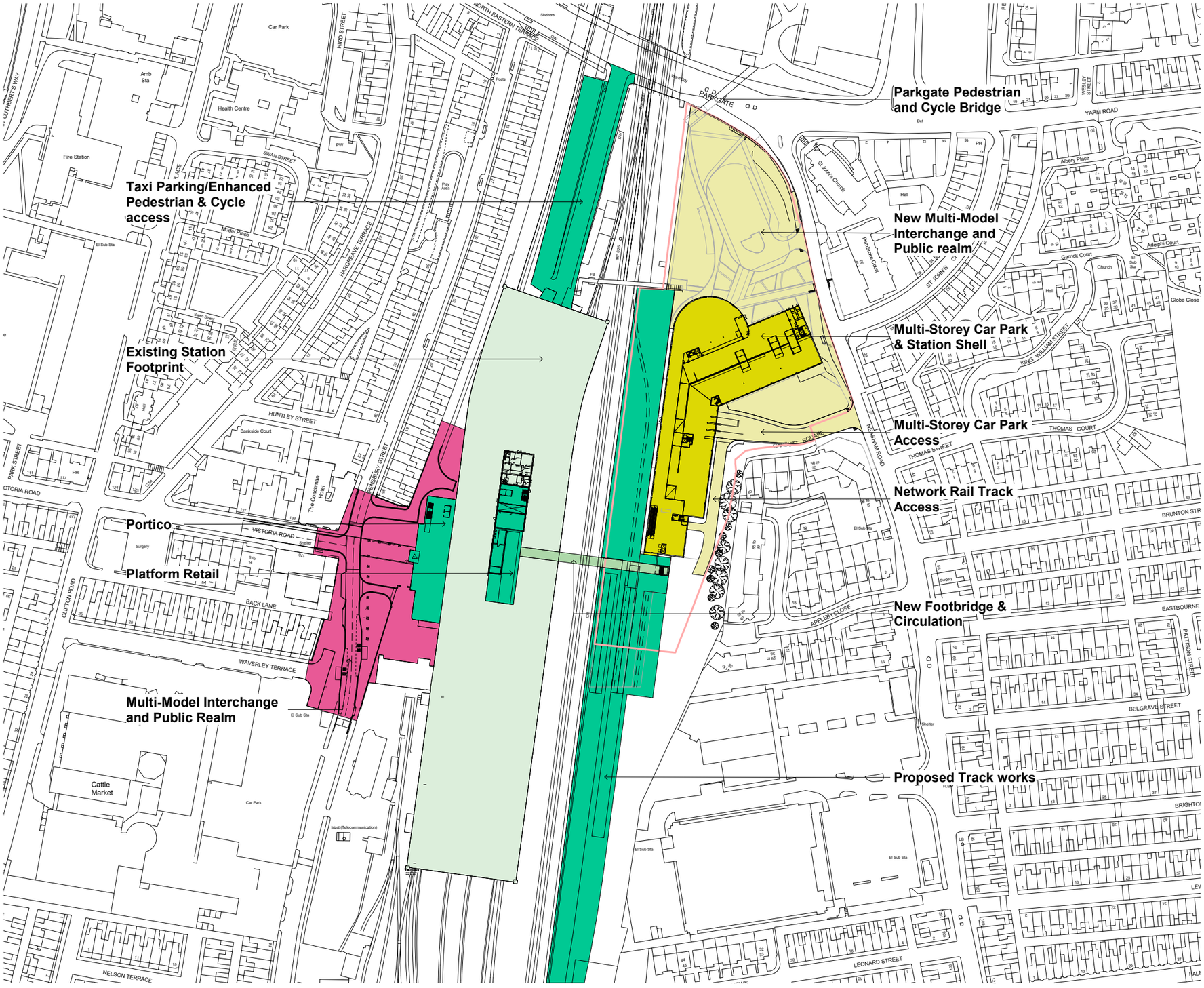
CPO Inquiry Presentation

Darlington Station Gateway East

Client: Darlington Borough Council	**201019**
Contractor: Willmott Dixon	**SGMSCP**
Issue	**DRAFT 01**
Issue Date	**13/12/2021**
Checked	**AR**
Produced By	**GD**
Name	**GDC Presentation - Without Text**

Proposed Scheme

Project Scope



North

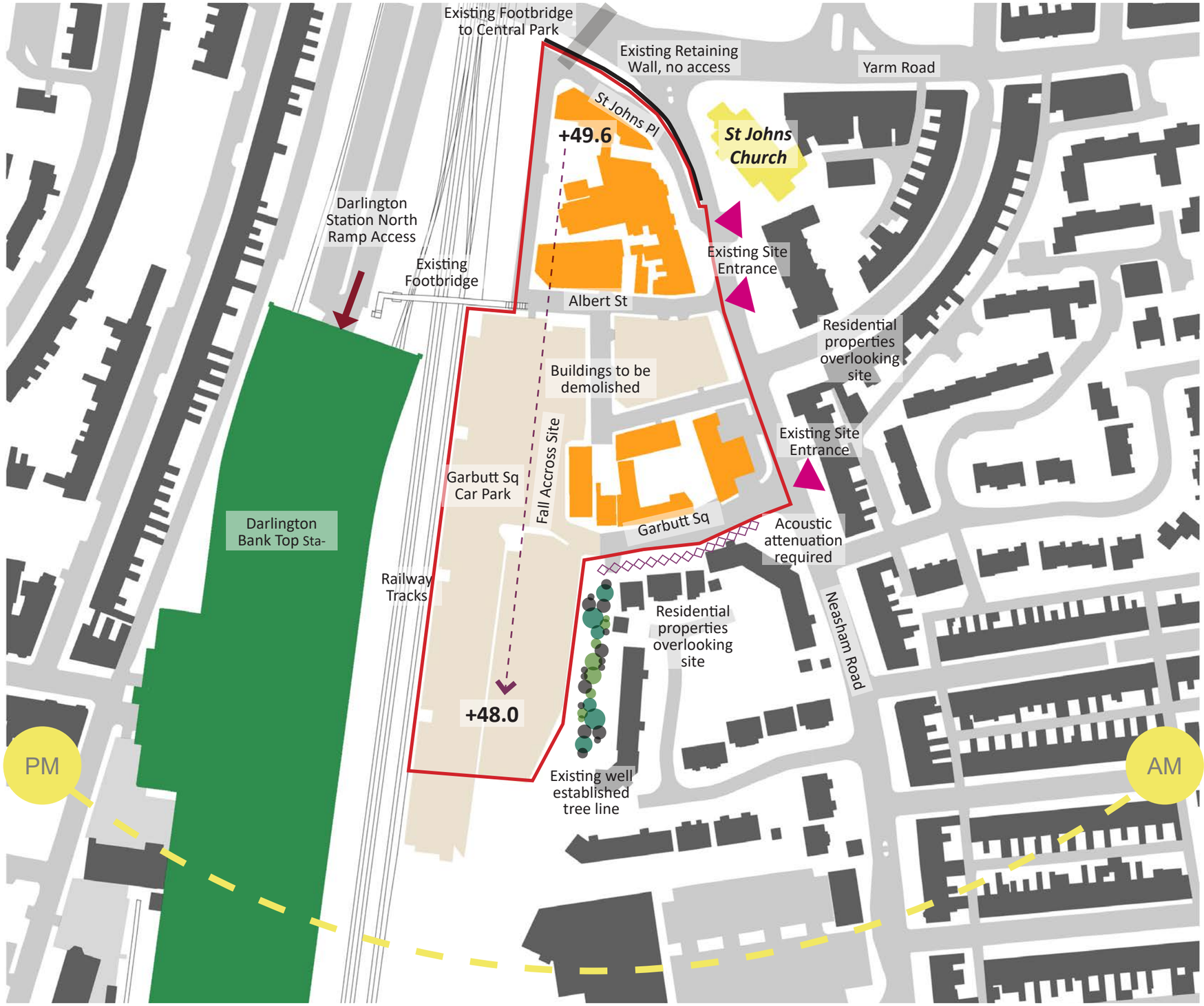
Site analysis

Planning Restrictions

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:

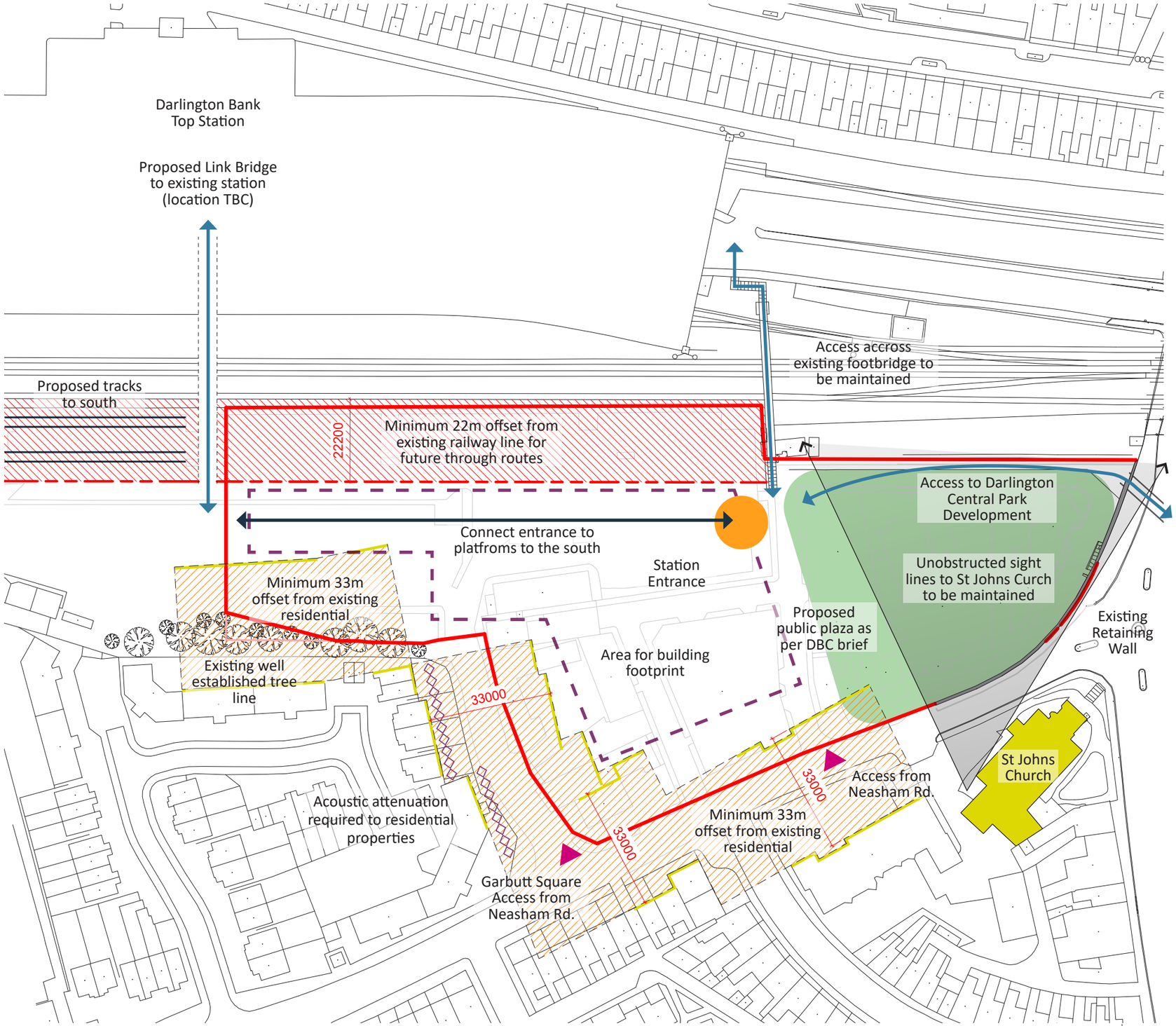
- ***Impact on outlook from the properties***
- ***Proximity distance between properties and the car park (overbearingness)***
- ***Overlooking concerns***
- ***Noise, nuisance and disturbance from activities associated with the car park***
- ***Security/antisocial behaviour***
- ***To understanding 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***

Site Analysis



North

Site Constraints



North

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

Bank Top Station Significance

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.

