



# Bishop Auckland Bus Station and Car Park

## Design & Access Statement

BL000034-JAC-XX-XX-RP-A-00001

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## Preface

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## Glossary

ATM	Automated teller machine
BS	British Standards
CCTV	Closed-circuit Television
CDM	Construction, Design and Management
CLT	Cross Laminated Timber
DCC	Durham County Council
DfT	Department for Transport
DIDO	Drive In Drive Out
DIRO	Drive In Reverse Out
DNO	District Network Operator
EV	Electric Vehicle
EVC	Electric Vehicle Charging
GPR	Ground Penetrating Radar
HV	High Voltage
HGV	Heavy Goods Vehicle
HVM	Hostile Vehicle Mitigation
ICT	Information and Communications Technology
LCD	Liquid Crystal Display
LV	Low Voltage
MSCP	Multi-Storey Car Park
MEP	Mechanical, Electrical and Public Health
MEWP	Mobile Elevating Work Platform
PAVA	Public Address / Voice Alarm
PV	Photovoltaics
PIR	Passive Infrared Sensor
RIBA	The Royal Institute of British Architects
SuDS	Sustainable Drainage System
TFT	Thin Film Transistor
TVIA	Townscape Visual Impact Assessment
VOC	Volatile Organic Compounds
WAV	Wheelchair Accessible Vehicle



# 1 INTRODUCTION

## 1.1 Background

Bishop Auckland is the beneficiary of ongoing public and private sector investment into a range of regeneration projects. This includes the Auckland Project which aims to revive the town centre, focussing on historical attractions to improve the local economy and draw tourists to the town. The number of visitors to the town is predicted to grow rapidly to an estimated 800,000 visitors in 2024, with continual projected growth to 1.6m visitors per year by 2028/29.

To support the increase in visitor numbers, Durham County Council (DCC) is seeking to redevelop the existing town centre bus station site, to provide a new bus station facility and car park. The proposed bus station facility will provide an indoor waiting area with public and staff facilities. This will offer a significant improvement to the existing outdoor bus waiting areas, by improving passenger comfort and visitor experience when arriving in Bishop Auckland. The new car park will support the growing tourism demand by providing additional car parking capacity near the town centre.

## 1.2 Design and Access Statement Scope

This Design and Access Statement has been prepared to support the submission of full planning permission approval of the plans for the Bishop Auckland Bus Station and Car Park. The application site is just under 10,000 sqm (1Ha) and the application is being made by Durham County Council.

The design commentary contained within explains the context of the site and justifies the rationale for the design of the scheme. It expands on the design decisions made, the key opportunities and constraints affecting design and the contextual elements of the site that the design has responded to. It also provides key visualisations of the building and site for information purposes.



Fig. 1 Historic view of Bishop Auckland marketplace as a bus station

# 2 SITE ANALYSIS



## 2.1 Location

Bishop Auckland is located 12 miles northwest of Darlington and 12 miles south west of Durham. It has a population of approximately 25,000 and is the second largest population in the county behind Durham City. The town serves as a gateway to Durham Dales, Hamsterley Forest and to the west of the county.

Bishop Auckland has a good road network, with the A689 and A688 forming a direct link to the A1(M). It is anticipated that the majority of visitors for tourism will be arriving by car for daytrips, however there is an ambition to encourage more overnight stays, adding to the business case for additional parking requirements.

The existing bus network into and around Bishop Auckland is well utilised, providing low-cost connections into the town for locals and tourists from Durham and nearby communities. The existing bus station is located close to the historic core of the town centre, within a 10-minute walk of the marketplace.

The train station is located approximately 15 minutes' walk from the marketplace, along Newgate Street. The station provides regular links to Darlington, where passengers can change to head north towards Durham or south with regular connections to London.

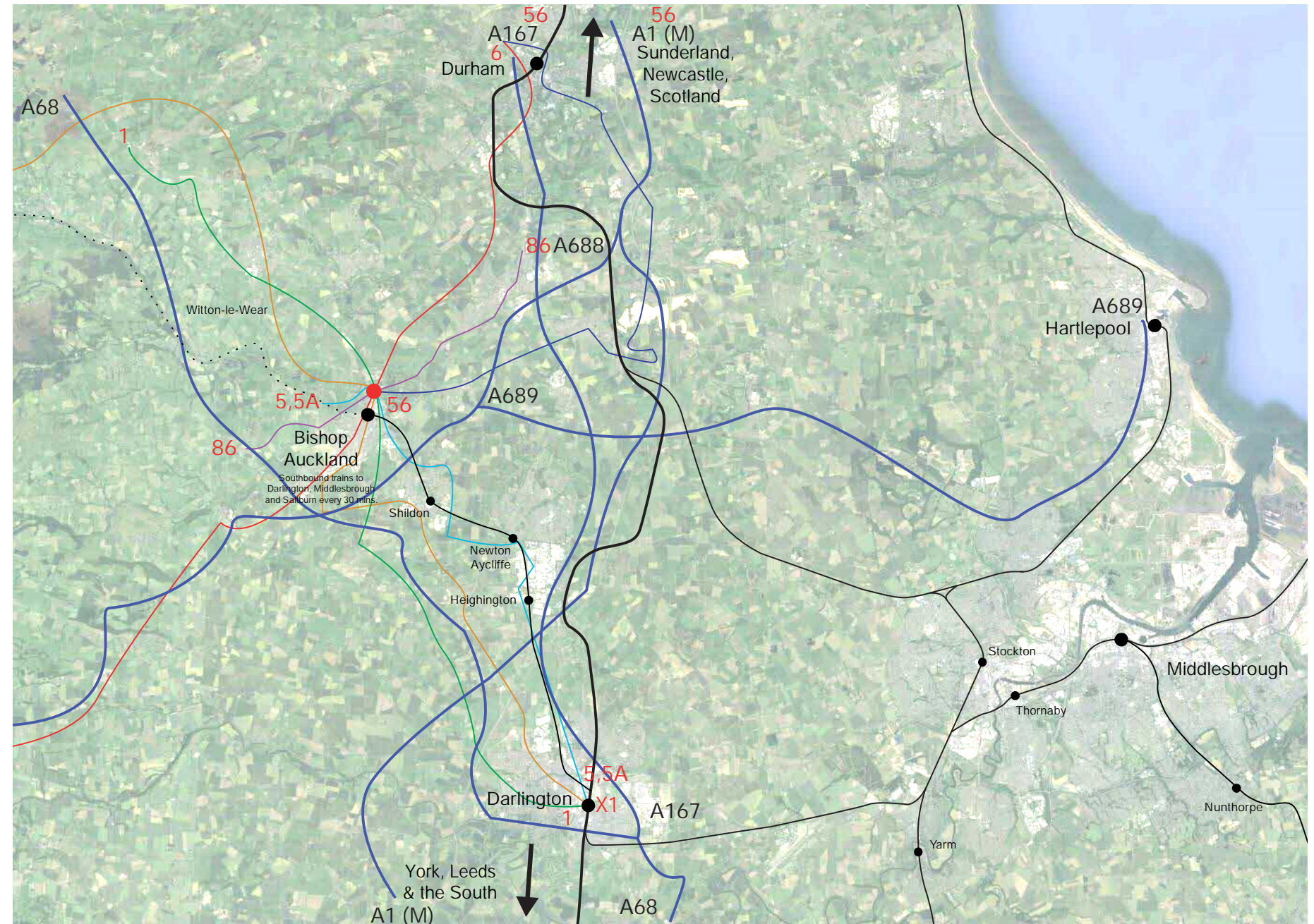


Fig. 2 Map illustrating regional connectivity of Bishop Auckland including primary bus, rail and road routes.



## 2.2 Project Site Location

The project site is situated towards the north of Bishop Auckland, to the south west of the historic core. It is located within a 10-minute walk to the Marketplace and within 5 minutes of both shopping thoroughfares, Newgate Street and Fore Bondgate –providing an ideal location for a bus station. The site is located adjacent to the A689 with a roundabout providing direct vehicular access to the site.

The northern boundary of the site is the boundary of the Bishop Auckland conservation area which extends to the north encompassing Fore Bondgate and beyond. To the north and east of the site are several listed buildings however none of these are in immediate proximity to the project site. The Newgate shopping centre is located on the east of the site.



Fig. 3 Aerial view of Bishop Auckland

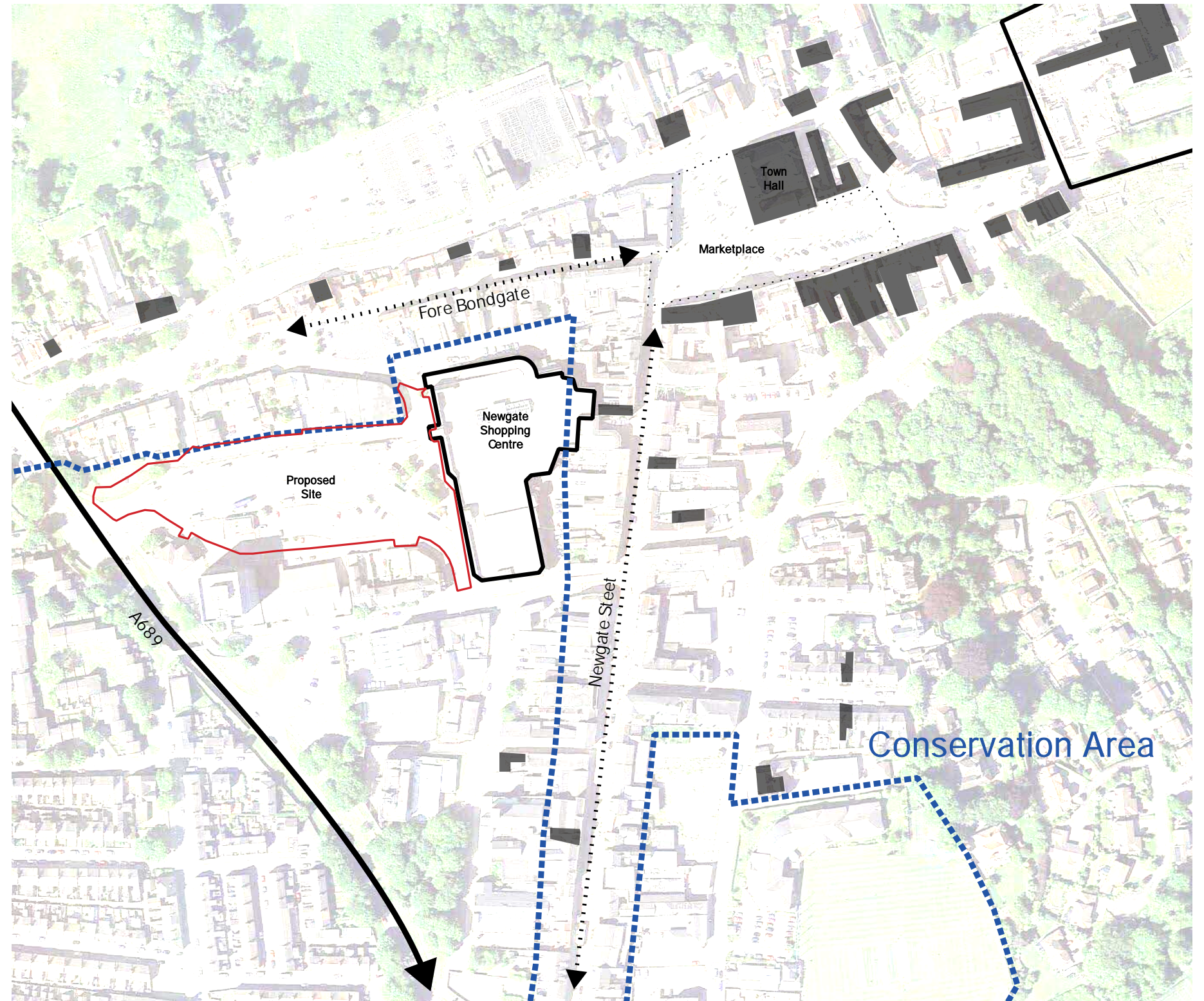


Fig. 4 Map illustrating key routes, conservation area boundaries and listed buildings (dark grey blocks)



## 2.3 Site Past, Present and Future

Bishop Auckland is an ancient and historic market town. It has been the seat of the Prince Bishops and the official home of the Bishop of Durham since the 12th century. The early 19th century saw the swift development of the Durham Coalfield, with Bishop Auckland being surrounded by small pits. Mining became a pivotal industry, providing livelihoods for many of its inhabitants. The closure of the mines in the 1960's was a devastating hit on the local economy, with high levels on unemployment. In recent times the town has faced similar challenges to many towns in the UK with shop closures and the wider decline of high street usage leading to a less active and deteriorating town centre.

From the late 1800's up until the 1960's the site was primarily occupied by terraced housing, an auction mart, parking, and light industrial buildings. An Odeon cinema also stood on the southern boundary of the site. The construction of Vinovium house on the south west corner of the site marked the first major development in the area. This was later followed by the clearing of large areas of the site for the Newgate Shopping Centre which remains to this day.

Today the towns future is much brighter. Bishop Auckland is undergoing a major regeneration, partly funded through private investment, with various projects that focus around the historical attractions the town has to offer. Whilst the regeneration is principally aimed at tourists, it is forecast that the regeneration will provide a wider boost to the local economy and present further opportunities to the high street and surrounding area.



Fig. 5 1888-1913 map of Bishop Auckland showing town structure.

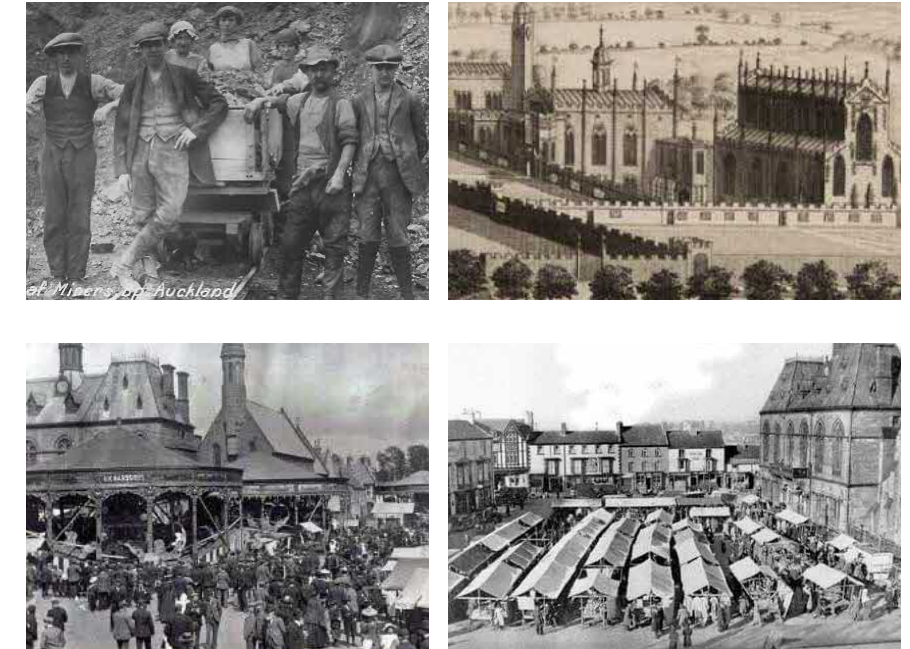


Fig. 7 Contextual historic views of town including: a local coal mine (top left), Bishop Auckland Castle (top right) and the Marketplace being used for cultural activities (bottom).