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.

Entrance Portico

Northern Gable of Engine Sheds from North Ramp

Existing Garbutt Square surface car park and existing station eastern elevation

Historic Significance

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

Parkgate Cutting

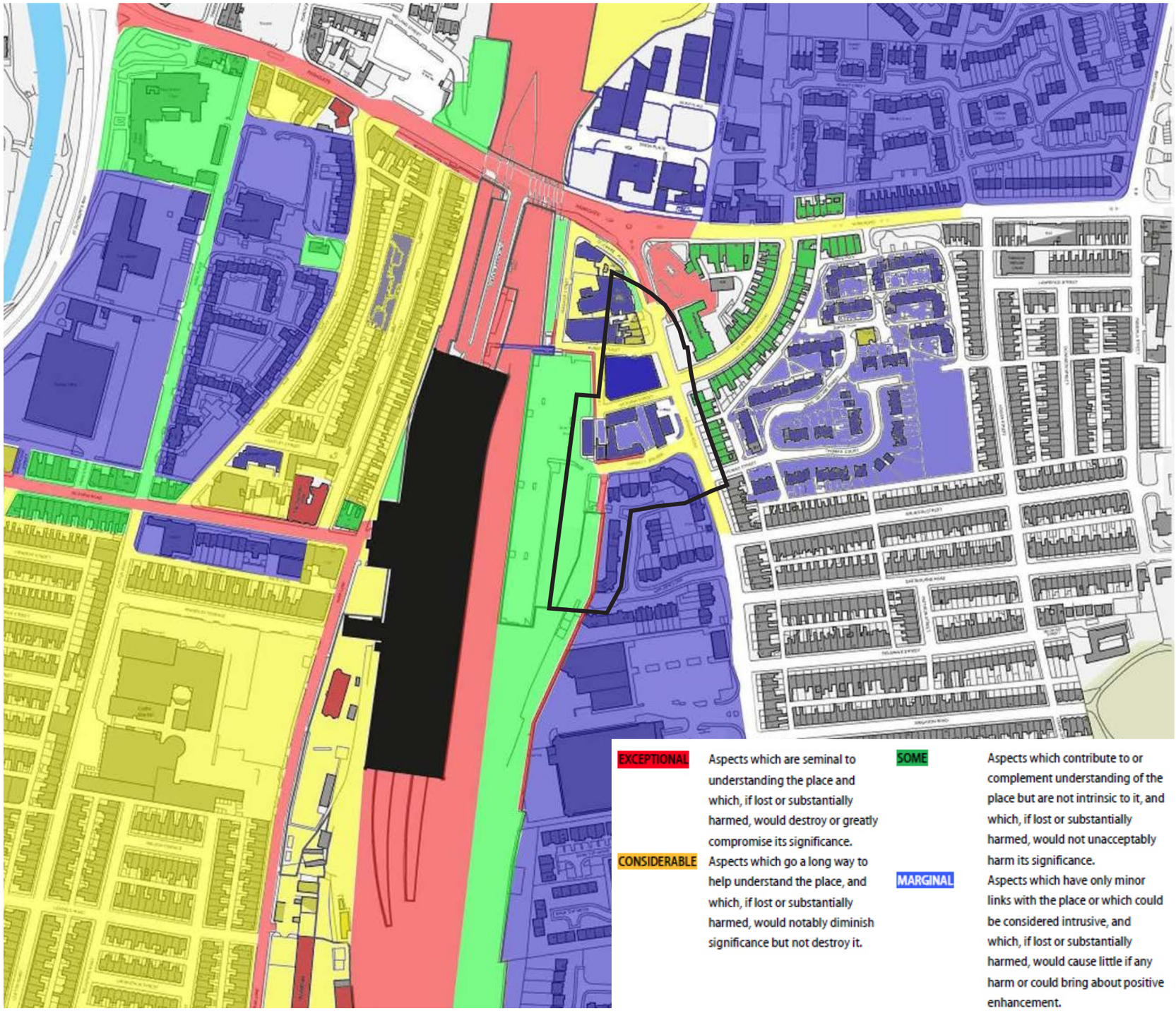
Existing Retaining Wall

Parkgate Cutting Bridge

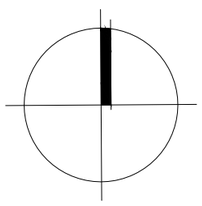
Parkgate Cutting Bridge

New Parkgate Pedestrian Bridge towards Central Park

Historic Significance



EXCEPTIONAL	Aspects which are seminal to understanding the place and which, if lost or substantially harmed, would destroy or greatly compromise its significance.	SOME	Aspects which contribute to or complement understanding of the place but are not intrinsic to it, and which, if lost or substantially harmed, would not unacceptably harm its significance.
CONSIDERABLE	Aspects which go a long way to help understand the place, and which, if lost or substantially harmed, would notably diminish significance but not destroy it.	MARGINAL	Aspects which have only minor links with the place or which could be considered intrusive, and which, if lost or substantially harmed, would cause little if any harm or could bring about positive enhancement.

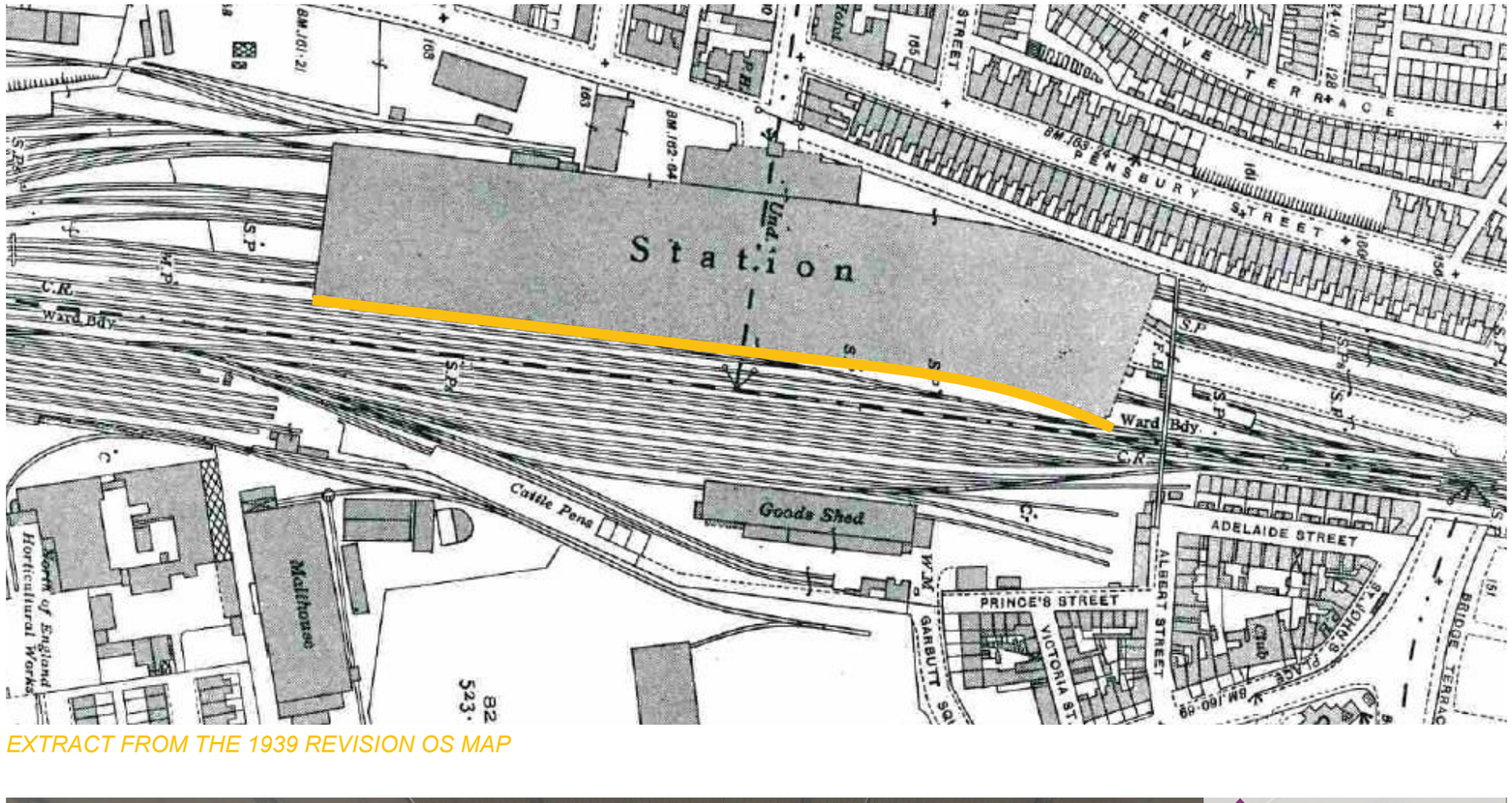


North

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

Eastern Elevation

North



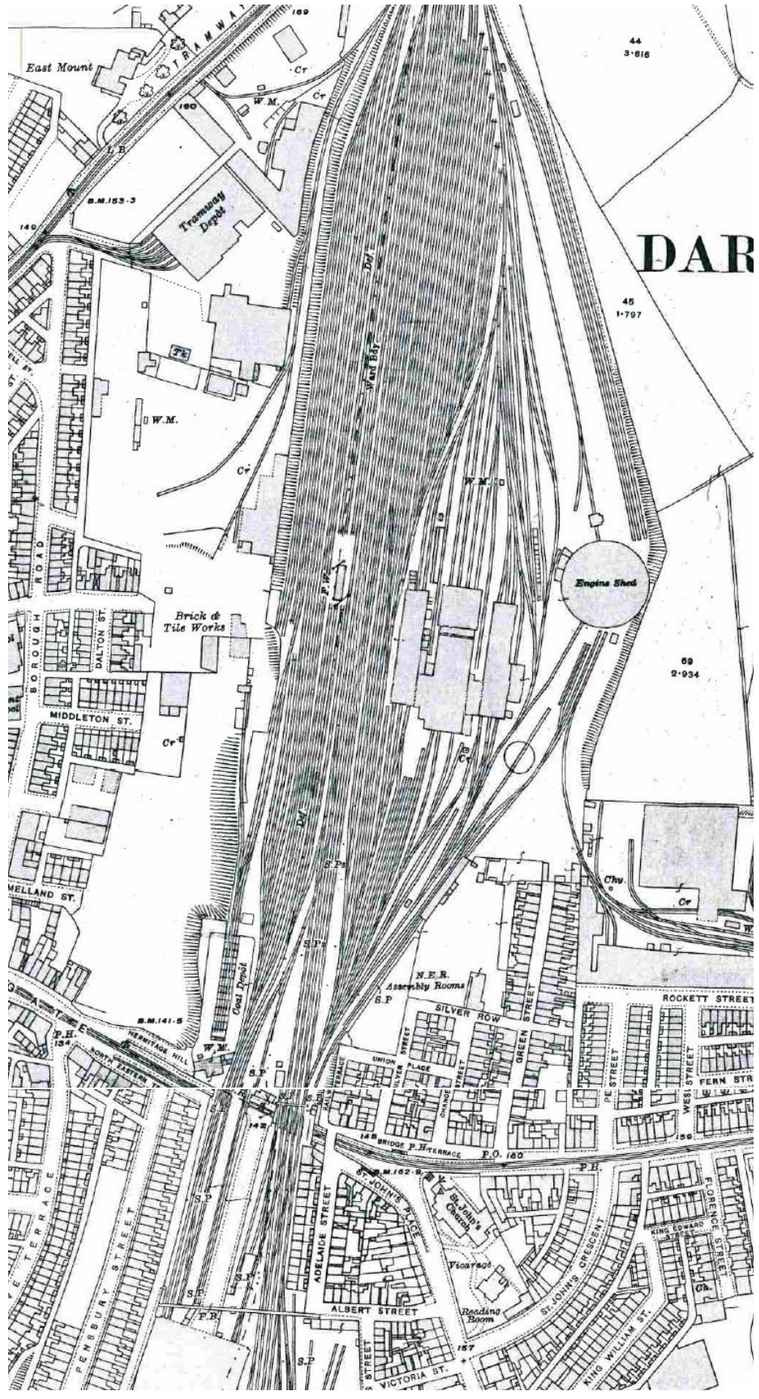
EXTRACT FROM THE 1939 REVISION OS MAP

Railway Architecture

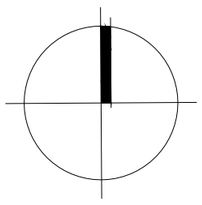
image courtesy of the Armstrong Railway Photographic Trust

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

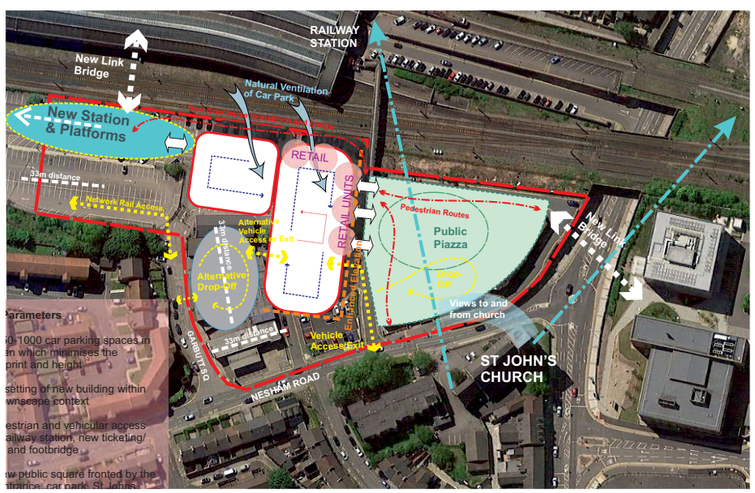


North

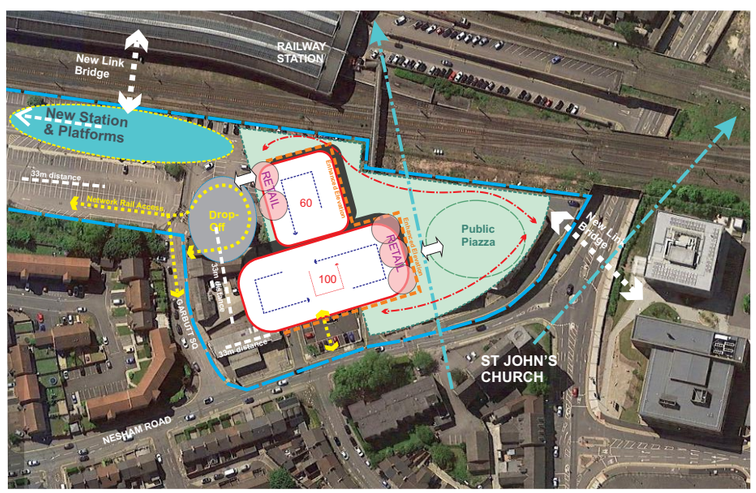
Scheme Development

Initial Site Options

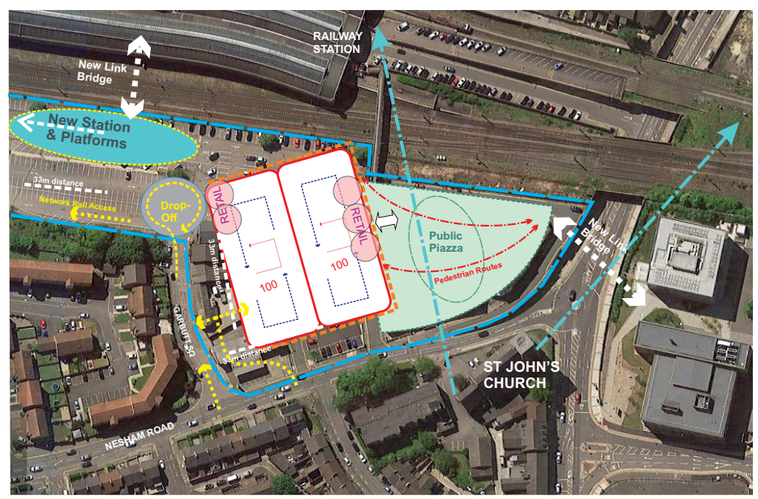
Option 1 : L Shape (preferred)

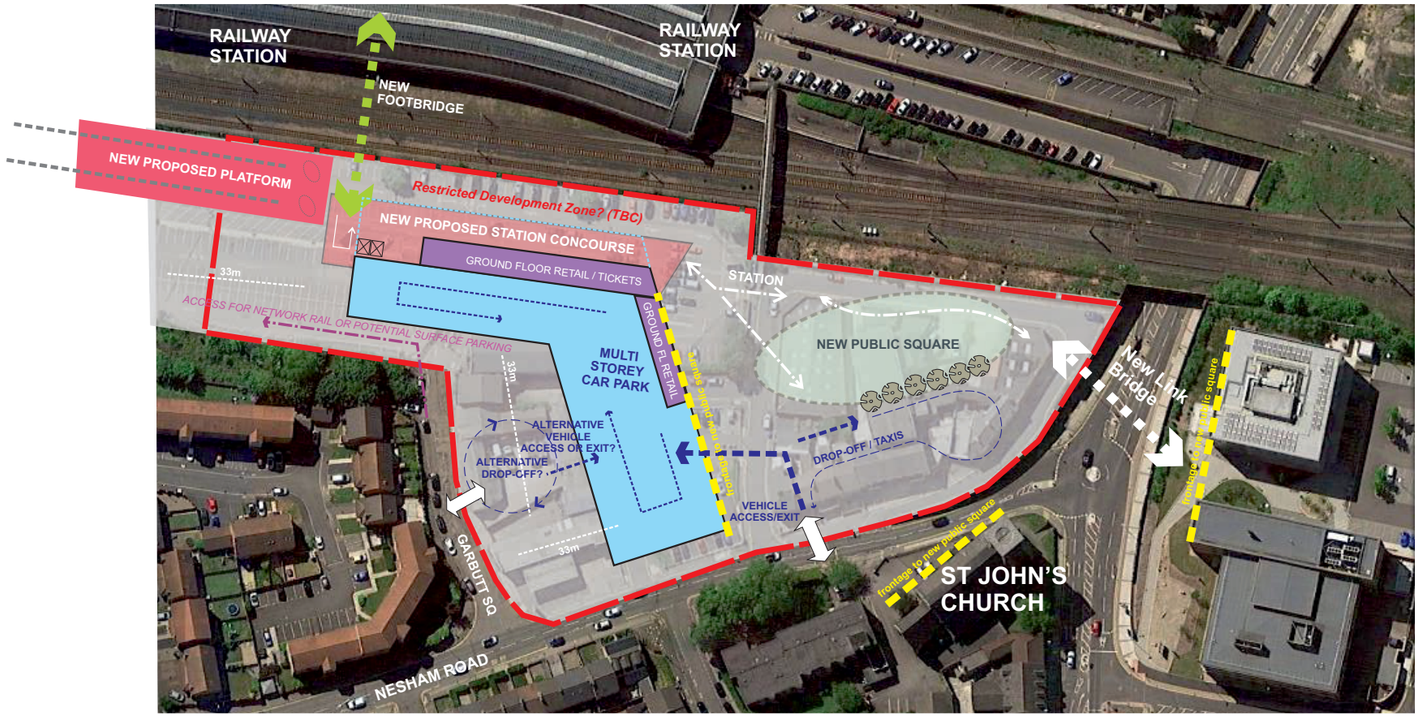


Option 2: Inverted T shape



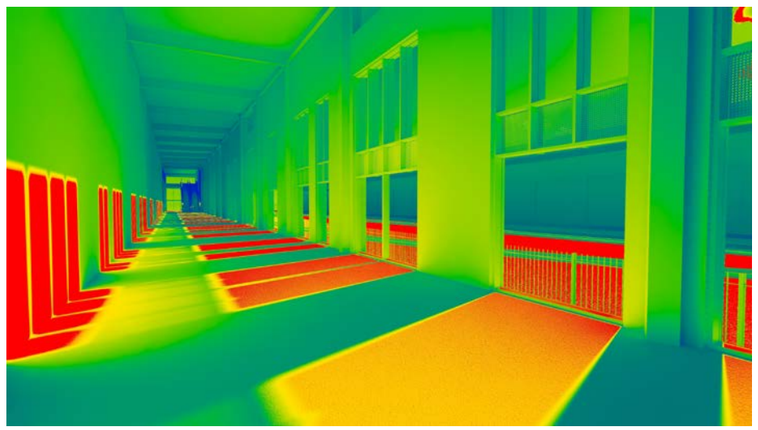
Option 3: Rectangular shape

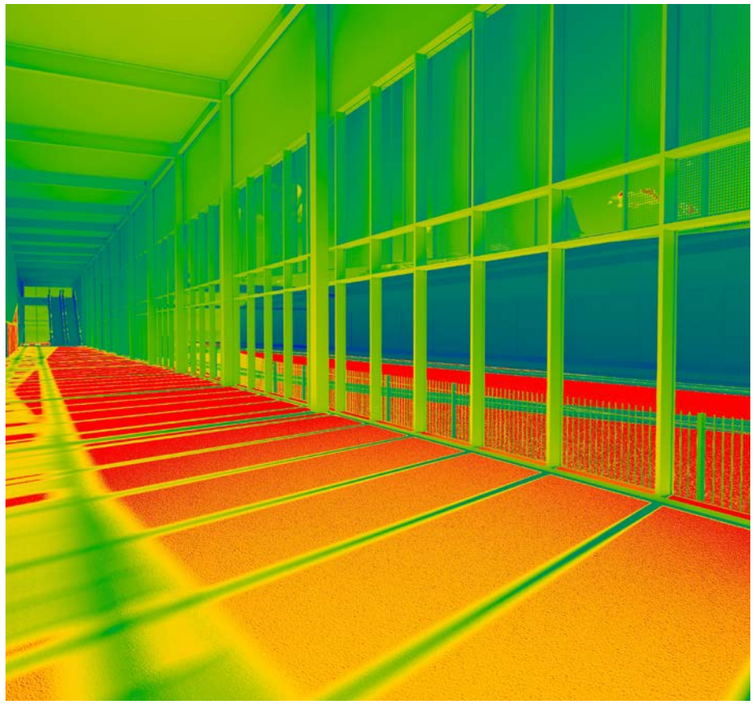




North

Concourse Development

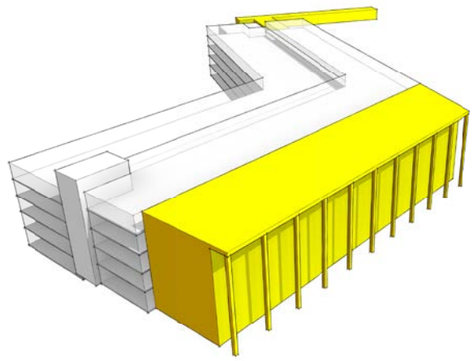




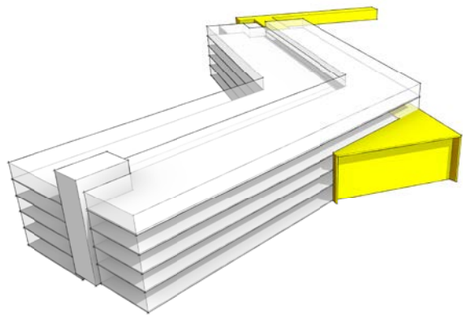
Entrance Design Options

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.