Fig. 6 A series of images representing the town today, ranging from regeneration projects including Bishop Auckland castle project (top left) and the Spanish Gallery (bottom left), through to Kyren (bottom right) and the shopping street Fore Bondgate (bottom left).



Fig. 8 View from Marketplace looking towards the new viewing tower.



## 2.4 Existing Site Use

The existing project site is composed of three parts;

- An external bus station to the north, comprising individual bus shelters per stand
- A public car park to the south
- Pedestrian area to the east, adjacent to the Newgate Shopping Centre

A few small buildings exist on the site, a bus operator's facility, public toilets and a small cafe kiosk. All of these will be removed as part of the proposals.

Vehicles largely take precedence across the site with large areas of hardstanding. There are a couple of raised planters on the pedestrian area with a total of 19 existing trees on the site.

The adjacent buildings are generally no more than two or three stories high except from a taller office tower block southwest of the site called Vinovium House.

The project site borders Bishop Auckland's Conservation Area to the north.

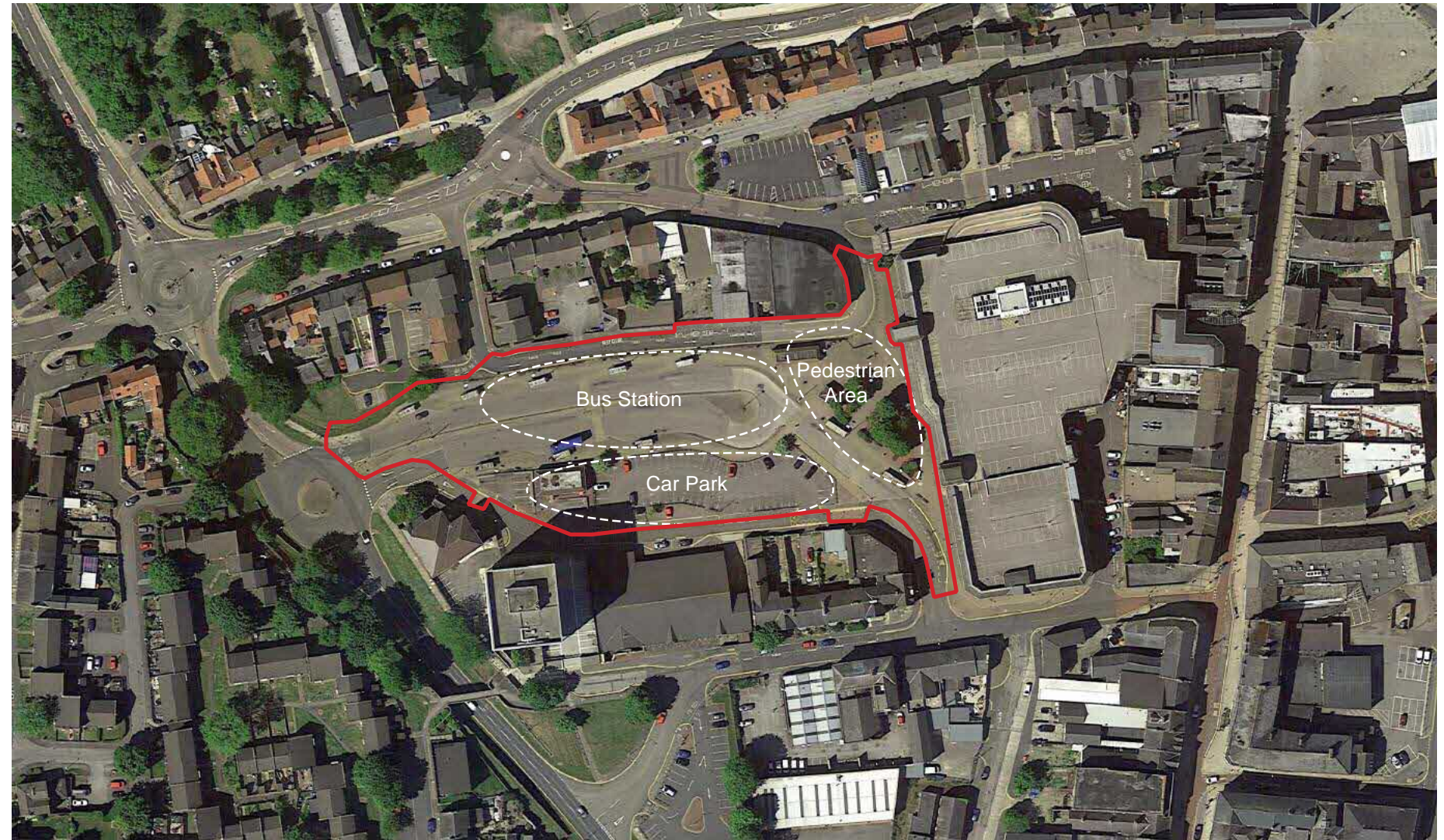


Fig. 12 Existing site aerial view



Fig. 9 Existing bus station



Fig. 10 Existing car park



Fig. 11 Existing pedestrian area



## 2.5 Immediate Context

### Newgate Shopping Centre

The Newgate centre is a key retail anchor and landmark for the northern part of the town centre, providing accommodation for local businesses, leisure facilities, retail units and car parking.

### Vinovium House

The highest and most prominent building surrounding the site is a detached 8 storey office block with on-site parking in a part undercroft. The building is of reinforced concrete construction built circa 1982. It is currently housing a variety of uses including the Jobcenter and Department for Work and Pensions office.

### A689 roundabout

The A689 starts in Carlisle, passing through the northeast side of the town, through to the southeast side, and eventually terminates at Hartlepool. There are several roundabout junctions as it passes through the town, with one immediately to the west of the site. This roundabout is currently used for buses entering and exiting the bus station and for one-way traffic existing Saddler Street.

### Saddler Street Properties

Saddler House is located to the west of Vinovium House and is currently used as a Drug and Alcohol Recovery centre.

To the east of Vinovium house is the largest single retail unit surrounding the site, a single storey brick building currently occupied by B&M Stores.

To the far east of Saddler Street is the rear of smaller residential and commercial properties including a hairdresser, Barber shop and office for the local MP.

### Clayton Street Properties

Clayton Street provides access to the rear of two-storey brick residential properties including Clayton Court. There are some single storey commercial properties to the east, including a furniture and bathroom shop.

At the far east of Clayton Street is the Bishop Auckland Snooker Club, a two-storey brick building, also housing the Prince Bishops Store.



Fig. 13 Newgate Centre looking from Saddler Street



Fig. 17 Newgate Centre looking from George Street



Fig. 14 Clayton Street Properties looking east



Fig. 15 Clayton Street Properties looking west



Fig. 16 Saddler Street Properties looking south west



Fig. 18 Vinovium House looking from Saddler Street



## 2.6 Existing Public Realm

The public realm area on the east of the site provides a greater link between the parking / bus station and the pedestrian routes through to the main shopping area and tourist attractions.

The views from the site is dominated by the Newgate Shopping Centre, Vinovium house, and the rear of residential and commercial properties.

The public realm is dominated by hard landscaping with block paving throughout. Recessed paving covers have not been used on manholes within the public realm therefore rusted metal covers contrast with the paving.

There are some raised brick planters and existing trees (19 in total across the site). At the northeast corner of the site there are black painted railings and vehicle bollards, with some low level brick retaining walls and 2 steps to accommodate a level change near to the public WC facilities.

Street furniture such as timber benches and black plastic bins are looking worn and does not create an inviting place to sit. The sheltered area of bench seating provides more of a focal point for gatherings of anti-social behaviour.



Fig. 19 Existing trees



Fig. 20 Existing residential properties facing the site



Fig. 21 Existing site view facing east

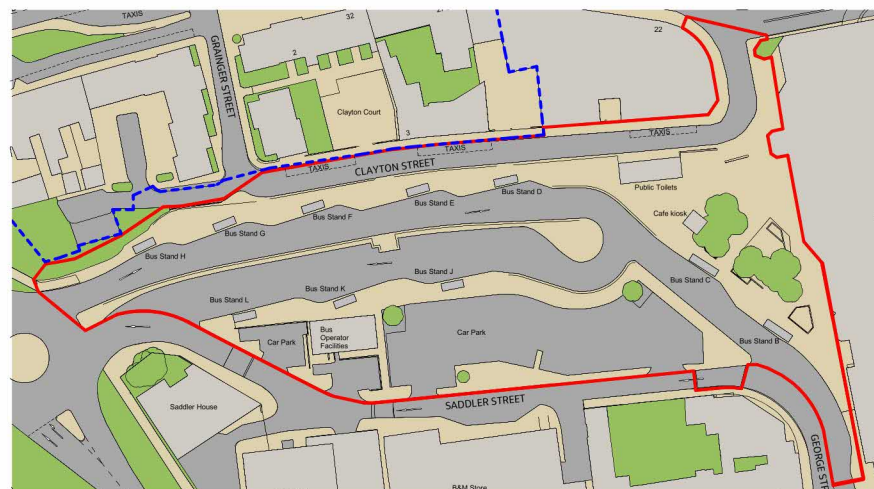


Fig. 23 Existing site plan



Fig. 22 Existing site view facing south



## 2.7 Reasons for re-development of the Bus Station

The existing bus station is a collection of external bus shelters, which appear old and in need of maintenance. The basic shelters are not of the quality expected for a modern transport system in an expanding town centre.

There are insufficient passenger facilities, with a dated and inadequate public WC block, and little shelter from inclement weather. The bus stops are spaced apart, with very little signage or passenger information, making the site hard to navigate for unfamiliar users. It has a poor visual prominence with the black bus stands and small letter signages hidden amongst the tarmacked streetscape, with poor wayfinding for passengers arriving to the town.

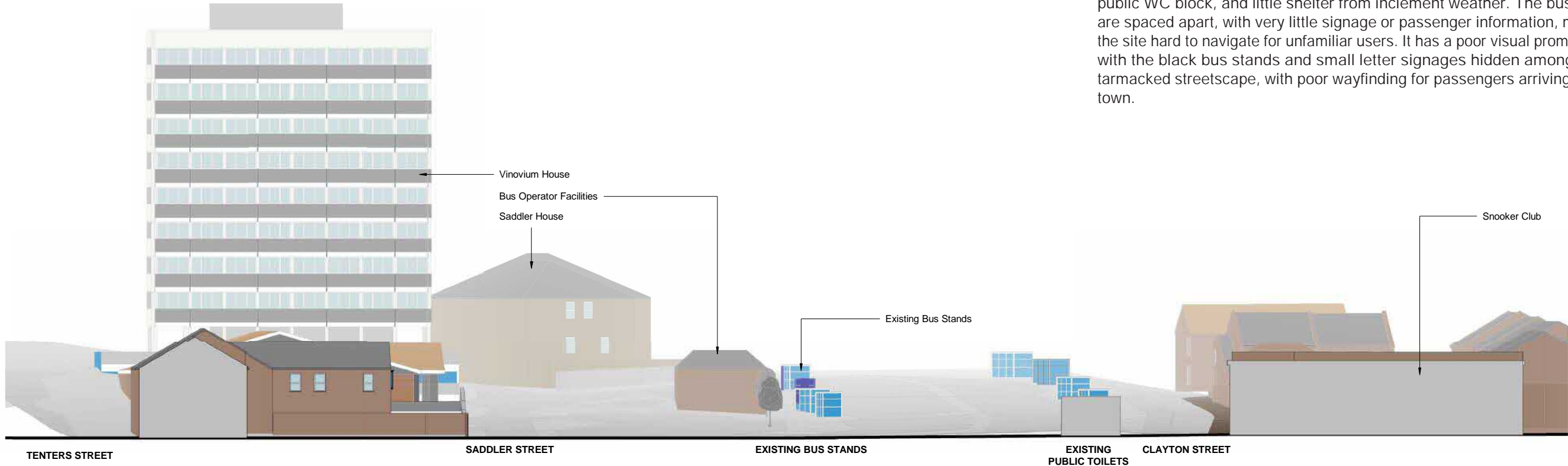


Fig. 24 Existing site section looking west

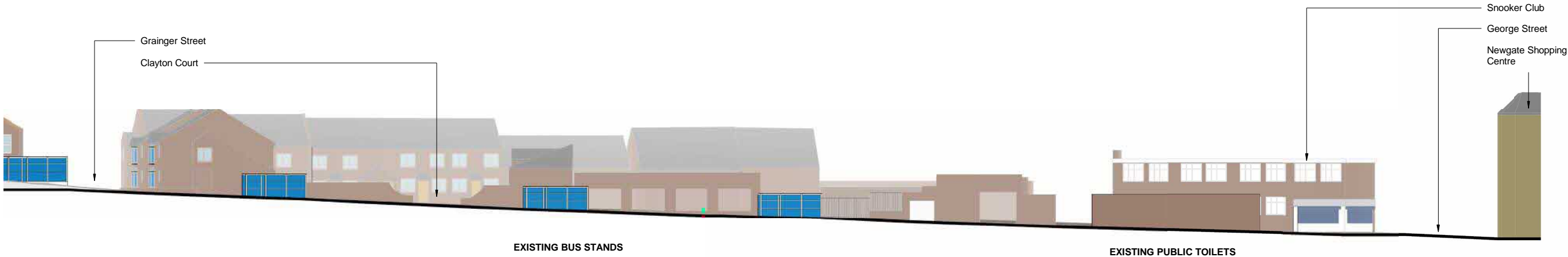


Fig. 25 Existing site section looking north



## 2.8 Existing Bus Station

The existing bus station is configured as a loop arrangement bus. Buses enter the site from the A689 and then have the option to either loop back around to this same junction or exit via George Street to the south and onto Newgate Street.

The existing bus station currently accommodates 8 No. 12 metre long buses in the loop arrangement, each with an external shelter. A further 2 bus shelters are provided on the link road back to George Street, with an additional bus stop/bus waiting area at the southern end of George Street. The 10 bus stands are spaced apart allowing for bus operations to be drive in, drive out (DIDO).

The existing capacity is considered in excess of what is required for future timetabling needs, and the sprawling arrangement is not making the best use of the site, along with being hard for passengers to navigate.

Bus Operator facilities are provided in a separate single storey brick building to the southwest of the site, with car parking.