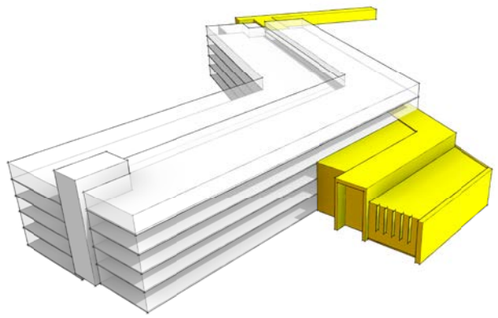
Full Length Entrance



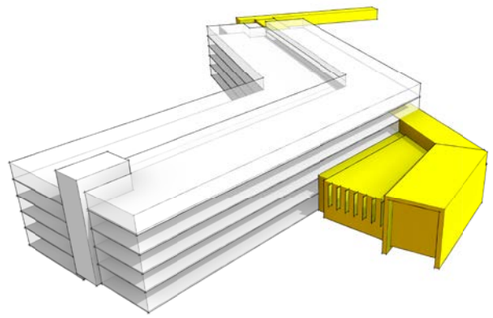
Reduced Entrance



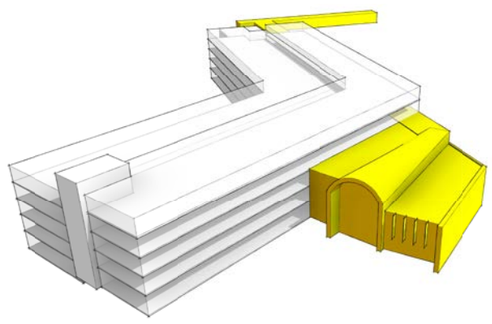
Angular Entrance



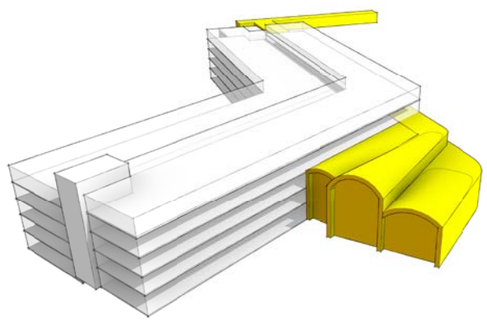
Corner Entrance



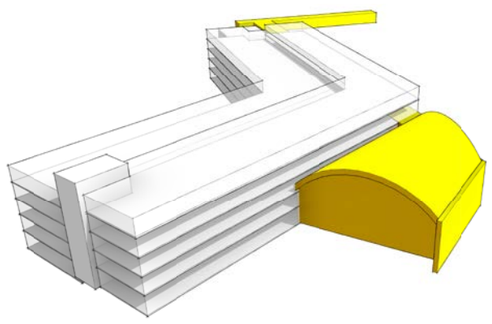
Vaulted Entrance



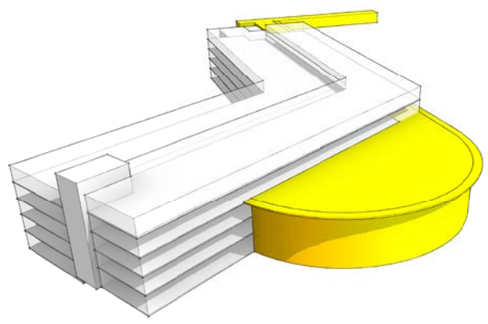
Triple Barrel Entrance



Full Arch Entrance



Rotunda Entrance



Developed Options

Angular Entrance

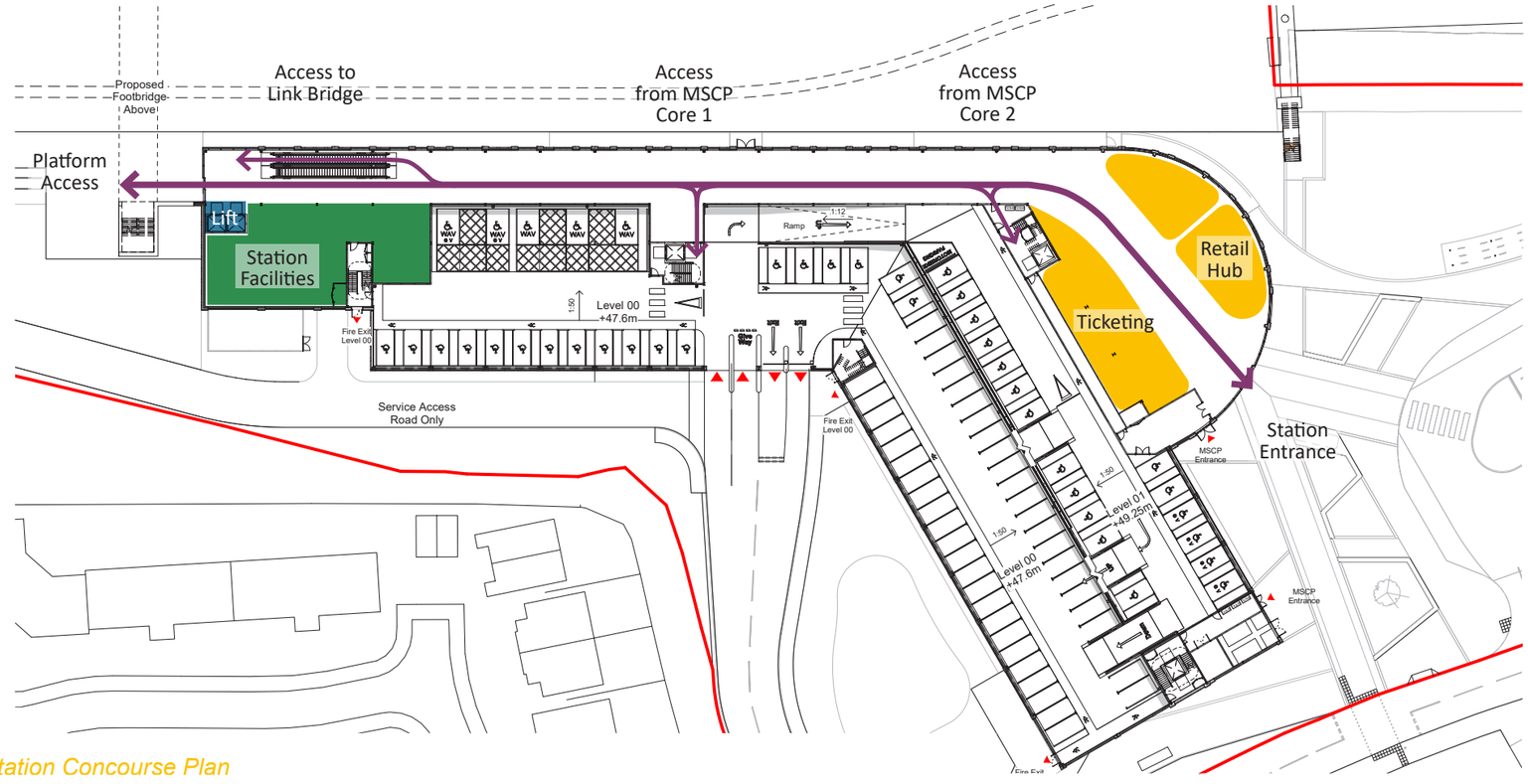
Vaulted Entrance

Preferred Option

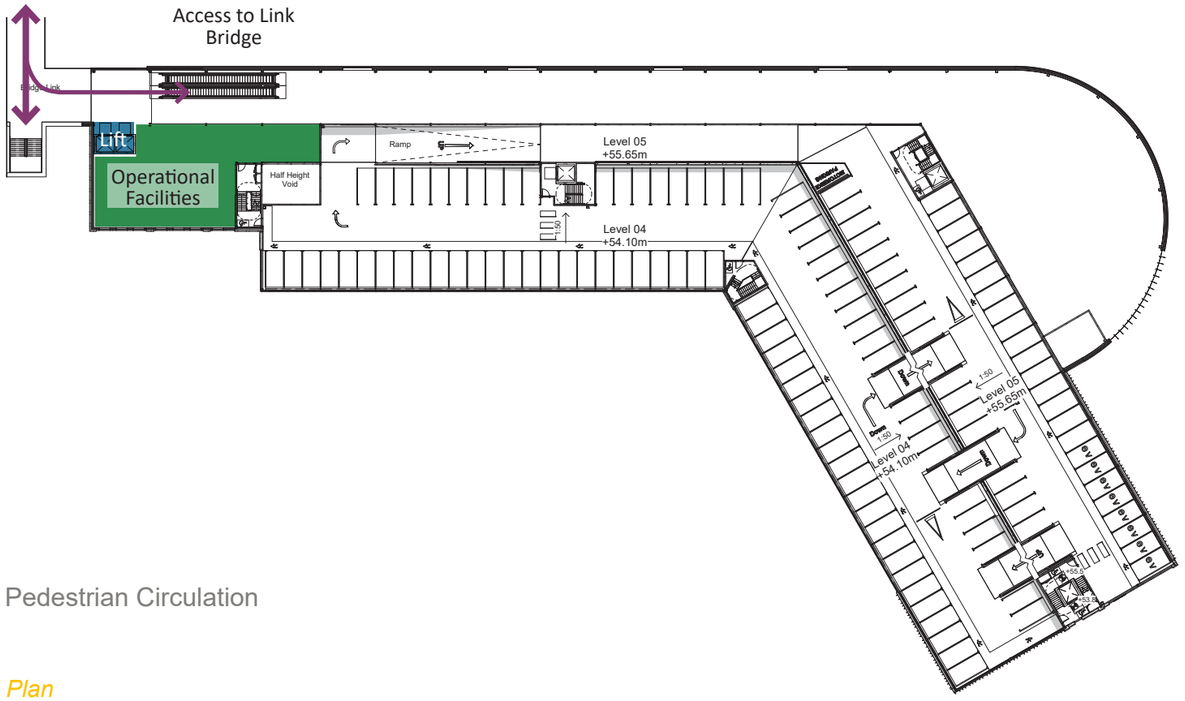
Roundhouse Entrance

Concourse design

Station Concourse Amount

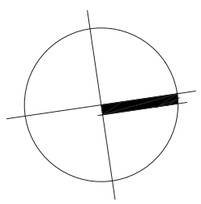


Station Concourse Plan



Pedestrian Circulation

Bridge Level Plan

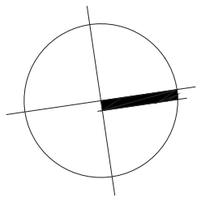


North

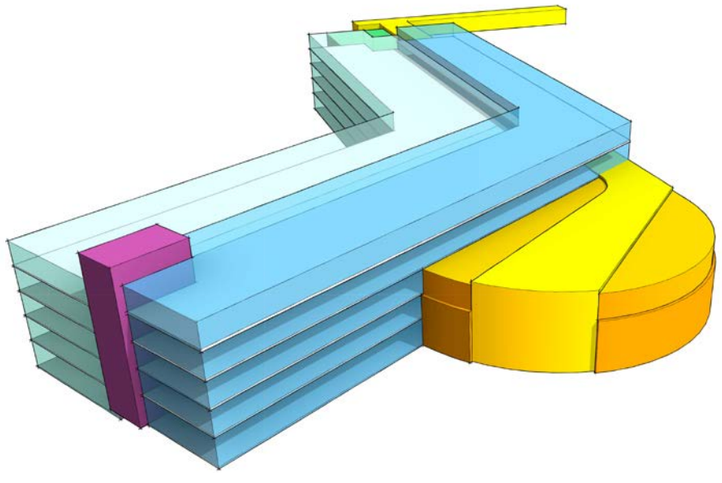
Station Design

We have developed a design language of different blocks which wrap over, under and around one another with varying levels of transparency and openness.

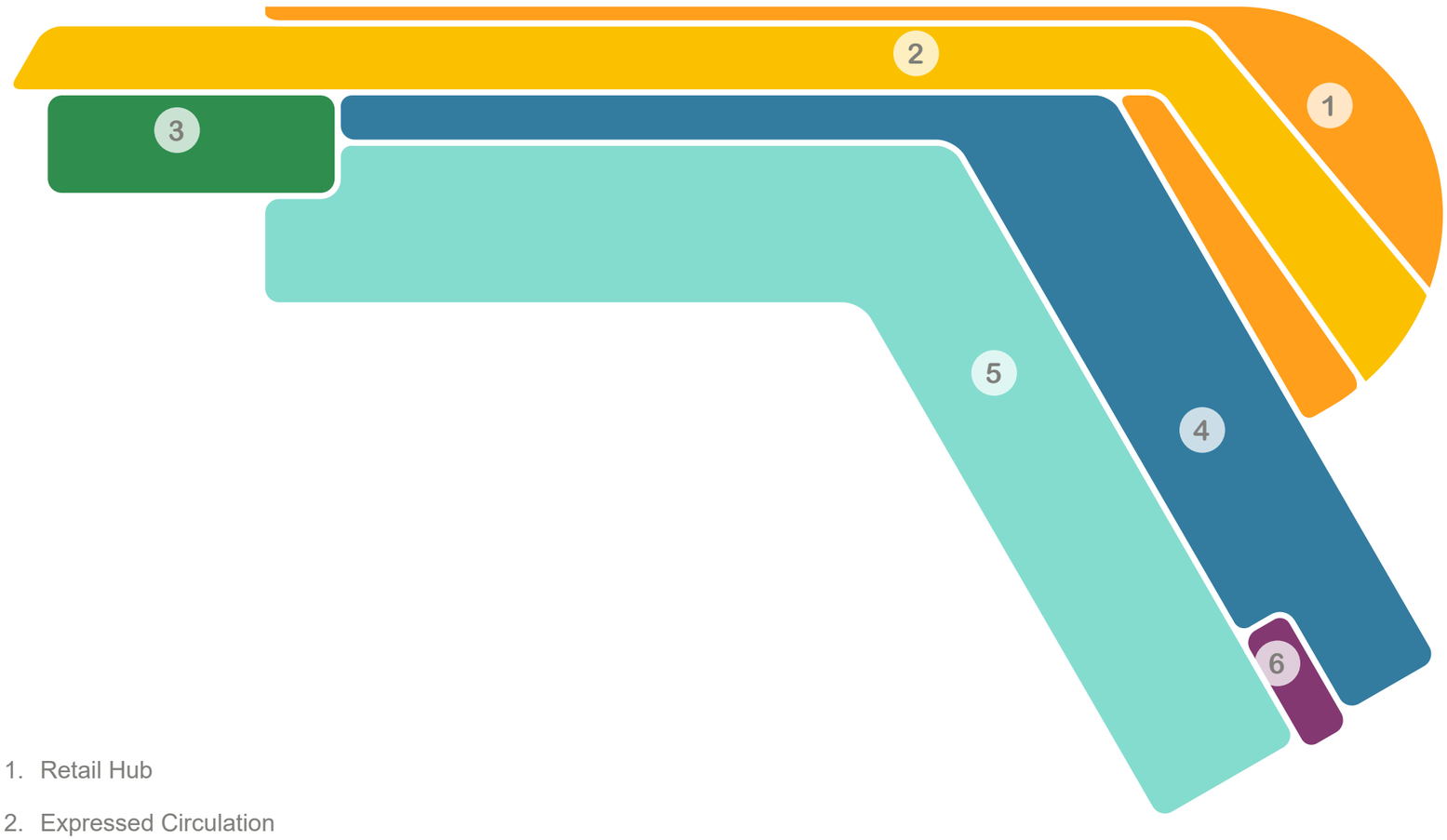
The separation of layers is designed to articulate the circulation across the site as well as create a dynamic form generating a sense of movement across the building mass.



North



Overlapping Forms



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

Station Design

Multi-Storey Car Park

Veil Wrap

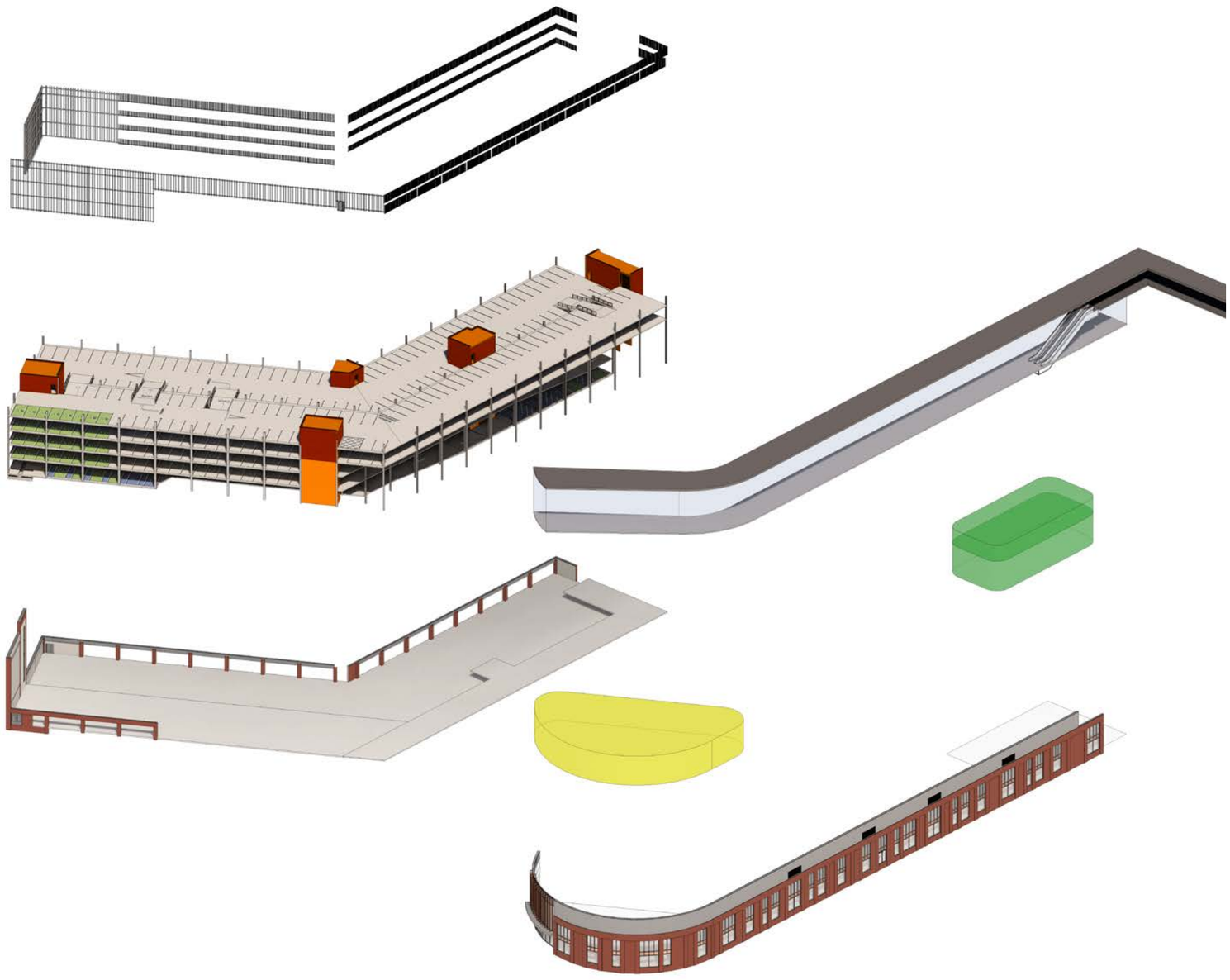
The MSCP is to be wrapped in vertical fins with varying spacings to create movement across the elevation. The fins have a semi open feel to the MSCP which changes from different angles

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 and offices at bridge level for railway staff

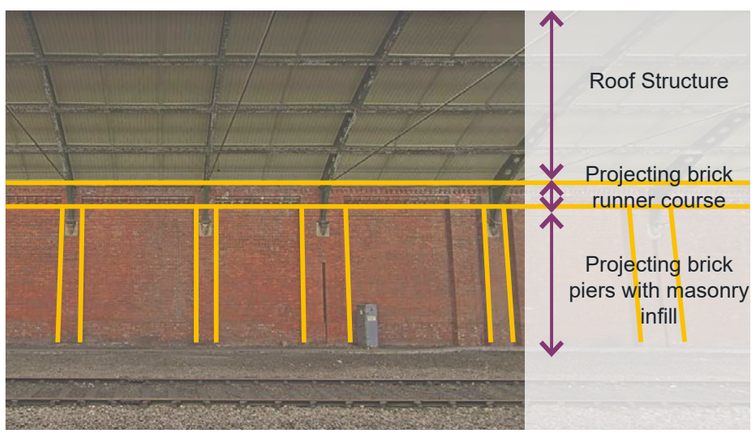
Retail Hub

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

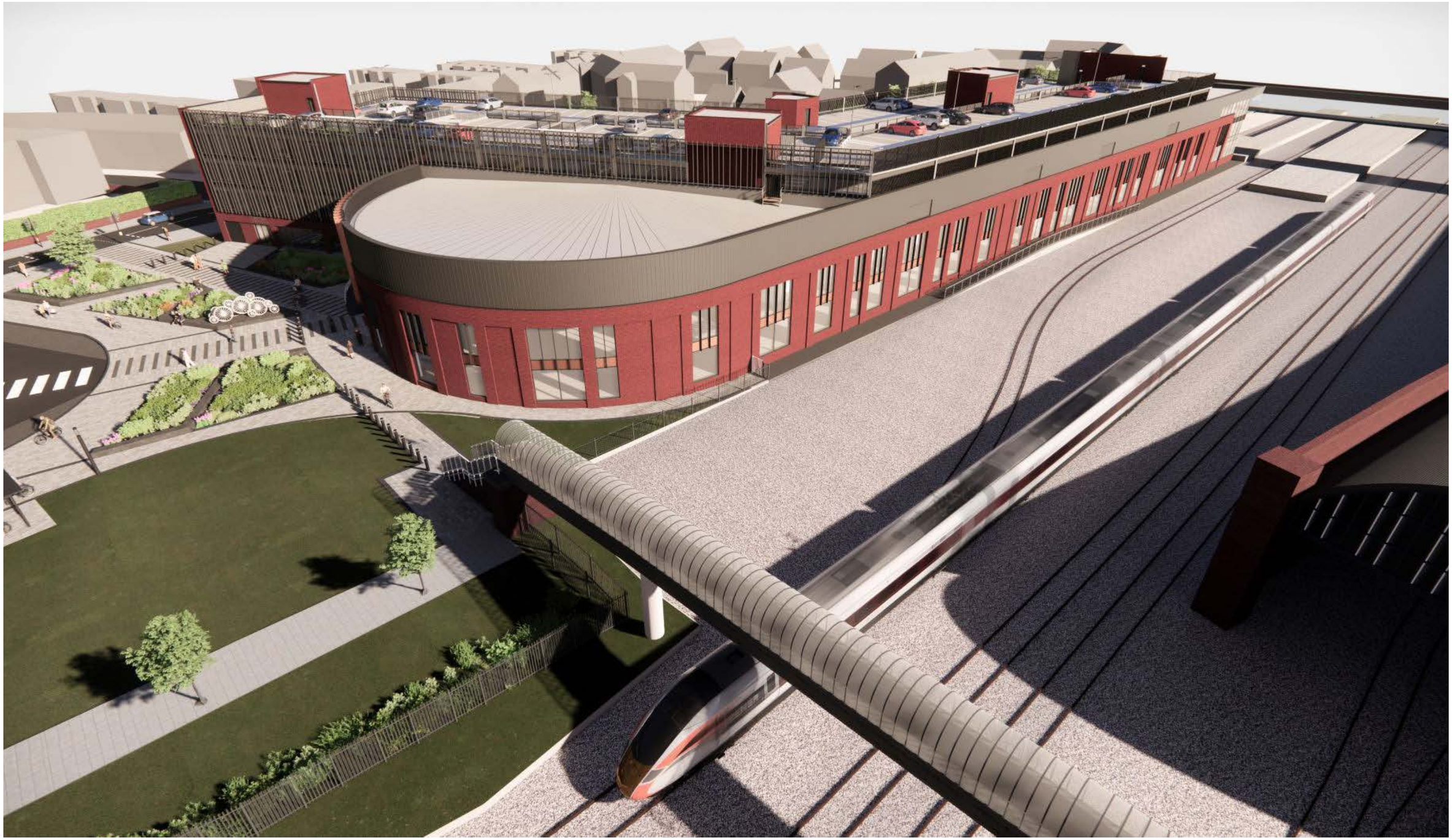
Historic Reflection

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.