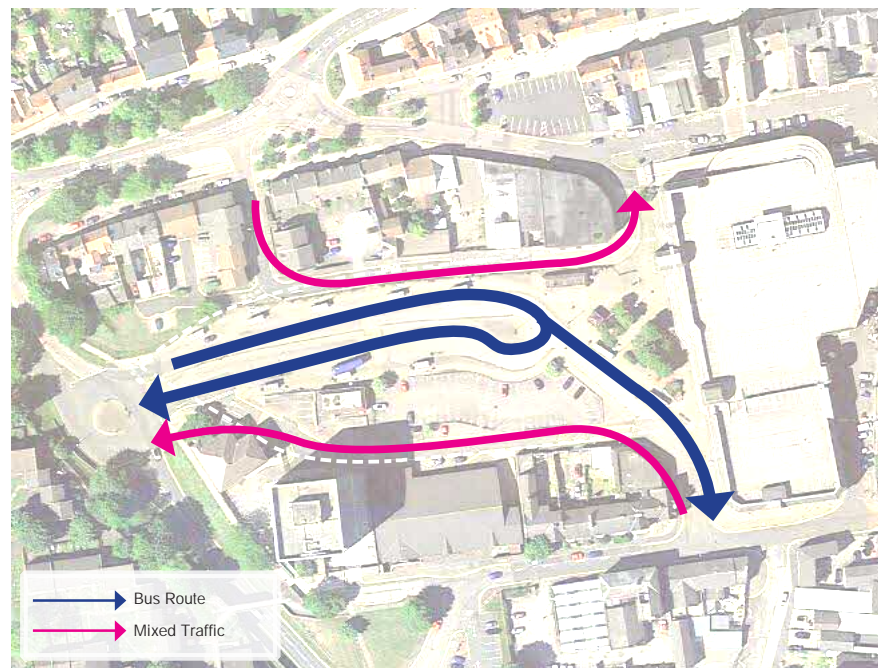


Fig. 26 Existing vehicle routes

## 2.9 Other Vehicle Manoeuvres

Saddler Street runs along the southern perimeter of the site and operates as a one-way system, running from east to west. This provides access to various commercial properties along the southern boundary, as well as the public car park and HGV loading bay for the retail unit.

Clayton Street runs along the northern boundary of the site. This road also operates as a one-way system running from west to east, with the traffic flow into this road entering from High Bondgate and exiting on George Street. Clayton Street provides access to residential properties and some commercial properties.

## 2.10 Taxi Rank

Clayton Street currently has three zones for taxi waiting following the one-way road layout. These are split up due to access to the residential and commercial properties on Clayton Street. This taxi rank operates 24 hours and provides interchange with bus services.

There is an additional taxi waiting areas immediately to the north of the site on High Bondgate with reduced operating hours. Two further taxi ranks are located in the Market Place and at Bishop Auckland Train Station.



Fig. 27 Existing taxi stand areas along Clayton Street

## 2.11 Car Parking

There is an existing pay and display car park to the south of the site, which accommodates approximately 60 cars. A few additional car park spaces are provided to the west of the site, surrounding the Bus Operator Facility Building.

Accessible parking is only provided as two bays adjacent to the B&M retail unit on the south side of Saddler Street. Both Saddler Street and Clayton Street have double yellow lines with no on-street parking permitted.

Additional public car parking is available to the north, east and south of the site. There is a large car park on North Bondgate, a small car park on Finkle Street, car parking on the upper levels of the Newgate Shopping Centre to the east and a small car park to the south on Tenters Street.

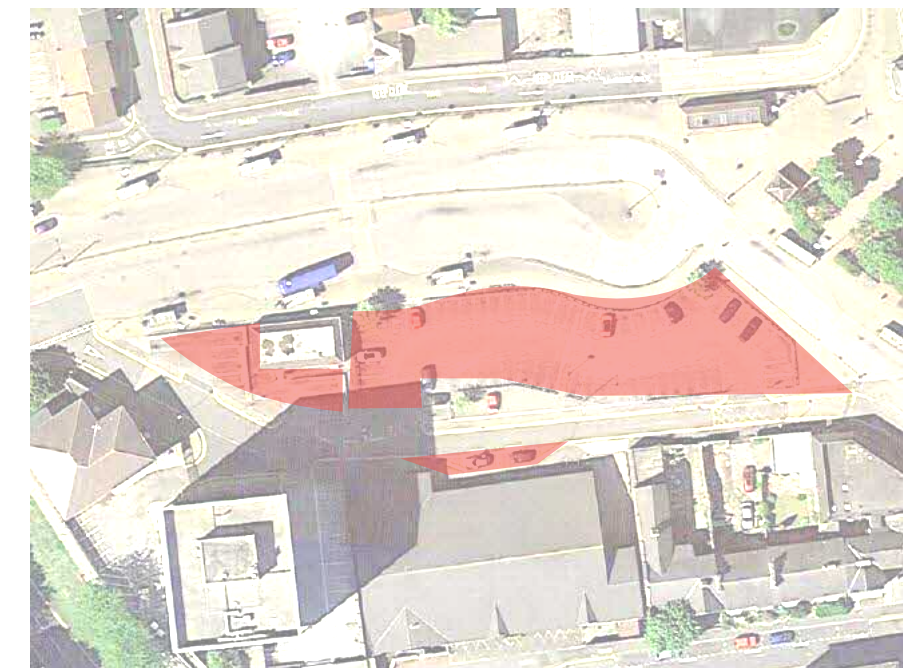


Fig. 28 Existing car park



## 2.12 Cycle Route and Storage

There is a cycling route not far from the western edge of the site, route 715. National Route 715 of the National Cycle Network joins Whorlton and Willington via Bishop Auckland and is part of the Walney to Wear and Whitby (W2W) route.

The route through Bishop Auckland is part traffic free on the outskirts of the town, and mainly signed on road through the town centre. The route benefits by passing close by to Bishop Auckland train station, the leisure centre, two schools and the town centre, providing a useful means of alternative sustainable transport mode.

There are three Sheffield style cycling hoops located on the site, adjacent to the public WC block.

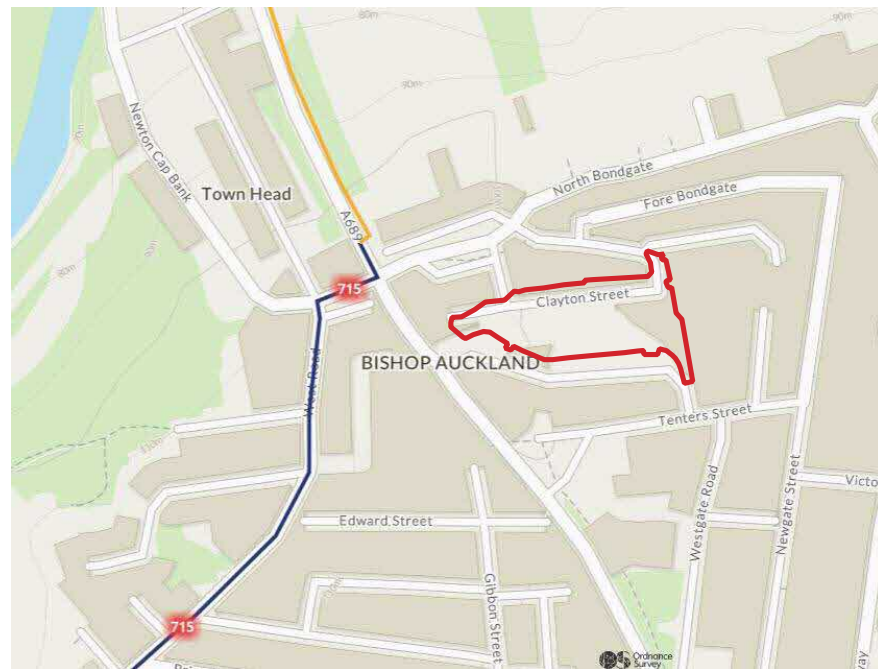


Fig. 29 Proximity of National Cycling Route 715

## 2.13 Pedestrian Accessibility

The existing site includes a pedestrian area on the east adjacent to the Newgate Centre. This area has a range of trees, outdoor seating and a small café kiosk building. The bus stands are spread out over the north of the site which increases walking distances to stands and requires pedestrians to cross roads to access some stands. This location of the stands also spreads pedestrians thinly across the site and decreases activity in the designated pedestrian zone. From the bus station site there are three pedestrian routes connecting the project site to the town centre.

To the northeast corner of the site is a connection onto Fore Bondgate. This route provides the most direct connection to the market square, however currently it is not pedestrian focussed with roads and car parking being the main obstacles to wayfinding. Future urban realm investment for the town would benefit from improving the legibility of this important connection route to the proposed bus station site.

A central route takes visitors east through the adjacent Newgate Shopping Centre. This is not the clearest route and is only available during the shopping centre's opening hours. The shopping type and high vacancy rate do not provide high-quality experience when arriving at the town.

To the south onto Newgate Street, via George Street, is the third main pedestrian route which provides a relatively short walk to the main shopping thoroughfare. This route is well utilised but offers little in terms of the quality of public space.



Fig. 30 Existing pedestrian route from the proposed site to Fore Bondgate.

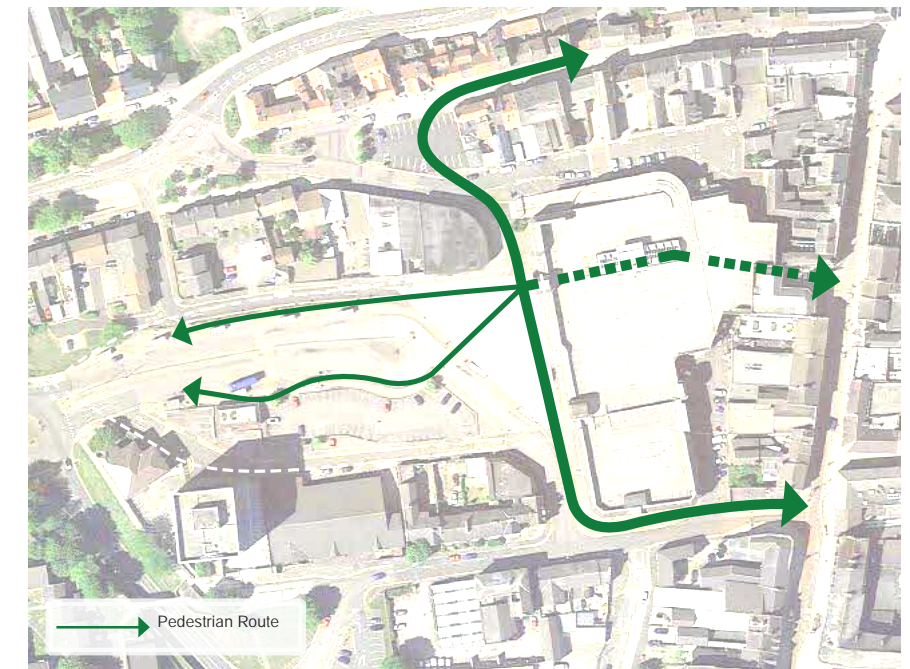


Fig. 31 Existing pedestrian routes.



## 2.14 Existing Site Infrastructure

### 2.14.1 Environmental and Site Assessment Reports

Other site assessment reports are included within the full planning application including:

- Air Quality Assessment
- Noise Impact Assessment
- Sustainability Assessment
- Ecological Appraisal
- Coal Mining Risk Assessment
- Land Contamination Assessment
- Archaeological Assessment
- Transport Assessment

### 2.14.2 Topography

A Topographical survey has been undertaken which confirms the steep level changes across the site. The west of the site at the A689 roundabout is approximately 6m higher than the eastern edge of the site adjacent to the Newgate Shopping Centre. The survey also confirms that Clayton Street along the northern edge of the site is approximately 1m higher than the southern edge of the site along Saddler Street.

### 2.14.3 Utility Services

A GPR survey was received as part of the Topographical survey to confirm the locations and depths of the affected utilities. It confirms that several utilities run across the site, mainly to service the existing buildings, bus stands and road layout, which will be removed in the proposed design.

#### Affected Utilities –DCC Street Lighting

The locations of all the existing street lights and their affected cable routes have been provided.

#### Affected Utilities –Northern Gas Networks

There is an existing 63mm diameter gas main that runs in a north-south direction to the west side of the existing bus station. The supply runs to the bus operators building which will be redundant under the proposed scheme. The gas supply can be disconnected and the main removed back to Clayton Street and capped off.

#### Affected Utilities –Northern Powergrid

A number of underground cables/ducts are present running in a north-south direction across the site that are shown as being “left in situ” and are assumed to be redundant. These cables/ducts, following ensuring that they are redundant and not live, can be removed.

#### Affected Utilities –Openreach (British Telecommunications)

There are five chambers and duct routes that are located in the existing bus station area. One of the chambers and duct routes runs to the existing café of the bus station which will become redundant under the proposed scheme. The remainder of the chambers and duct routes will require to be diverted to the north and east of the proposed building boundaries.



Fig. 32 Extract of Northern Gas Networks utilities information

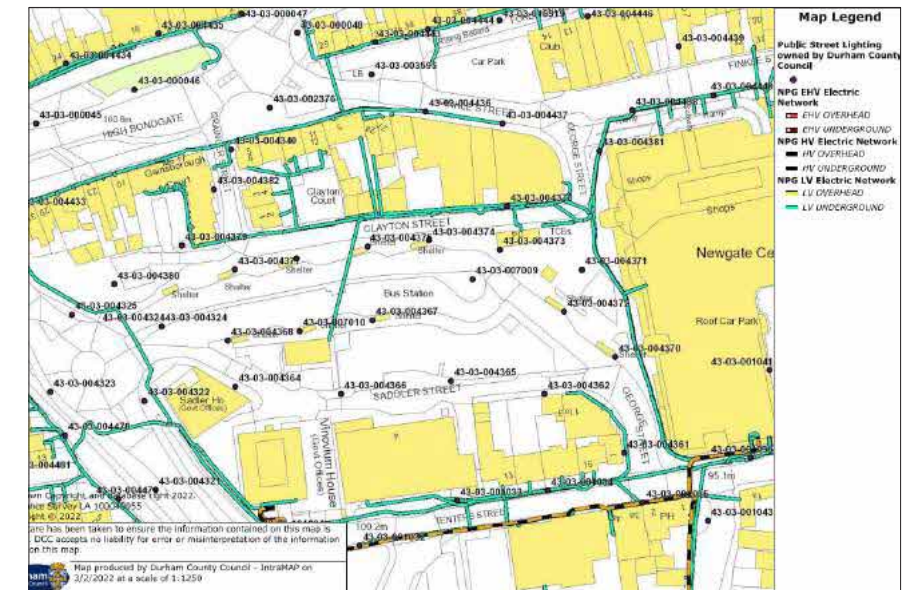


Fig. 34 Extract of DCC street lighting information



Fig. 33 Extract of Northern Powergrid utilities information

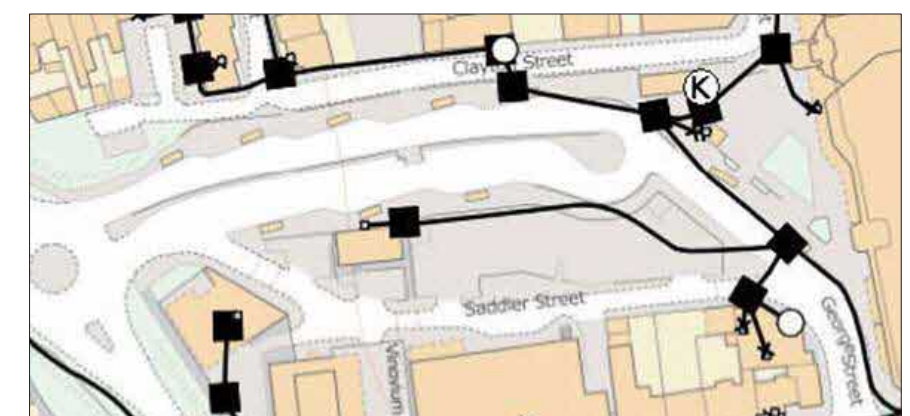


Fig. 35 Extract of Openreach utilities information



### Affected Utilities –Northumbria Water Group

An existing combined surface and foul water sewer of 225mm diameter crosses the existing bus station at the west end, from Saddler Street to a manhole chamber in Clayton Street. It is likely that the sewer provides connection to the adjacent Sadler House and Vinovium House buildings.

From the GPR survey it also appears that the existing surface water drainage along Saddler street may also be affected by the building proposals and may require some diversions as part of enabling works on the site.

## 2.15 Other Constraints

During the construction of the proposals, existing services and access routes will be maintained including:

- Continued access to residential properties & retail along Clayton Street and Saddler Street.
- Continued Bus Operation During Construction - The bus stops will be relocated along Newgate Street, enabling a clear site for the construction works.

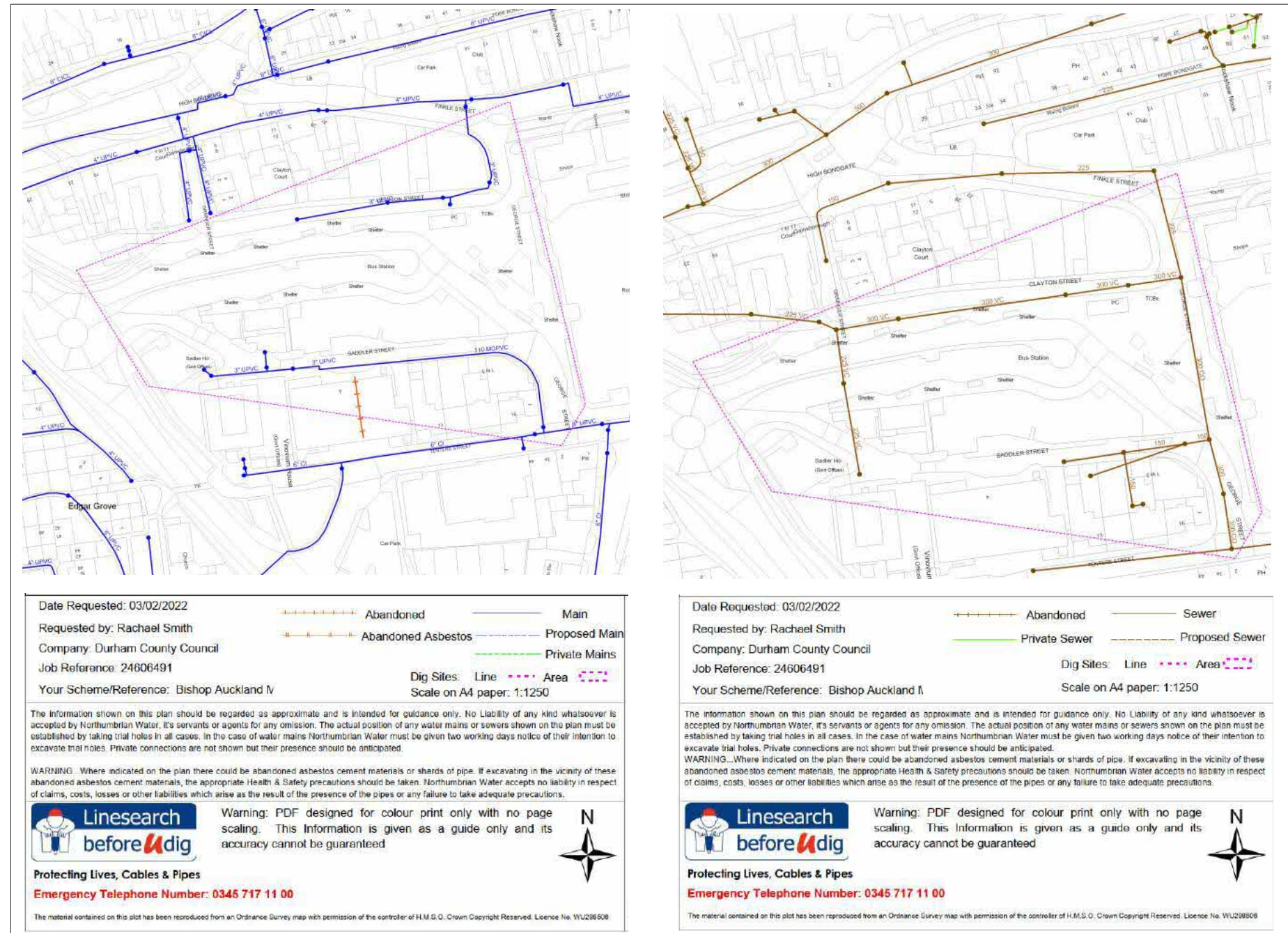


Fig. 36 Extracts of Northumbria Water Group's utilities information

3

DESIGN BRIEF



### 3.1 Project Objectives

The existing site occupies an important location in Bishop Auckland, close to both the historic core and central shopping areas. This project offers an opportunity to address the wider issues of the site, as well as creating a new gateway into the town.

The scope of this project is limited to the design of the following new assets:

- External At-Grade Car Park.
- Bus station building and forecourt.
- Highways and public realm layouts, as required by the above.
- DNO substation.

The wider objective of the project is to provide a functional and high-quality transport hub that will be used by residents and future growth in tourism. This project will also encompass a range of requirements including highways and public realm improvement works, associated to the car park and bus station designs.

The redevelopment of the site also has the potential to play a key role within the wider regeneration of Bishop Auckland. These opportunities all have the potential to enhance the value that this project bring to the town centre, these include;

- Improving vehicle routes and reducing conflict with pedestrians.
- Establishing high quality and well-connected pedestrian routes.
- Discovering identity, gateway & placemaking opportunities.
- Identifying enhanced landscaping and greening opportunities.
- Opportunities to increase activity on the site.

### 3.2 Bus Station Brief

The proposed bus station will replace the existing external bus station area with a new indoor facility and bus forecourt to accommodate a Drive in Reverse Out (DIRO) operation. The proposed building will provide a waiting area for those arriving and departing the town via bus as well as providing staff and public facilities. The bus station should benefit from robust environmental credentials and have a strong architectural identity.

A summary of the key requirements are as follows:

- x8 Drive in Reverse Out (DIRO) bus stands and x2 layover bays.
- Bus station building to provide standing and seating areas for bus stands.
- Public WC facilities including Changing Places.
- Freestanding retail unit.
- Staff facilities including; management offices, WC, kitchenette and cleaners' facilities.
- Back of house facilities including; plant & server rooms and bin storage.
- 10no. Sheffield cycle stands.
- Building design to target being carbon neutral & achieve a minimum of BREEAM 'Very good' rating.

### 3.3 Car Park Brief

The brief requirements for the surface car park have been developed through an on-going dialogue between DCC and Jacobs. The key brief requirements are as follows;

- The surface car park should include parking for in the region of 120-130 cars.
- The car park should use the existing site levels, minimising the amount of excavation and retaining wall structures.
- Safe pedestrian routes should be included throughout the car park with links to the bus station and town centre.
- The car park will be operated as Pay and Display, ticket machines to be provided but no entry/exit barriers required.
- The design of the car park will generally follow the 'County Durham Parking and Accessibility Standards 2019'.
- Include provisions for a minimum 3% of car park bays for Motorcycle parking
- Previous Inclusion and Diversity stakeholder comments to be incorporated including:
  - A Wheelchair Accessible Vehicle (WAV) space
  - 5% EV Charging spaces with side aisles
  - 10% Passive Provision for future EV Charging
  - 6% minimum Accessible Spaces with side and rear aisles
  - 5% of Accessible Spaces to be EV Accessible spaces
  - Consideration of larger parking bays (2.5m x 5.0m)

# 4 DESIGN EVOLUTION

## 4.1 Previous Proposals

Jacobs were appointed by DCC to undertake a feasibility study (RIBA Stage 1) for the existing bus station site in 2019. A brief for the bus station was provided along with an outline brief for the car park which has since been incrementally developed with the input of DCC.

At the conclusion of the feasibility study the design included a Multi-storey Car Park (MSCP) and new bus station building. A preferred option was then taken forward to concept design stage (RIBA Stage 2) with the bus station to the east of the site, and car park to the west.

At developed design stage (RIBA Stage 3) the MSCP footprint was rationalised and reduced, with an area of surface car park. The design validation of the MSCP Concept Design focused on the regularising the grid and building footprint, enabling efficiencies for a specialist Modular car park contractor. Another key objective was to review the MSCP massing and footprint, reducing the constrained access around the building, improving the set back from the existing buildings and consideration for adjacent residential properties.

Jacobs completed the RIBA stage 3 design in March 2022 seeking to redevelop the existing town centre bus station site to provide a new bus station facility and MSCP. DCC have since been unable to secure an operating partner for the MSCP and after reviewing funding opportunities concluded that a MSCP development would be a financial risk to the council. Other ways of achieving the increased car parking capacity in the town centre have been reviewed including how to maximise existing assets.

The revised proposal is to omit the MSCP from the proposal and instead use the available land as a surface level car park. To achieve the total number of car parking spaces identified in the Transport Assessment, a refurbishment of the adjacent Newgate centre car park is also included. The Newgate centre car park refurbishment is not included in this planning application.

The proposals presented in this planning application still retain the original design principals and site concept identified at feasibility level, with the bus station to the east of the site and car parking to the west. The current proposals are more sympathetic to the surrounding properties, with consideration for maximising landscaping opportunities while achieving the project transport objectives.