Concourse Cladding

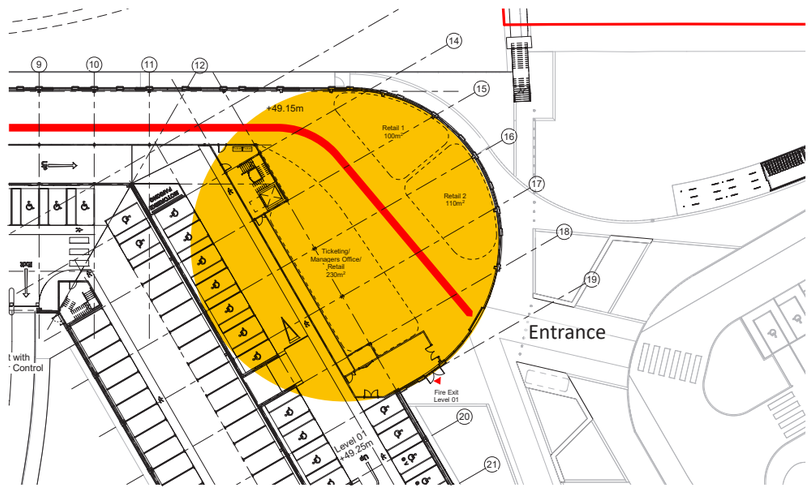


Concourse Western Elevation



Rotunda Entrance

image courtesy of the Armstrong Railway Photographic Trust



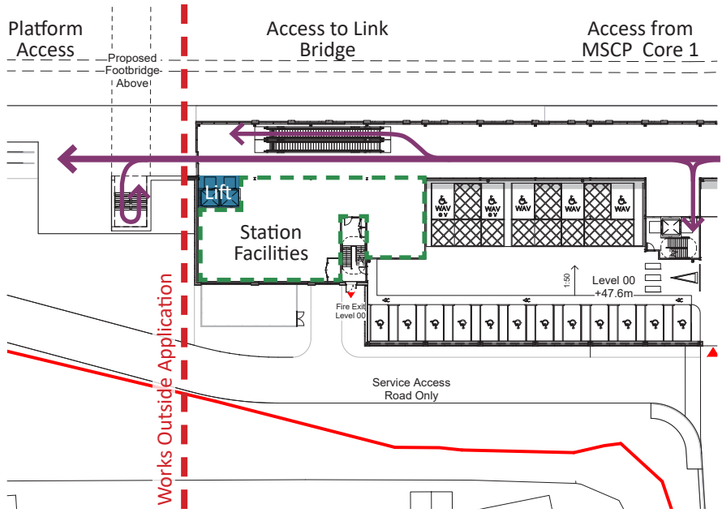
Rotunda Entrance

4.12 Link Bridge

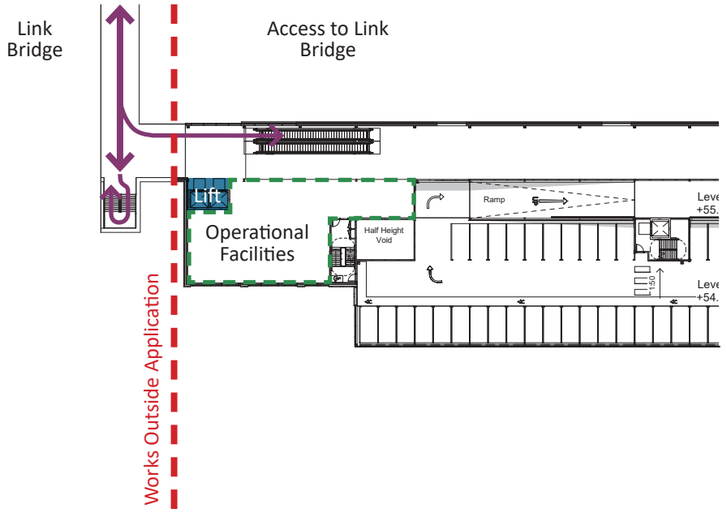
The station concourse is connected to the existing station via a new pedestrian link bridge to the south of the concourse. The 75m long link bridge will include lifts, stairs and escalator access to the new platforms to the south.

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.

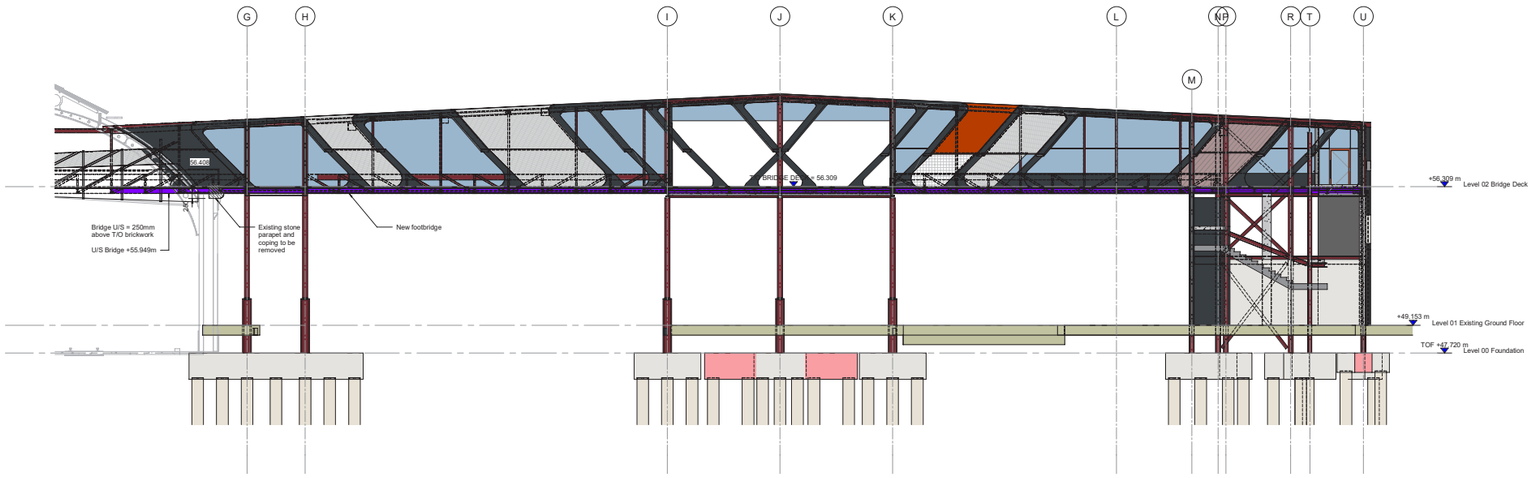
The design of the link bridge and access stairs are outside the scope of this project. The link bridge will be developed by a separate design team.