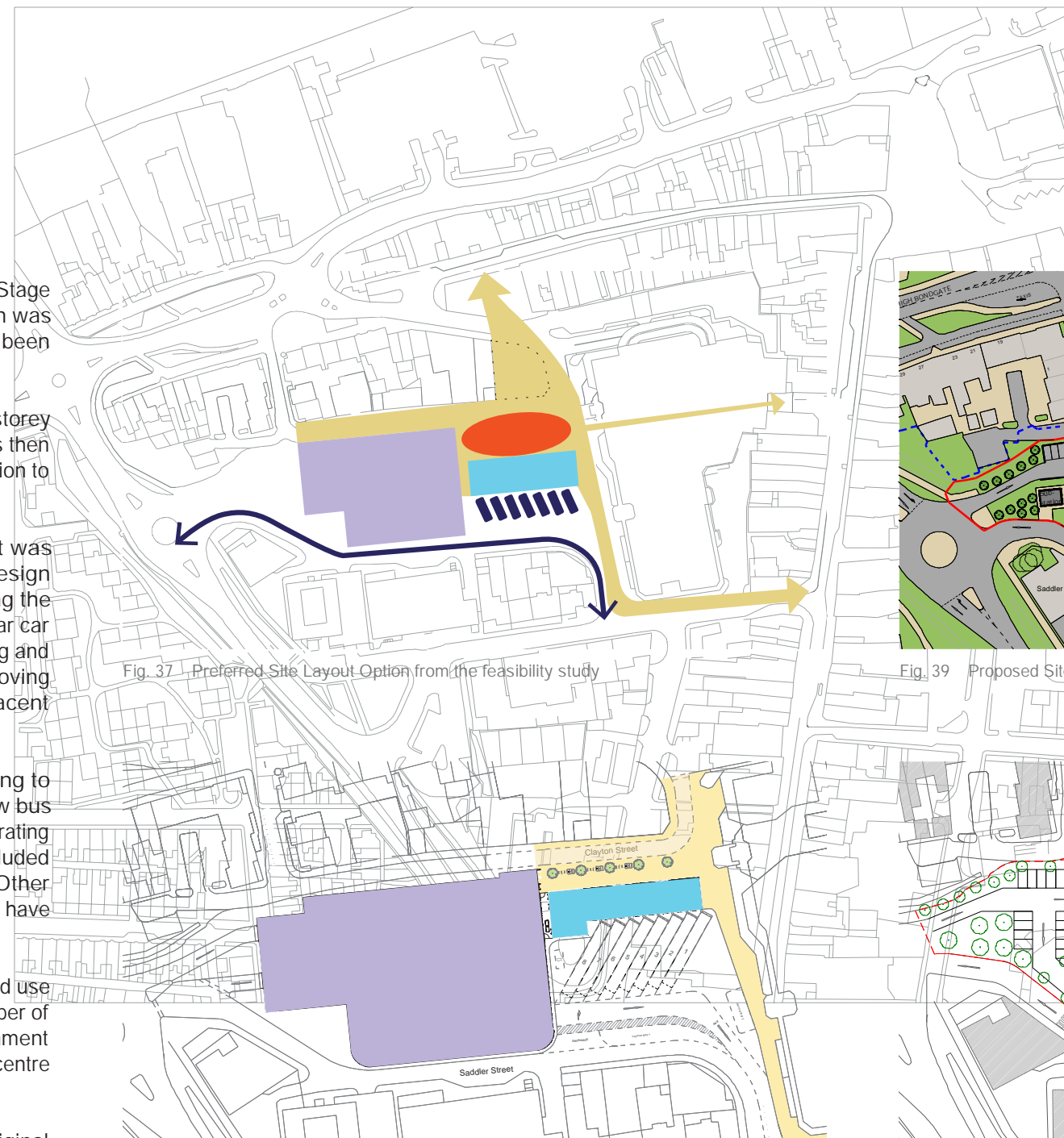


Fig. 37 Preferred Site Layout Option from the feasibility study

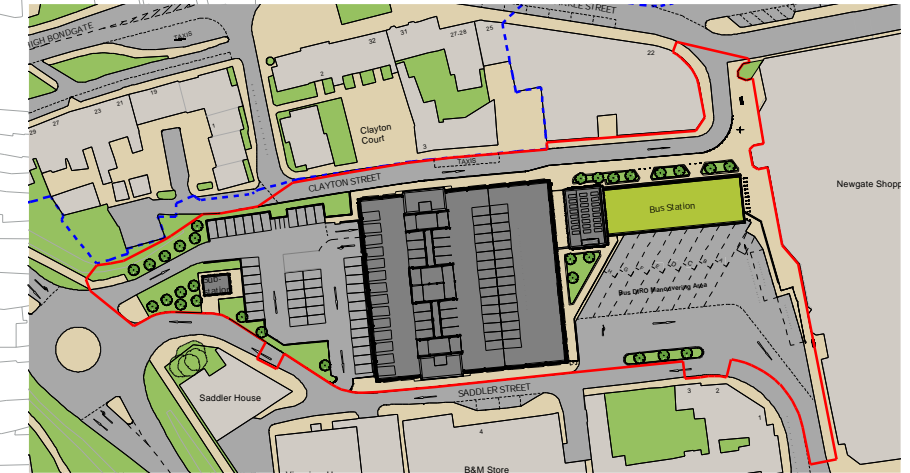


Fig. 39 Proposed Site Plan at RIBA Stage 3

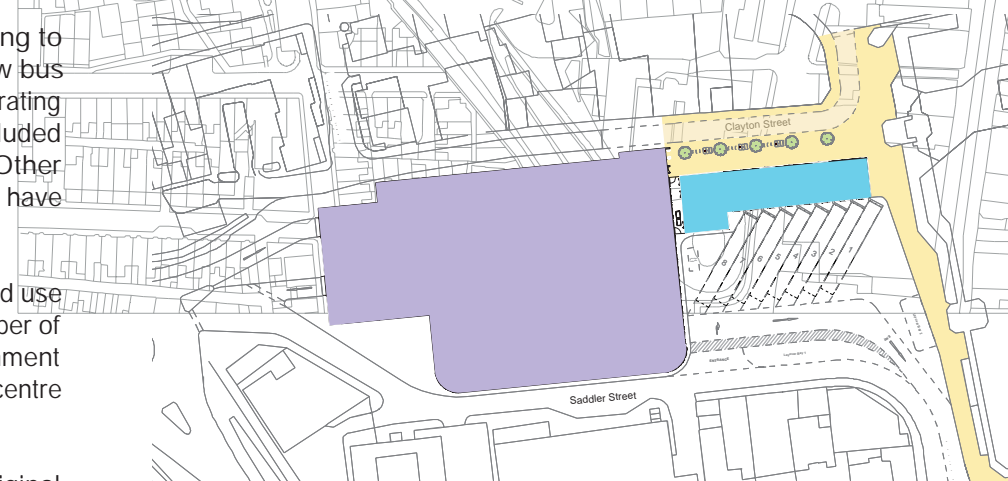


Fig. 38 Proposed Site Plan at RIBA Stage 2

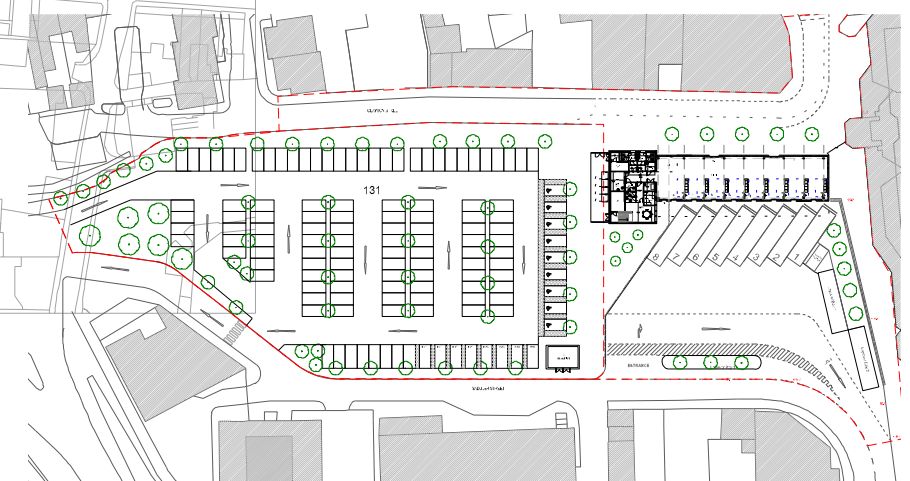


Fig. 40 RIBA Stage 3 Addendum - removal of MSCP and addition of a surface level car park

# 5

## PROPOSED SITE LAYOUT AND ACCESS



## 5.1 Site Layout

The proposed bus station is to the east of the site, adjacent to the Newgate Shopping Centre, with the bus forecourt to the south and a small area of public realm to the north, which also connects to the proposed car park. A substation building is located on the west of the car park.

The movement of vehicles has played a central role in the development of the proposed site layout. The aim of the proposed layout is to reduce unnecessary traffic movement across the site by revising the existing road network and making connections into the site as direct as possible. The benefits of this are twofold; it has the potential to reduce traffic congestion, and to improve pedestrian safety by reducing the number of vehicles near pedestrian routes.

The widened public realm to the north of the bus station creates the primary pedestrian route which connects the car park and bus station to the town. A pedestrian route is also provided from the south side of the bus station, for any shoppers/residents heading towards the retail/community facilities on Saddler Street.

The bus forecourt contains eight DIRO bus stands, two layover bays, and a maintenance vehicle bay. Layover Bay 1 is located as an additional DIRO space to the east of the forecourt, and Layover Bay 2 is on the central traffic island.

The existing roundabout exit on the A689 at the western side of the site will be used by vehicles entering the car park area. The roundabout entry from Saddler Street will be used by both buses and vehicles exiting the car park area. Both A689 entries and exits will remain broadly unchanged.

## 5.2 Amount of Proposed Accommodation

The site area is 0.99Ha.

The Bus Station building Gross External Area (GEA) is 684sqm.

Gross internal areas are:

- Ground Floor –477sqm
- First Floor Level –139sqm

The Substation building GEA is 69.5m2.

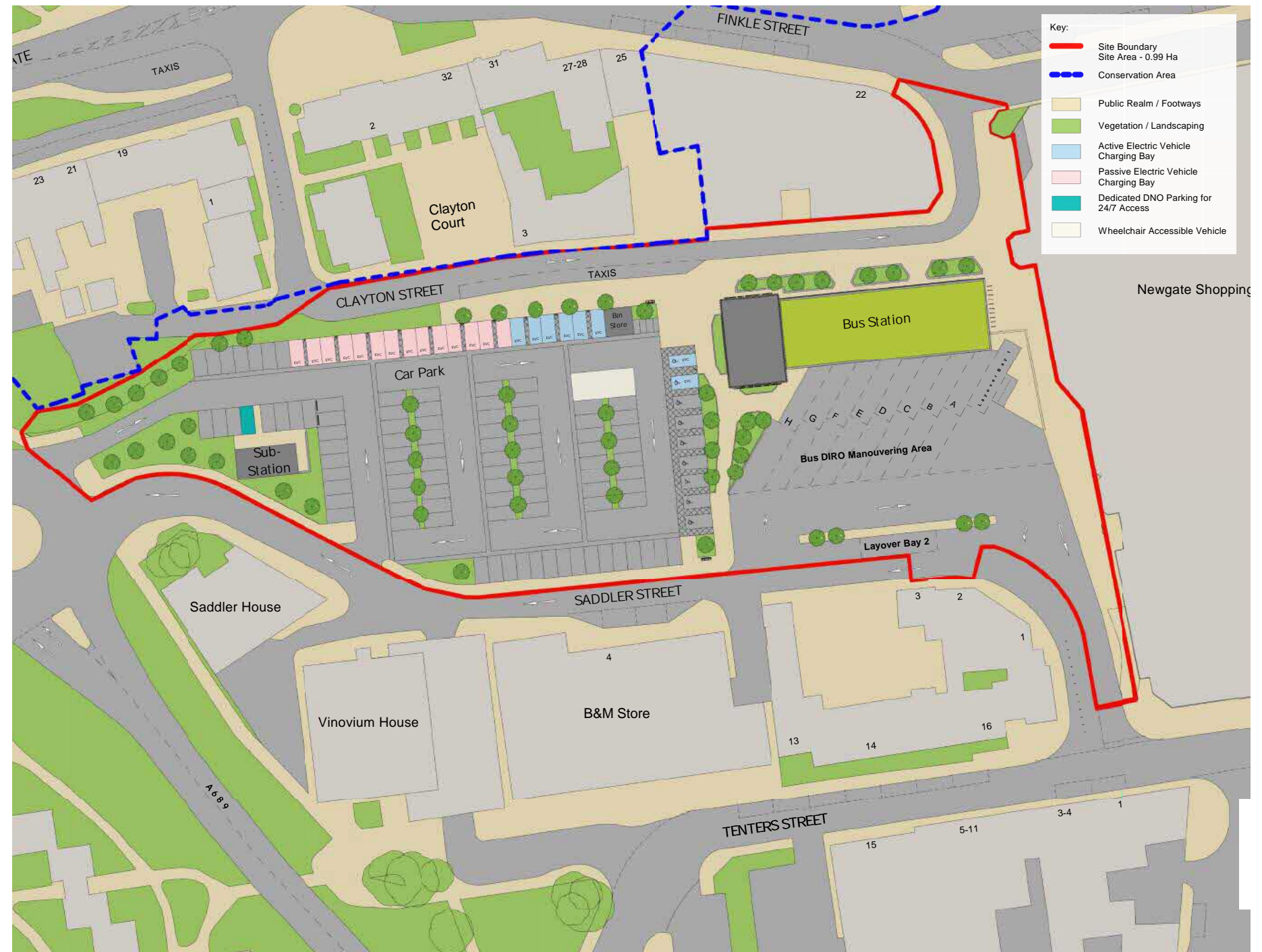


Fig. 41 Proposed site plan



### 5.3 Private vehicles

In the proposed layout car park traffic has direct access into the car park from the roundabout junction at the A689. This arrangement reduces the need for car park traffic to share the bus routes and it provides a clear visual connection to the car park for visitors who may not be familiar with the town. The car park exit has been located to the south of the external car park onto Saddler Street. This optimises the layout of the external parking area and enables improved planting and screening around the site.

Saddler Street is located along the South of the site and operates a one-way system. In the proposed layout this route is retained which provides continued access for the properties along the southern site boundary.

Clayton Street is located along the north of the site and operates a one-way system, accessed from Grainger Street to the North. The proposed layout retains the same road layout, however at the eastern end, in front of the bus station, the road will be reduced in width to give more priority to the public realm for pedestrians.

### 5.4 Taxis

Taxi queuing space is provided on Clayton Street to the north of the bus station. To avoid congestion and reduce the risk of vehicle collisions taxis are not permitted to enter the bus station DIRO area.

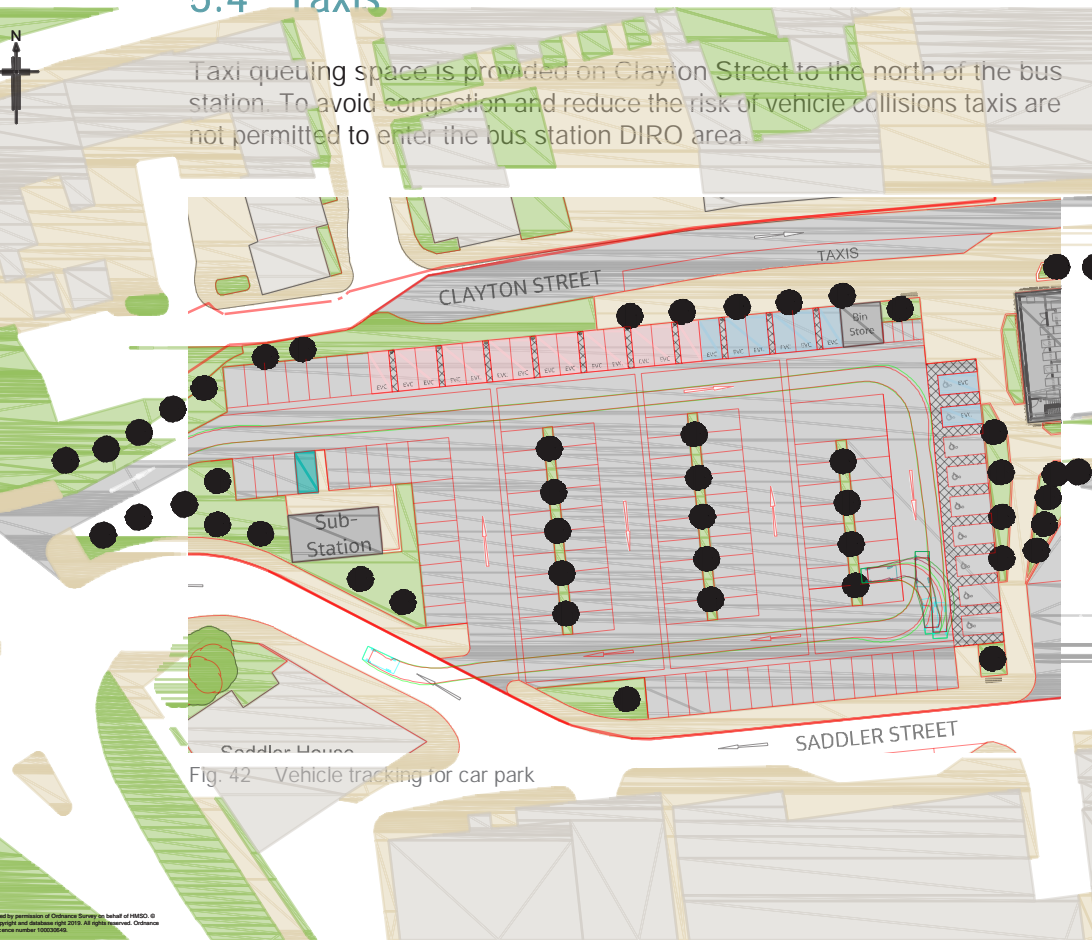


Fig. 42 Vehicle tracking for car park

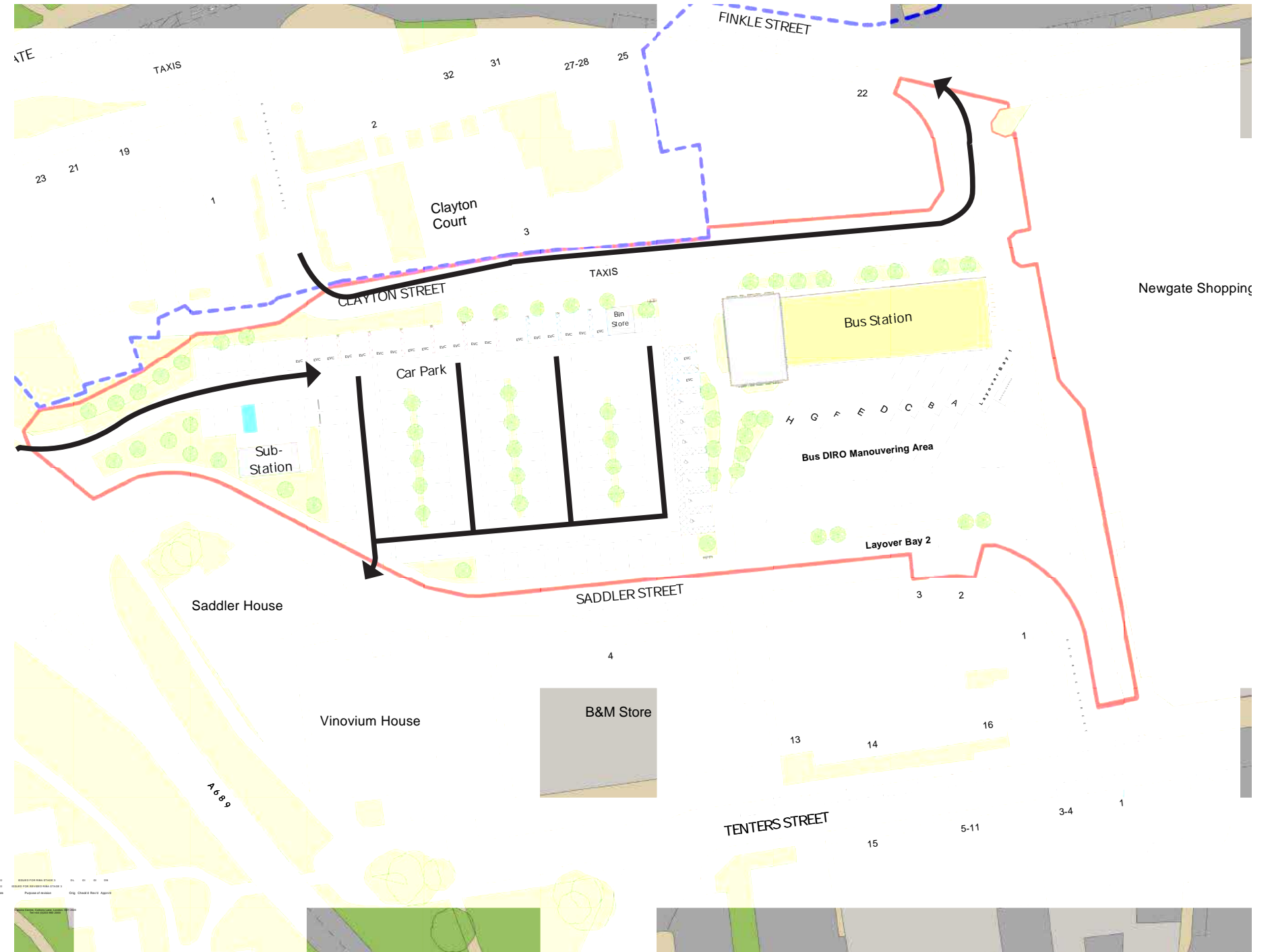


Fig. 43 Proposed Private Vehicle Movement

HIGHWAYS  
VEHICLE TRACKING MODEL  
EXTERNAL CAR PARK  
SHEET 9  
Suitable for Stage approval S4  
Scale: 1:200 DO NOT SCALE  
Date: 16/12/2022  
Project No: BL000034  
Revision: P02.1  
Project Name: BL000034-JAC-CP-P0-DR-H-49009

## 5.5 Buses (Drop-Off, Layover)

All buses enter the bus station via Tenters Street and George Street. Buses then drive past the bus forecourt exit and enter in a clockwise motion. There are eight bus bays, all of which operate a drive in / reverse out (DIRO) method. The bus bays are 13.4x 3.5m. Directly behind each bus bay there is a reversing area to allow buses to reverse out of their bay which is separated from other bus movements. The area designated for this behind each bus bay is 12.3m x 3.5m. Buses then exit either via Saddlers Street or Tenters Street. Cars exiting the car park need to give way to buses on Saddlers Street.

There are also two bus layover bays measuring 13.4m x 3.5m. The bus laybys give adequate room for the Drive in/reverse out movement of the buses, with vehicle tracking checks produced to aid further bus operator consultation.

There is a kerbed island 35.5m x 1.5m situated at the south edge of the bus station which buses have to drive around. This is to prevent free movement by buses in and out of the bus station which could lead to conflict. The kerbed island also helps delineate the boundary of the bus station. The through road of the bus station has a width of 8.4m.

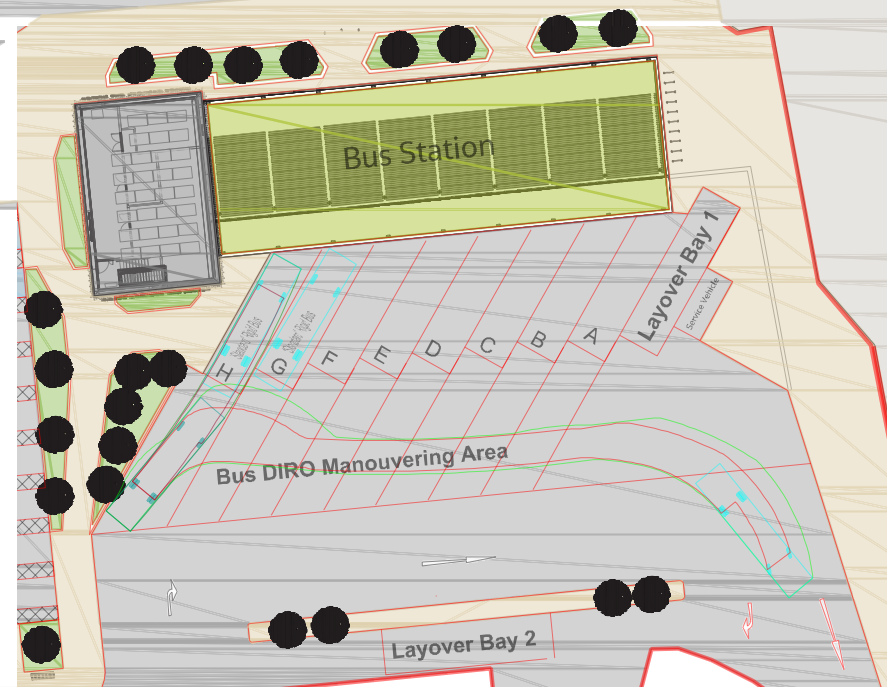


Fig. 44 Vehicle tracking for bus stand H

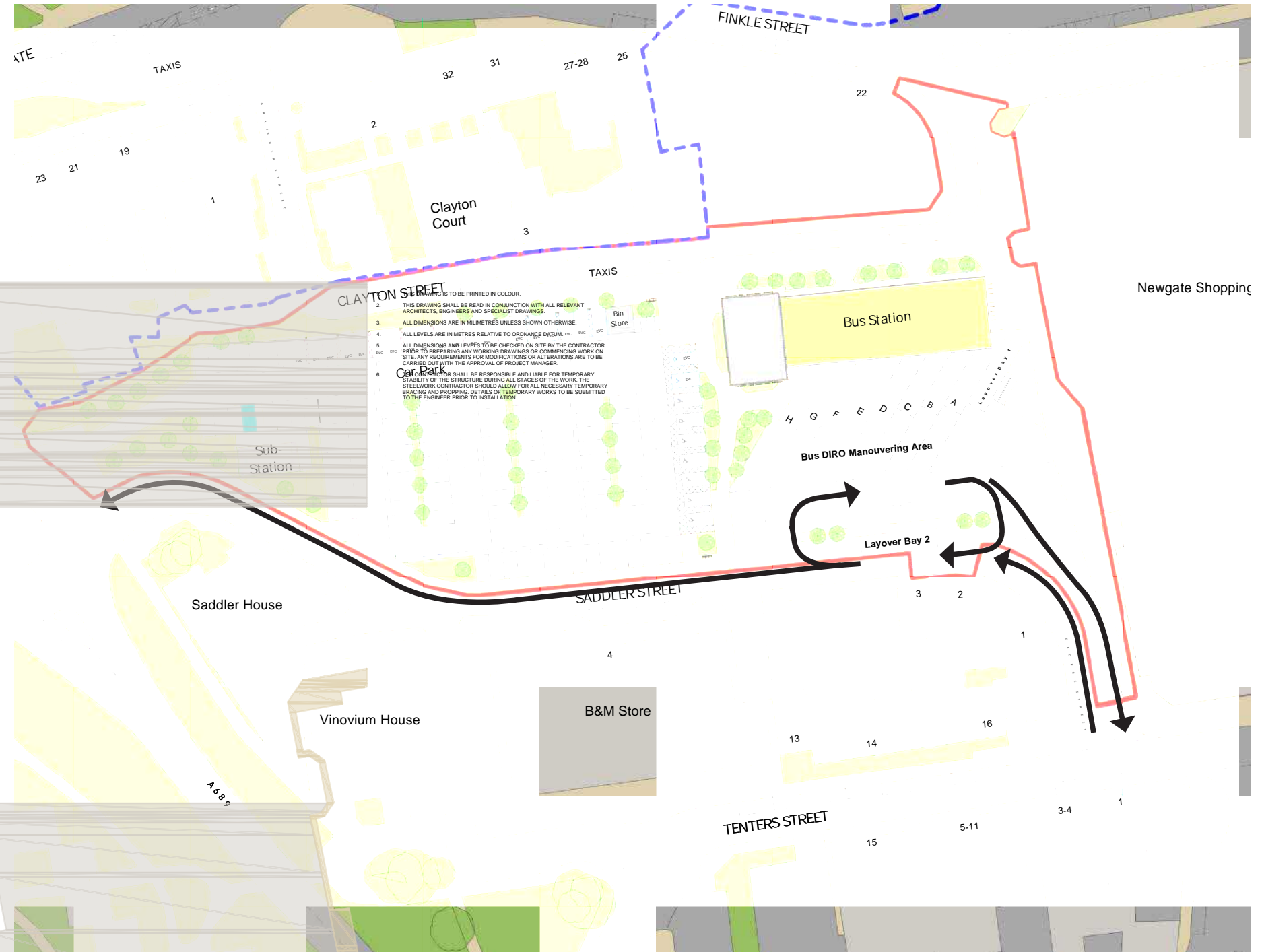


Fig. 45 Proposed Bus Movement

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Appr'd
P01	18/03/22	ISSUED FOR RIBA STAGE 3	DL	GI	GI	DB
P02	24/03/22	ISSUED FOR RIBA STAGE 3	DL	GI	GI	DB
P03.1	22/11/22	ISSUED FOR REVISED RIBA STAGE 3				

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Client

Project

**BISHOP AUCKLAND  
 BUS STATION & CAR PARK**



## 5.6 Pedestrian Movement

The proposed site layout has been designed with pedestrian safety in mind. This widened public realm to the north of the bus station creates the primary pedestrian route which connects the car park and bus station to the town. Although semi-pedestrianisation options were considered for the eastern end of Clayton Street, the road is proposed to remain open to maintain the one-way route. Grainger Street is narrow and would be preferable to remain one way. This also allows access to all the properties along Clayton Street, particularly for large vehicles for deliveries and refuse vehicles.

From the northeast corner of the site, there are three key pedestrian routes with access into the wider town centre. The orientation of the bus station has been planned to encourage natural movement of pedestrian's northwards toward Fore Bondgate. This route provides the most direct link to the historical core of the town, so it is envisaged that this route will play a key role in future tourism growth and may provide scope for future regeneration and public realm improvement works. Currently this route is not clearly sign posted and a car park presents as an obstacle to a direct route. This connection should be considered in any further town centre improvements.

Pedestrians also have the option to use the existing connection through the Newgate Centre, subject to opening hours. The third route heads southward via George Street and toward the main shopping thoroughfare of Newgate Street. This route passes the bus manoeuvring area, and a railing will be required along this edge to ensure pedestrian safety. It is envisaged that the second and third routes will be primarily used by residents and shoppers.

A pedestrian entry/exit is provided at the northeast corner of the car park, providing a safe link to towards the town centre. Direct pedestrian access into the car park from the A689 is removed to give priority to vehicles and improved planting and landscape proposals. Safe routes can be from Grainger Street if approaching from the north or along Saddler Street if approaching from the south. A route north-south past the site at the A689 roundabout is maintained.

## 5.7 Cyclists

10 No. cycle stands are provided adjacent to the east façade of the bus station with natural surveillance due to the buildings glazed exterior, reducing the likelihood of theft or vandalism of the bicycles. Access to the National cycle route 715 will be via Clayton Street.

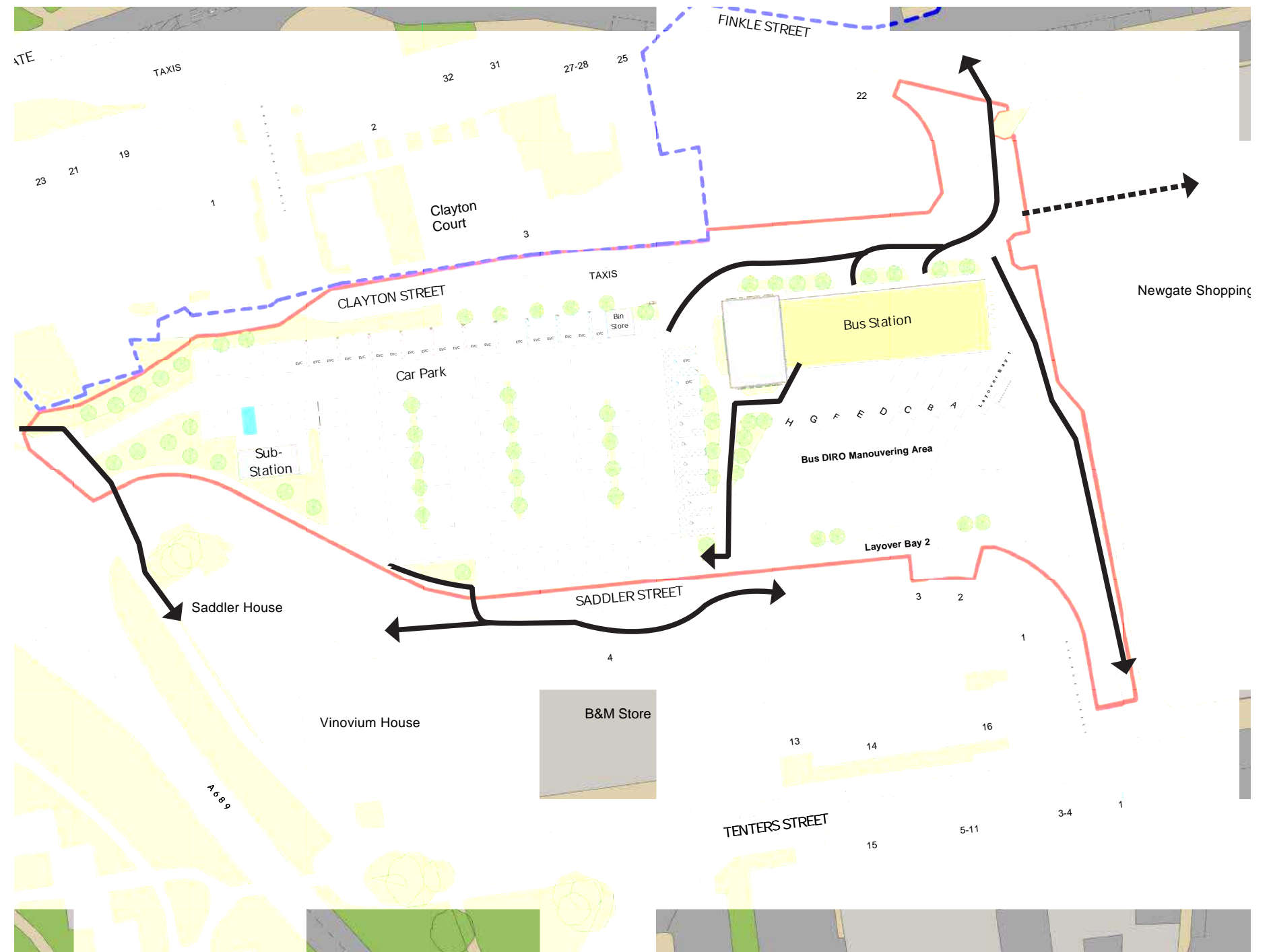


Fig. 46 Proposed Pedestrian Movement

## 5.8 Accessibility & Inclusivity

The existing site has a steep fall across from west to east of approximately 6m between the A689 and the Newgate Shopping Centre. There is also a fall from Clayton Street to Saddler Street of approximately 1m.