Station Concourse Plan



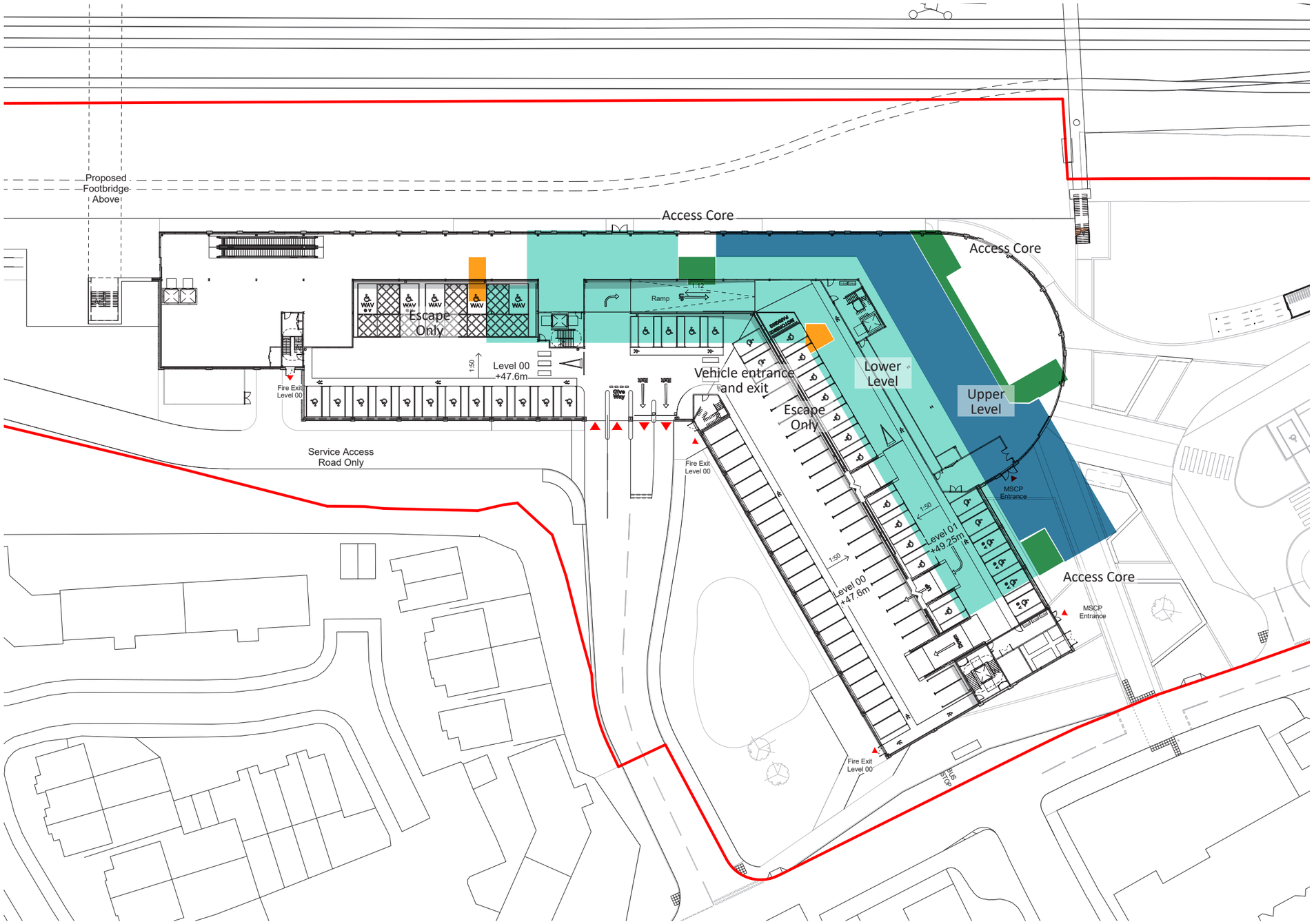
Bridge Level Plan



Multi-storey car park

Multi Storey Car Park Brief

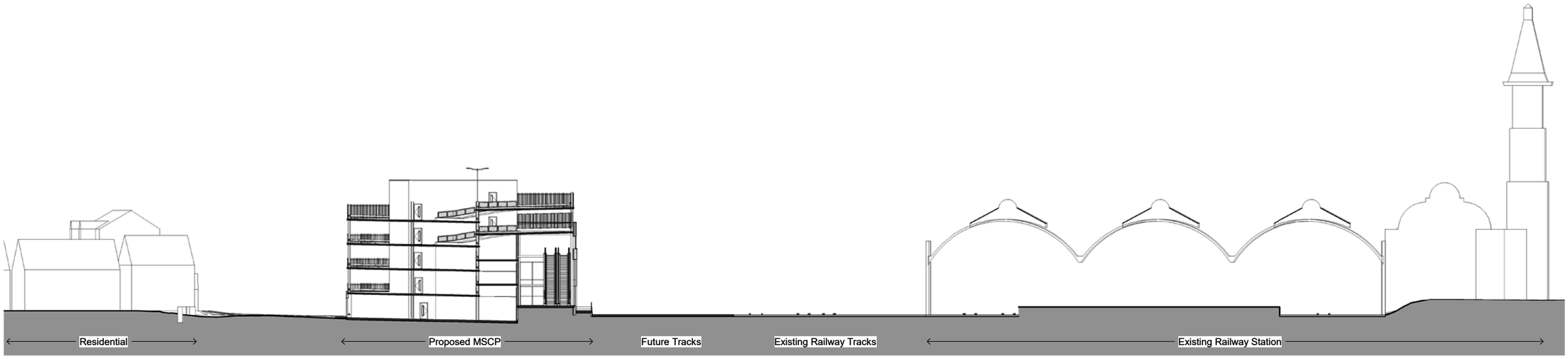
MSCP Layout



North

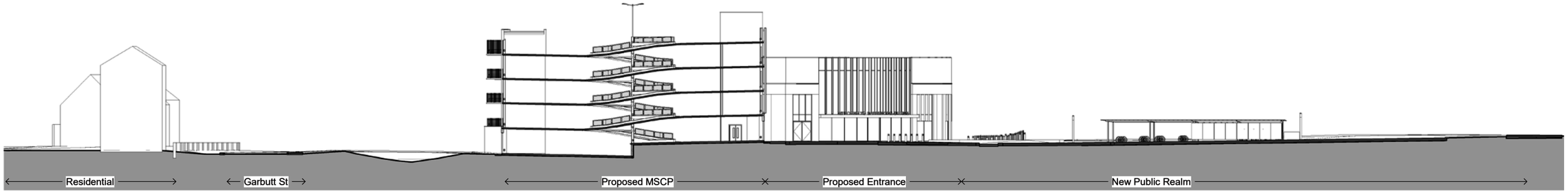
Level 00-01 Plan

MSCP Scale



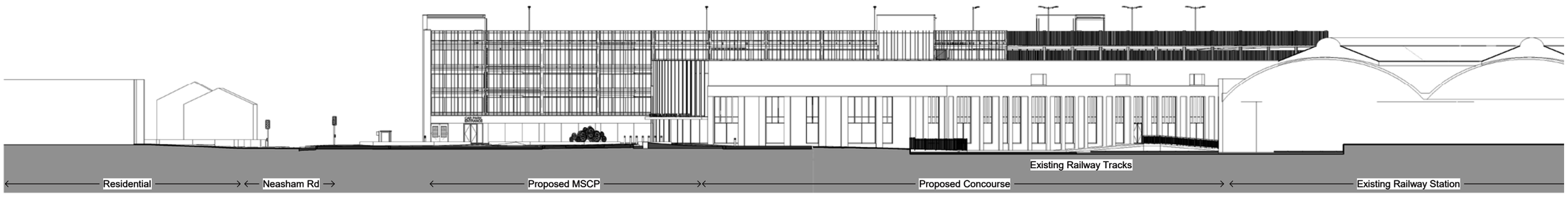
Site Section AA

1 : 250



Site Section BB

1 : 250



Site Section CC

1 : 250

Massing Sections

MSCP Appearance

Please note that building cladding and landscaping materials are in draft format only and are only shown for illustrative purposes

MSCP Cladding

Vertical aluminium louvre 200mm deep, @ 600-400mm centres

Structural column

Structural edge protection

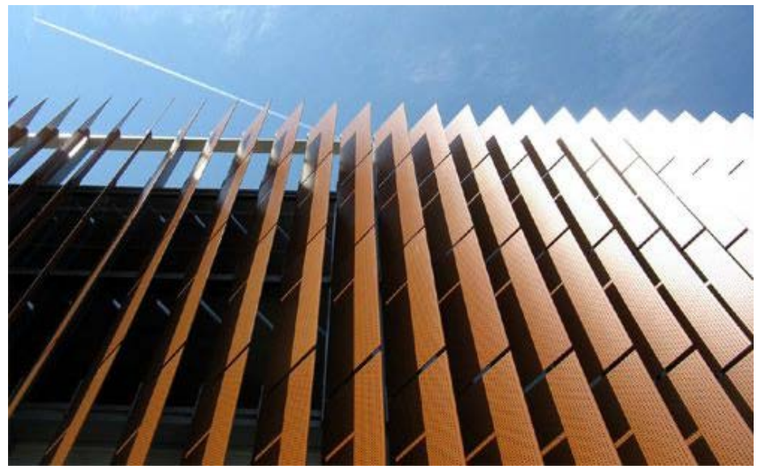
Continuous linear bracket to support louvres

Parking Decks

Masonry plinth and projecting runner course to ground floor

Infill architectural mesh panel

Hard landscaping

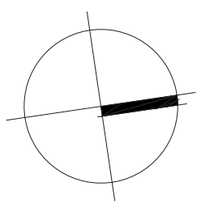


MSCP vehicular approach

Transport interchange

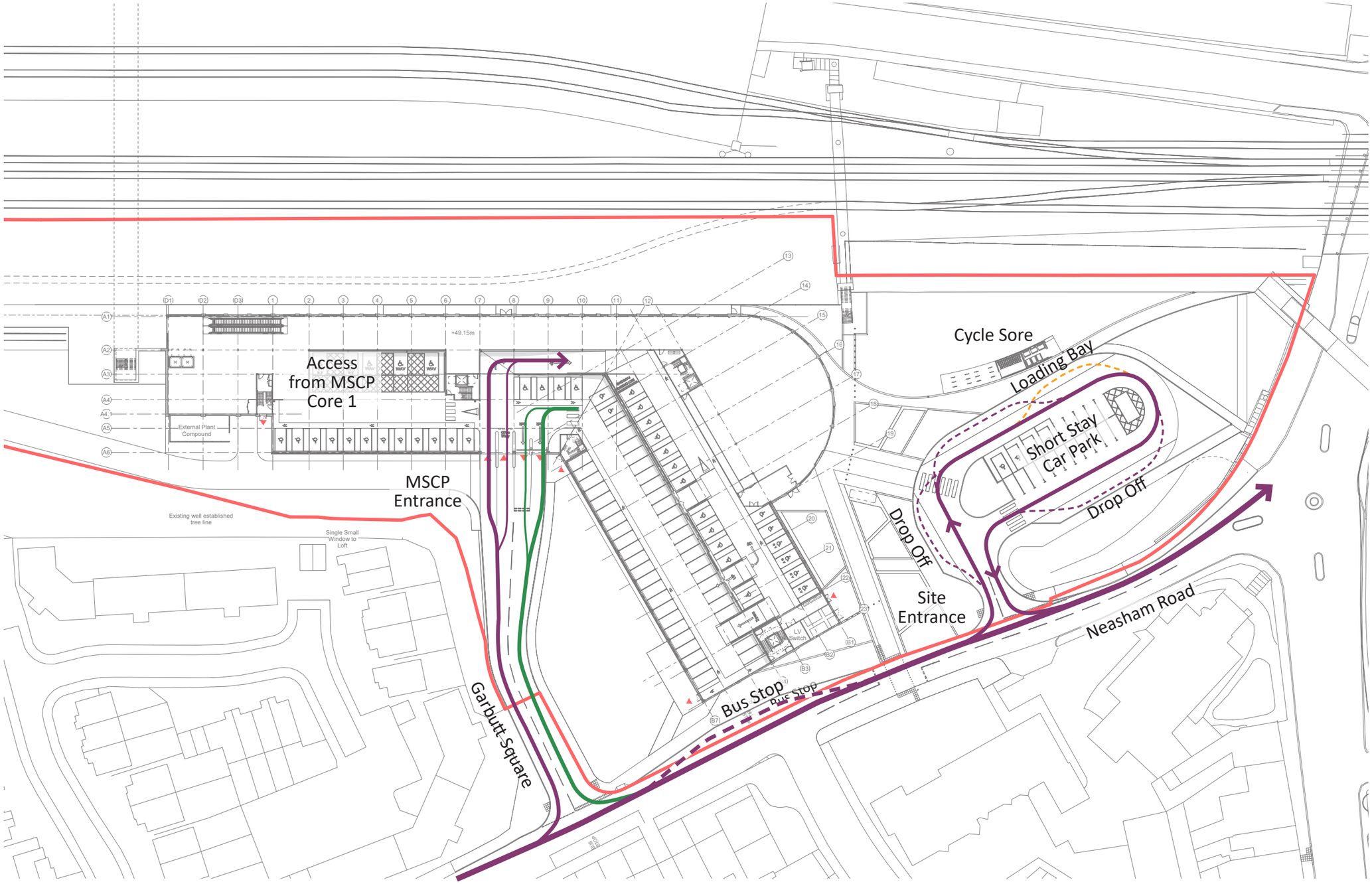
Public Realm Design

Site Plan



North

Transport Interchange Vehicle Access



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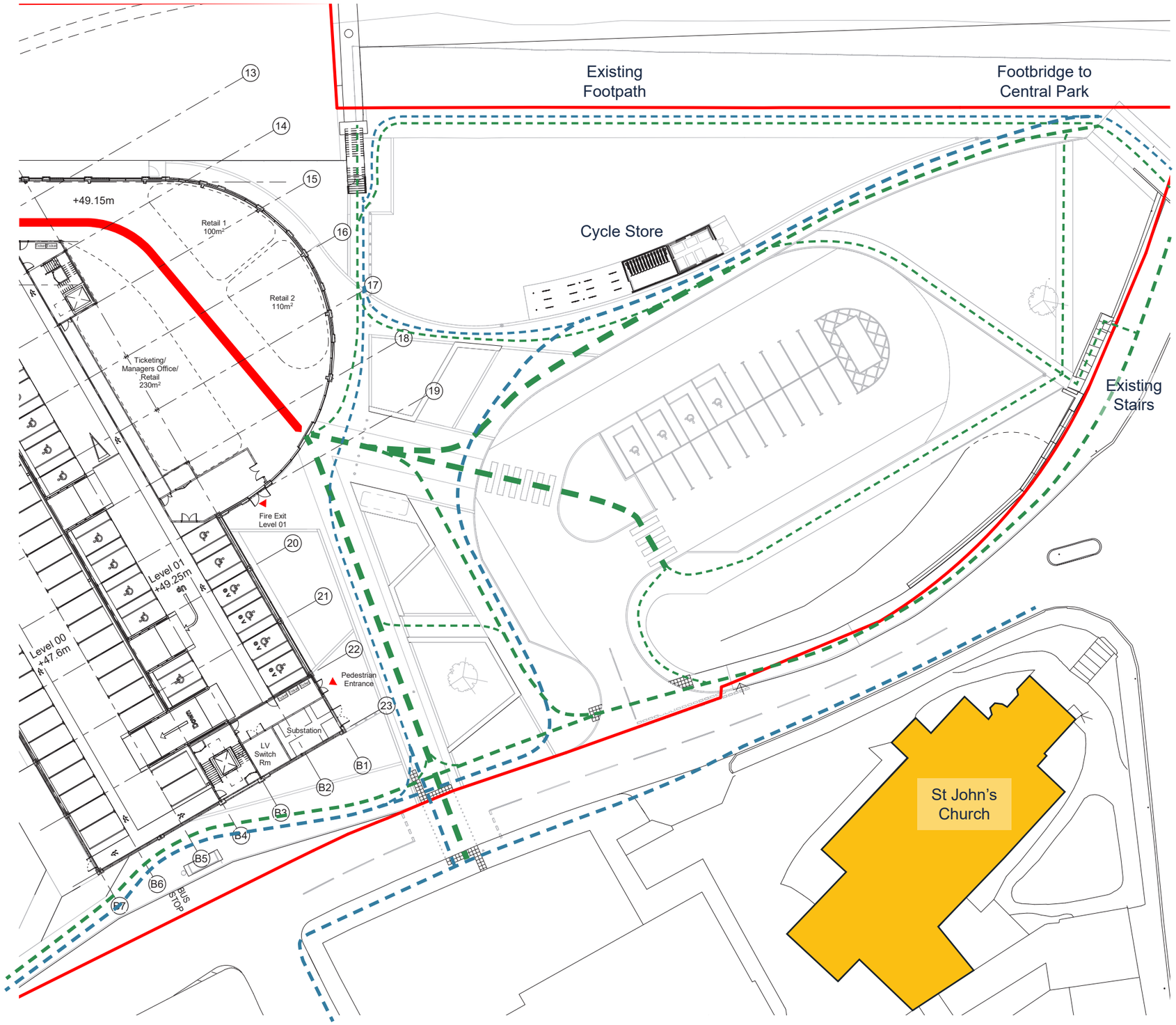
Vehicle Routes within Site