The proposals have had to work with the existing site due to maintaining tie in levels along the site boundary edges. The aim has been to maintain accessibility across the site for pedestrians without the need for steps.

Some small retaining structures are required in strategic locations, but generally the site follows the existing levels.

The car park includes for accessible (blue badge) spaces and the bus station building includes level thresholds for all public entry/exit doors.

## 5.9 Emergency Vehicle Access

The bus station building is provided with suitable access for fire-fighting personnel.

Table 19 of BS 9999 recommends that vehicle access should be provided to 15 % of the perimeter of the building. Access is provided via Clayton Street (north) and the bus manoeuvring area (south), both of which will meet the fire service vehicle access requirements given in BS 9999. The total area of the façade accessible is approximately 75% of the total façade, and in excess of the recommended 15 % provision and therefore compliant to BS9999.

The proposed bus station building has vehicle access to the north and south elevations only. And a fire door at least 750 mm is proposed to both façades (e.g. two main entrance doors to the north façade and the secondary exit to the south).

## 5.10 Maintenance and Service Vehicles

A service vehicle bay (5.5m x 2.4m) is provided to the east of the bus station forecourt area.

The bin store is located in a separate enclosure approximately 16.5m away from the bus station building, where space is provided for 4 1100 litre refuse bins. Refuse collection will be from Clayton Street.

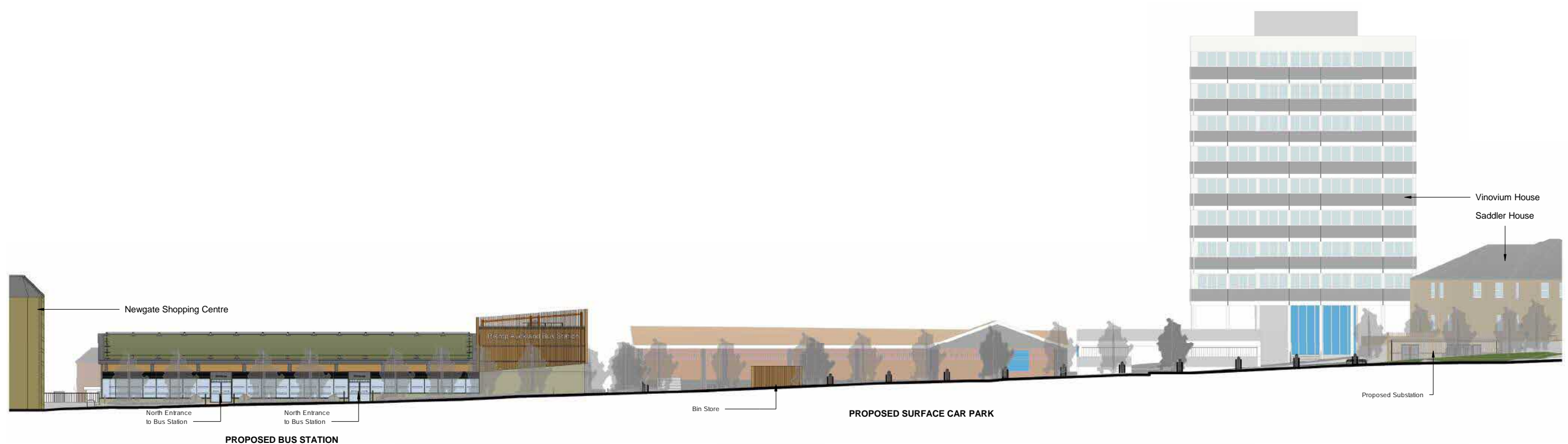


Fig. 47 Proposed East to West Elevation



## 5.11 Pedestrian Safety

The site perimeter is fully open in its nature and has no physical boundary, the main entrance for private vehicles is via the western car park entrance from the A689 roundabout. Bus pick up and drop off is to the south east of the site and features a one way system entering/existing from Saddler Street.

Pedestrian's arriving at the bus station will filter through the bus station building and then step out onto the high quality public realm area before they continue into the town centre.

Hostile Vehicle Mitigation (HVM) is provided to the northern face of the bus station building to offer protection from vehicles using Clayton Street. The sunken rain gardens offer the majority of HVM protection along the building facade. Bollards will be used where breaks occur to allow pedestrians in and out off the bus station building.

Where practicable, railings have been designed out of the public realm to avoid unnecessary street clutter and maintenance burdens. Due to the level change topography within the site, from west to east, the car park will require retaining walls. These walls will require railings in some locations to remove the potential risk of falling for the end users or maintenance teams.

The bus station forecourt also has railings flanking the eastern and western edges to control pedestrian desire lines and to prevent people walking east to west while buses are manoeuvring around the space.

## 5.12 Vehicle-Vehicle Safety

The bus forecourt DIRO design includes bus bays of sufficient length to allow all of the buses to reverse in a straight line and then turn right in forward gear to exit the forecourt. This offers improved visibility for turning manoeuvres, reducing the risk of vehicle collisions.



Fig. 49 Access and Security Strategy



Fig. 50 Bollards



Fig. 51 Pedestrian Railing



Fig. 52 Cycle Stands

### Key:

- Vehicular entry points
- Vehicular movement
- Pedestrian entry points
- Pedestrian gate (controlled access)
- Pedestrian railing
- Hostile vehicle mitigation (sunken rain gardens)
- Hostile vehicle mitigation (bollards)
- Pedestrian access into car park
- Staff access only to bus station

## 5.13 Surface Water and Site Levels Strategy

The drainage strategy for Bishop Auckland is predicated on capturing surface water from within the site via dedicated attenuation crates located in two separate locations. The first, which is the smaller of the two is located under the western external car park and the second, larger in size is located under the bus station manoeuvring area.

As an additional means of surface water collection, the strategy also includes a number of SuDS which help slow flow rates prior to water entering the attenuation tanks, these include:

### Green Roof

The area of flat roof above the bus station accommodation block will collect and convey water to a rainwater harvesting system for reuse in the bus station facilities.

### Sunken Rain Gardens

Rain gardens are proposed to the north of the bus station building and in two separate locations south of the bus station building. Flows from the green roof, overflow from the rainwater harvesting system, and localised hard-standing areas in the immediate vicinity north of the bus station building will be conveyed into the rain garden. It is assumed at this stage that the rain gardens will be tanked with an impermeable liner due to the anticipated poor infiltration rates of the underlying strata.

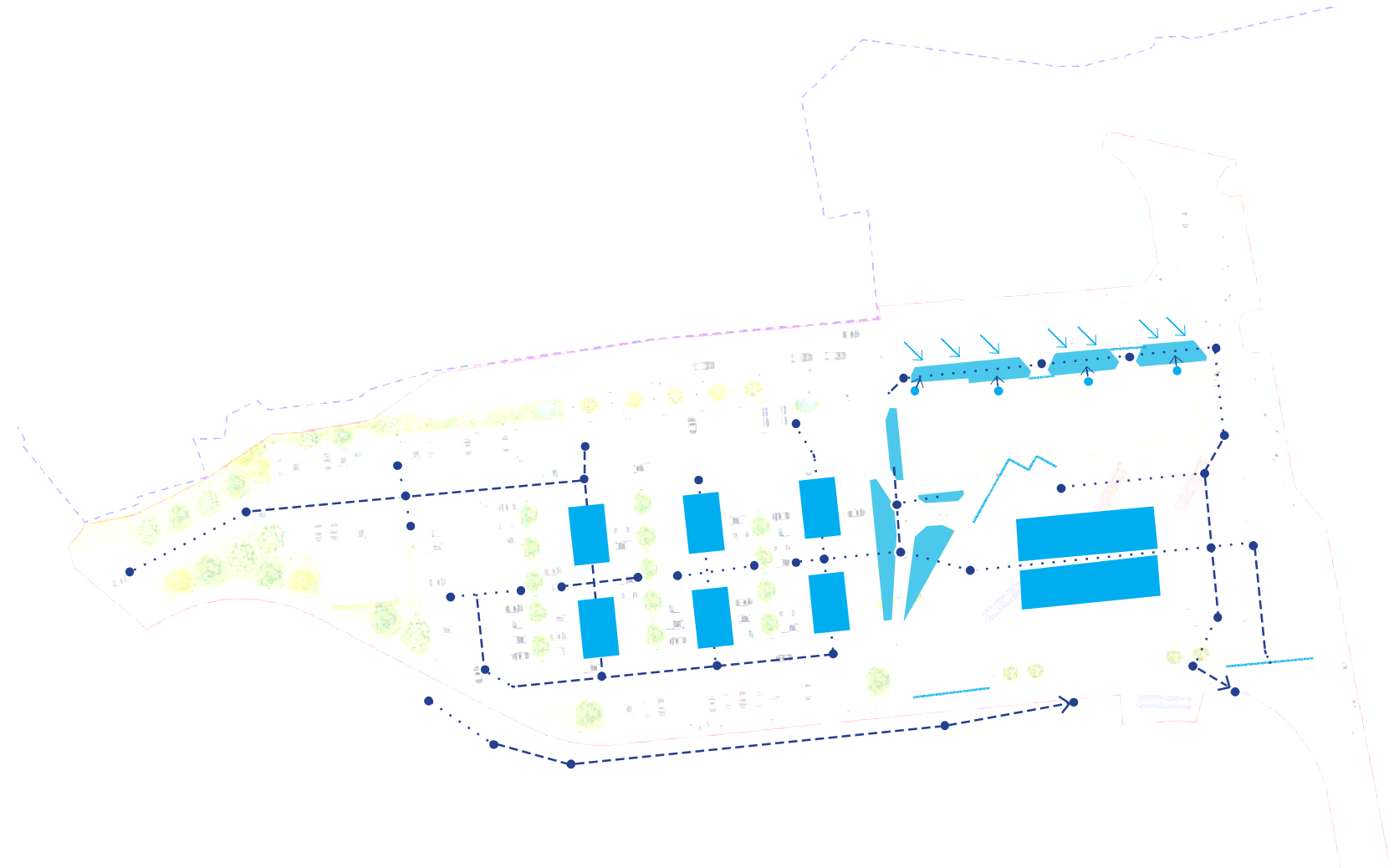


Fig. 53 Surface Water and Site Levels Strategy



Fig. 54 SuDS Feature - rain gardens

### Key:

- SuDS feature - rain gardens
- Underground attenuation tank
- Surface water flows to SuDS
- Surface water drainage connections
- Inspection chambers
- Downpipe connections
- Drainage channel



## 5.14 Landscape Materials and Furniture

The overarching landscape materials and furniture strategy for the site is designed to be contextually responsive to the surrounding town and conservation area.

To reflect this context whilst balancing the functional and cost requirements, the materials and furniture for the site have been broken into 3 categories:

### High Quality Public Realm

The high quality public realm has been designed to act as a welcome area for pedestrians using the bus station. Within this area, high quality stone is proposed for both pedestrian/highway surfacing, with the design intention to establish a visual connection between the town centre (North Bondgate) and the proposed site.

### Secondary Pedestrian Connections

The secondary pedestrian routes around the edge of the site enable direct access between the Bus Station & car park to the town. The surfacing of these secondary routes will adopt a clean asphalt finish with accessible gradients to accommodate all user groups.

### Street Furniture

Finally, furniture has been designed with careful consideration given to accessibility, anti-social behaviour and general functionality requirements. Furniture will be provided in appropriate locations, away from pedestrian desire lines, creating a cleaner and less cluttered streetscape

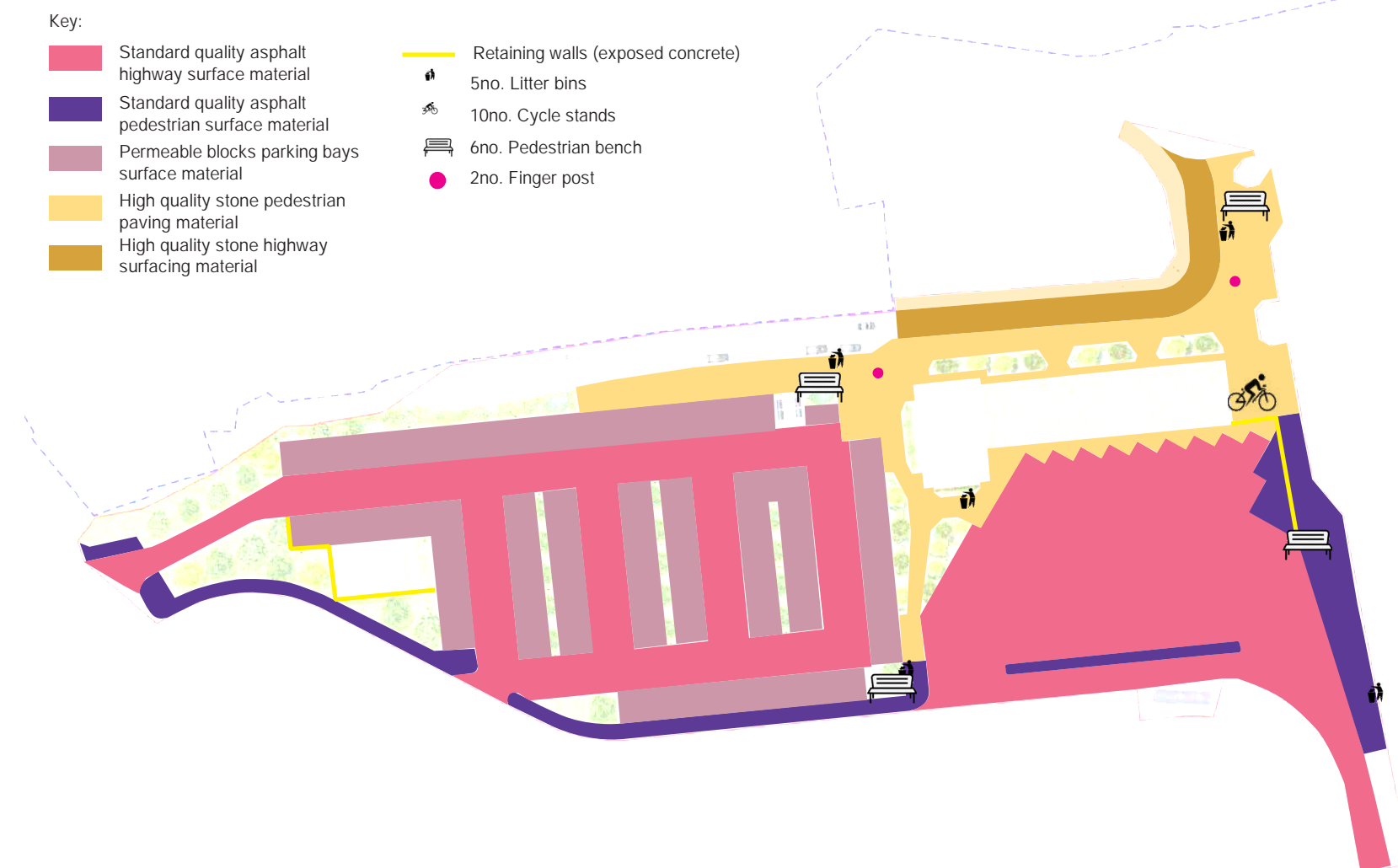


Fig. 55 Materials and Furniture Strategy



Fig. 56 High quality stone highway surfacing



Fig. 57 Pedestrian bench



Fig. 58 High quality stone pedestrian paving



Fig. 59 Permeable blocks parking bays

## 5.15 Landscape Planting

The landscape planting strategy for the proposed site is to be contextually responsive to the existing sites planting used in the town centre and, where appropriate, enhance the sites biodiversity by introducing native species and flower rich seeding mixes. The landscape design will achieve a net gain for biodiversity.