Pedestrian Circulation



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Pedestrian Access

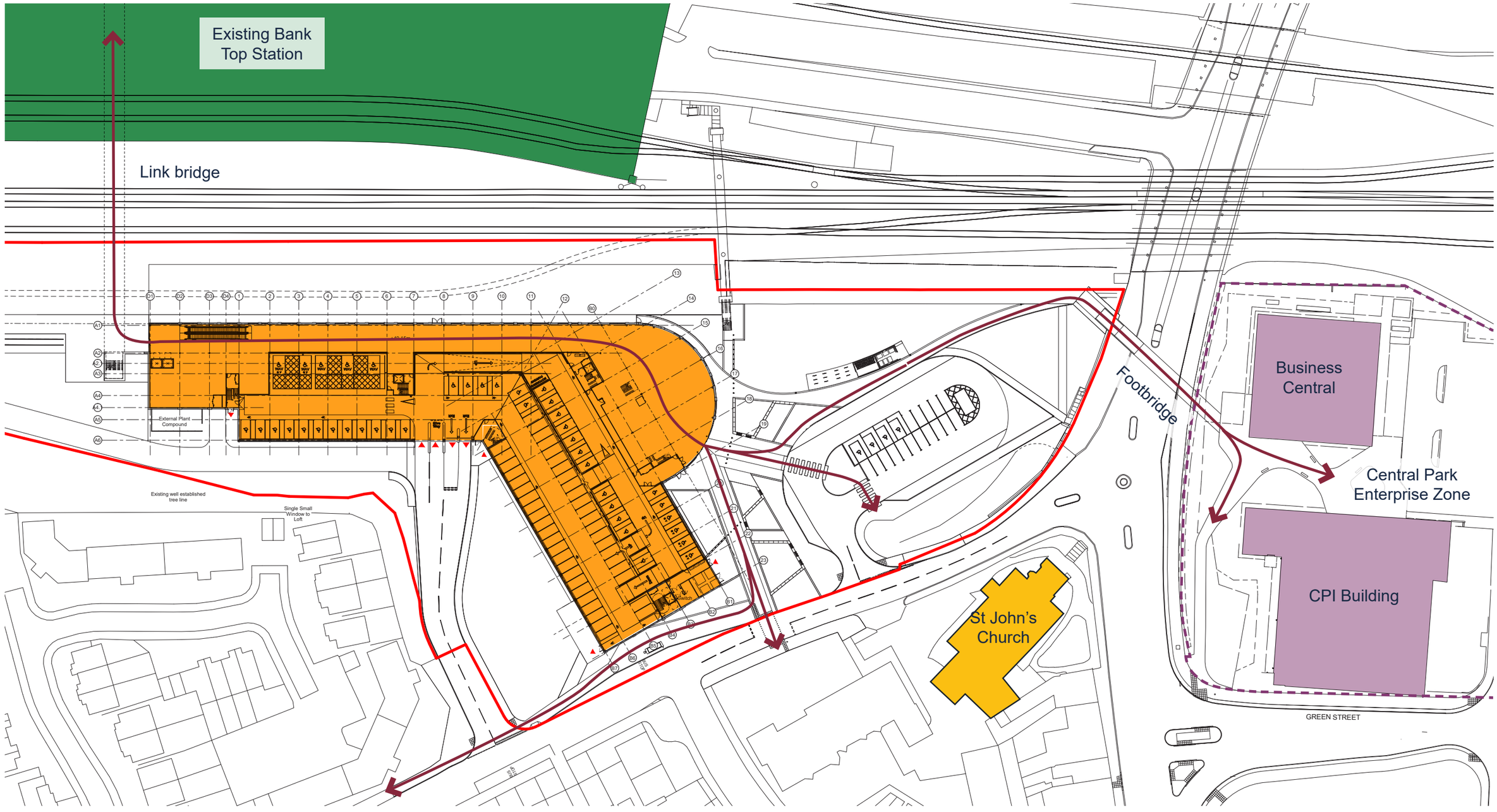
Cycle Access

Aerial

Station Exit

View of Interchange Exiting the Station

Wider Connectivity



Transport Interchange Retaining Wall

Existing Retaining Wall

Existing Retaining Wall

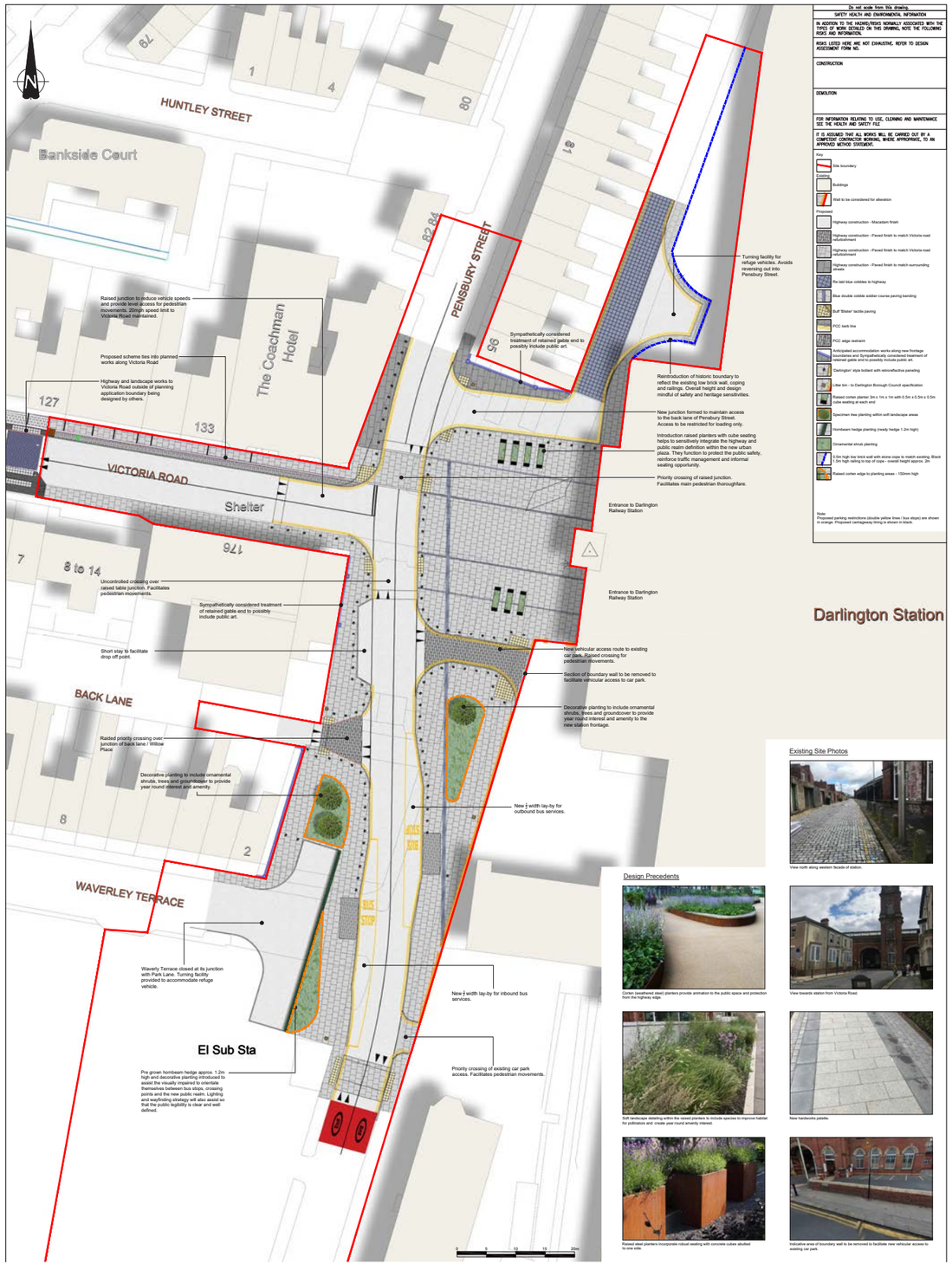
Visualisations

Proposed View of Retaining Wall

Proposed Aerial View of Retaining Wall

Gateway West

Gateway West



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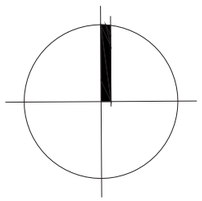
Gateway West

Gateway West

CPO Site Boundaries



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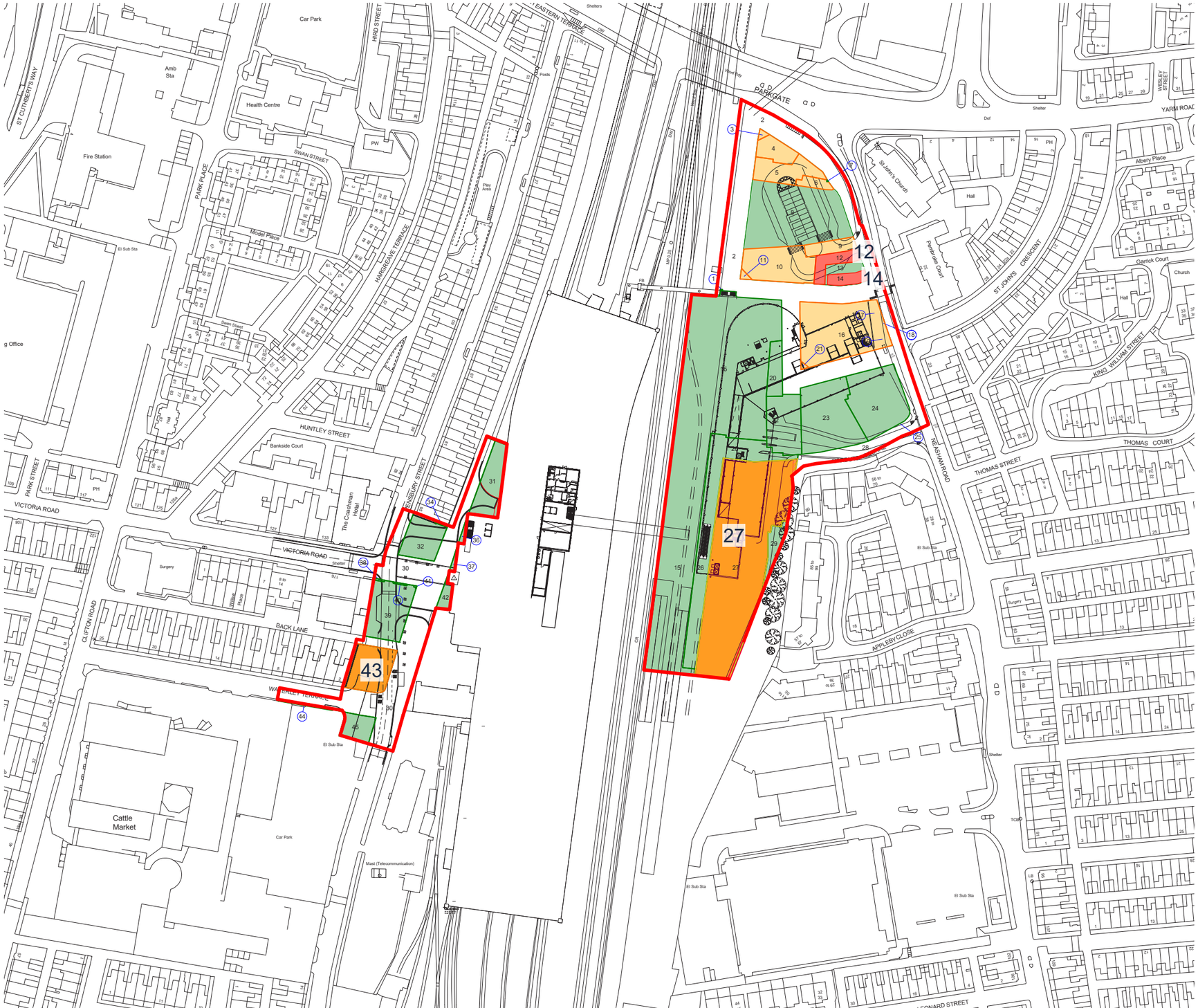
Land to be acquired

Under Acquiring Aurthority Control or Network Rail Land

Not under Acquiring Authority Control but not objecting and negotiations progressing

Not under Acquiring Authority Control and objecting to the CPO



Aerial

Aerial

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