Retaining visual surveillance north to south across the western external car park has also been of high importance, with the aim of reducing anti-social behaviour. Therefore, tree planting species around the car park will be specified as clear stem and heavy standard only. Proposed shrubs have been carefully selected based on their low growing characteristics to also ensure visibility across the external space is maintained.

Proposed SuDS areas will comprise of a simplistic, low maintenance palette of grasses that are tolerant of both drier and wetter conditions throughout the year. Tree planting in these areas will also be simplistic in form and character and will be supplied as clear stem, heavy standard trees to visually enhance the bus station northern facade.

Initial surveys indicate that 19 existing trees will be impacted by the proposed works. There are 34 new tree species proposed which means there will be a net increase of 15 trees on the site.



Fig. 60 Landscape Planting Strategy

### Key:

- Individual tree (Betula pedula)
- Individual tree (Pyrus Chanticleer)
- Individual tree (Prunus padus)
- Individual tree (Prunus serrula)

### Low level shrub planting:

Ruscus aculeatus  
 Vinca minor f. Alba  
 Thymus pulegioides 'Foxley'  
 Salix reticulata  
 Achilleas  
 Betonica officinalis  
 Calamintha, Dianthus  
 Sarcococca hookeriana

### SuDS feature - low level planting:

Eulalia 'Gnome', Miscanthus sinensis  
 Juncus spp.  
 Carex pendula  
 Iris pseudacorus

### Seeding (flowering lawn mix)

%	Latin Name	Common Name
<b>Wildflowers:</b>		
4	Galium verum	Lady's Bedstraw
0.5	Leontodon hispidus	Rough Hawkbit
1	Leucanthemum vulgare	Oxeye Daisy - (Moon Daisy)
3.7	Lotus corniculatus	Birdsfoot Trefoil
3	Primula veris	Cowslip
4	Prunella vulgaris	Selfheal
3.5	Ranunculus acris	Meadow Buttercup
0.3	Trifolium pratense	Wild Red Clover
<b>Grasses:</b>		
8	Agrostis capillaris	Common Bent
40	Cynosurus cristatus	Crested Dogstail
28	Festuca rubra	Red Fescue
4	Phleum bertolonii	Smaller Cat's-tail



6

BUS STATION DESIGN PROPOSAL

## 6.1 Layout & Orientation

The bus station is located on the east of the project site, between the proposed surface car park and the Newgate Shopping Centre. The building is composed of two elements. Most of the bus station, beginning at the eastern end and extending for three quarters of the length, is a 'transparent' passenger waiting hall. The length of the waiting hall is defined by the space required for all 8 bus bays and associated passenger waiting areas. At the western end is a 'opaque' solid block, which provides space for staff and passenger facilities. To the south of the station building is a manoeuvring zone for buses which facilitates a DIRO operation.

The main entrances are located on the northern elevation, connected to the pedestrian area outside which links the car park and bus station to the wider town centre. An additional entrance is provided on the southern side of the building for passengers approaching the site from the south.

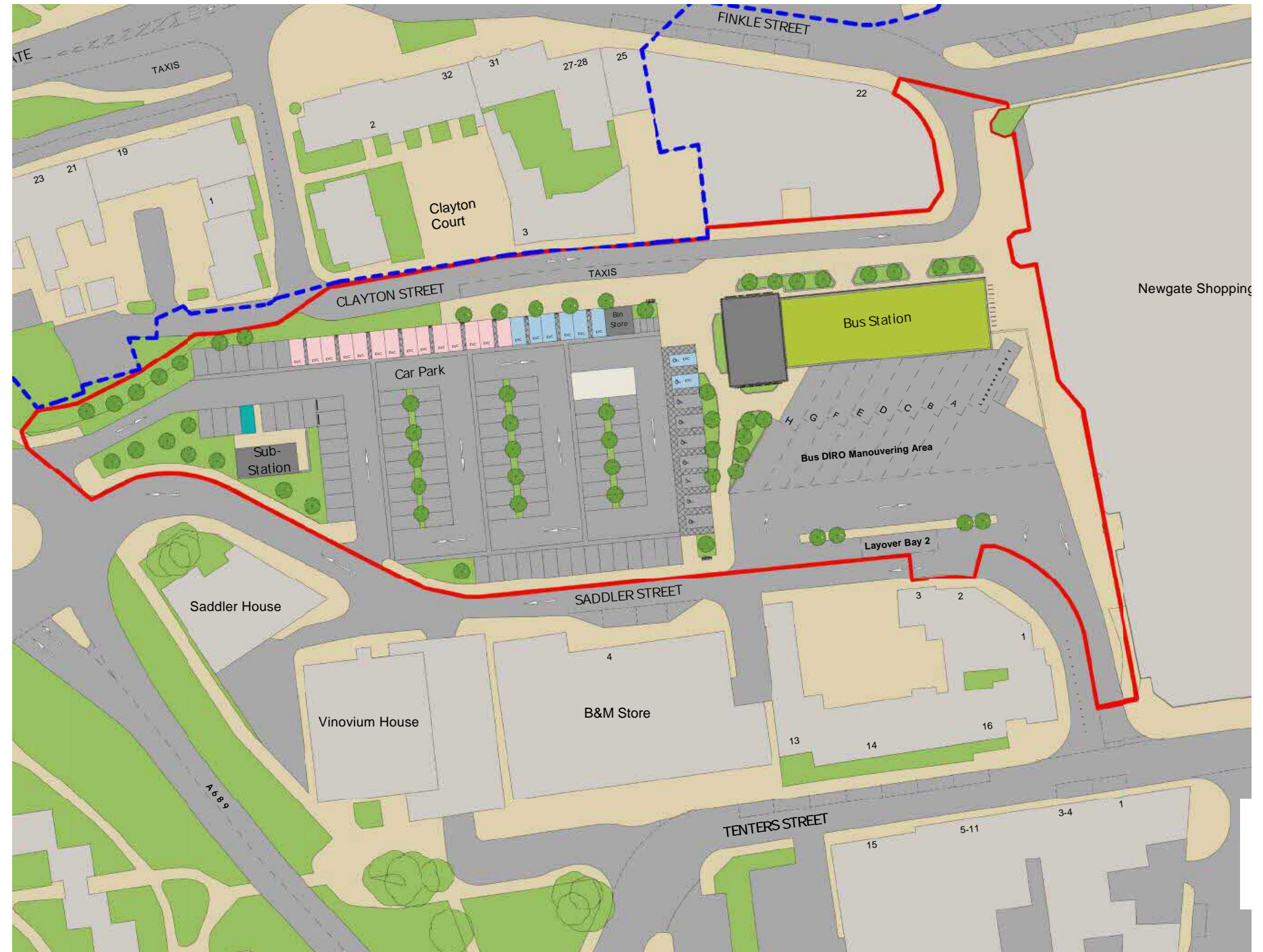


Fig. 61 Proposed Site Plan





Fig. 62 Proposed view approaching from Saddler Street



Fig. 64 Proposed view inside bus station facing east



Fig. 63 Proposed view of main entrance on Clayton Street



Fig. 65 Proposed car park looking towards bus station





Fig. 66 Proposed view from Clayton Street



## 6.2 Scale & Massing

The proposed form of the waiting hall is a mono-pitched roof. On the northern elevation the roof is at its lowest point and rises toward the buses on the south. The benefits of the proposed form include;

**Function;** the pitch of the roof raises towards buses which, internally provides clear sightlines through the bus station with good visibility of bus gates and signage, whilst externally the roof naturally extends to provide shelter over the boarding area.

**Design;** the form offers a generous and interesting waiting area for passengers. The tall ceiling provides a strong visual connection through the building, making all bus stands visible.

**Sustainability;** the form lends itself to a natural ventilation strategy which will reduce the carbon footprint of the building. The overhang on the southern side provides solar shading during the summer to prevent overheating and reduced glazing on the northern façade minimises heat loss.

**Town Planning;** the form represents an appropriate massing in relation to the site, with the northern low point facing the town to provide a human scale building, while the high point on the south side of the structure extends naturally to create a canopy between the buses and the station.

**Public Realm;** The main waiting has a continuous ribbon of glazing opening the building onto the surrounding public space which helps to activate the pedestrian route and increase natural surveillance.

A range of building forms were explored for the accommodation block, which has extended north-south to accommodate stakeholder feedback and the developed design. As it no longer works as a simple extrusion, the block has been developed as a different object, with the extruded mono-pitch roof terminating against it. A rectangular block with a flat roof provides the opportunity for photovoltaic panels on the roof which can be safely accessed.

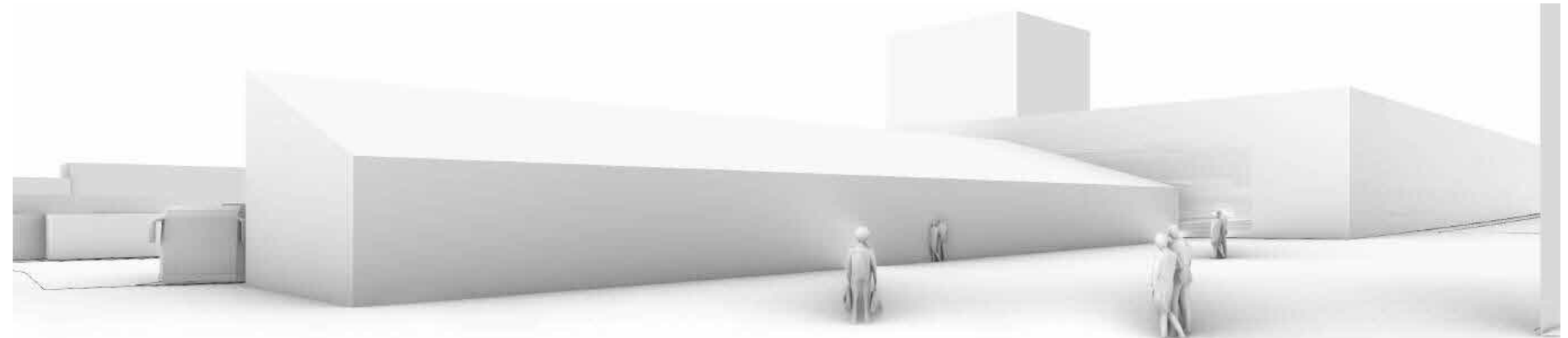


Fig. 67 Proposed Monopitch roof orientated towards the bus stands

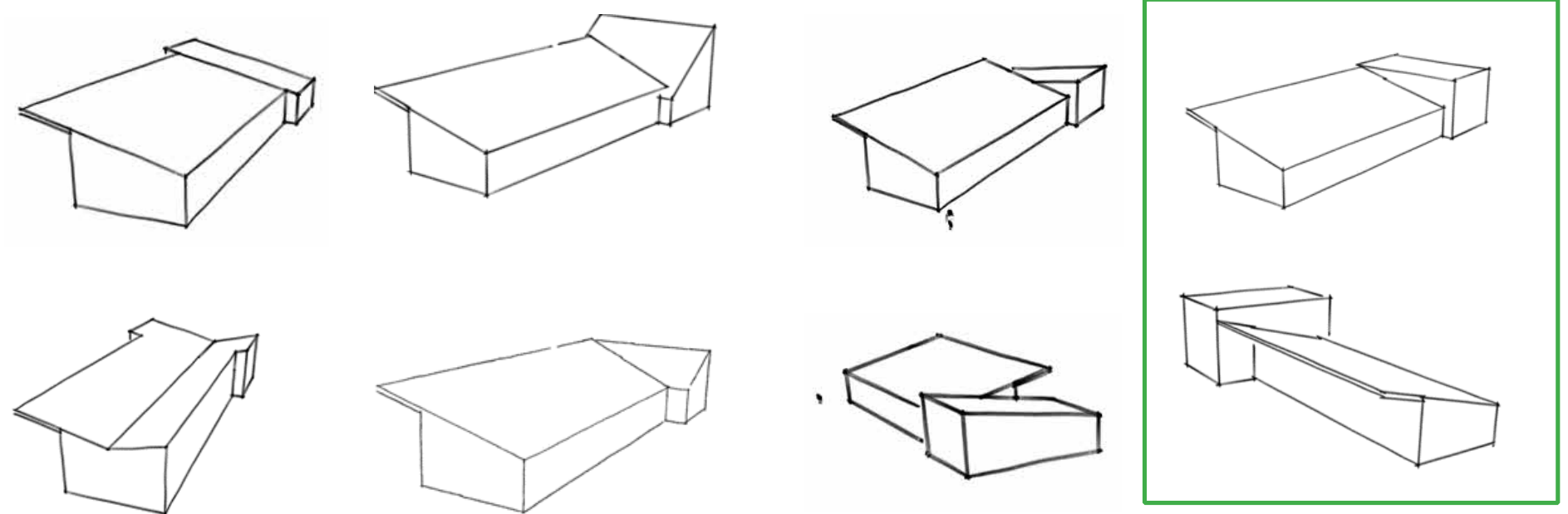


Fig. 68 Massing options explored for integrating the accommodation block, selected option highlighted in green

### 6.3 Transparency and Activity

Given the local street pattern, it is likely that most pedestrians using the bus station, will approach the site from either Newgate Street or Fore Bondgate. Both roads are traditional shopping thoroughfares with buildings varying age and style, typically all have glazed frontages at ground floor level. This provides a sense of activity and openness, as well as enabling natural surveillance.

The design of buildings fronting onto the project site are of a stark contrast and offer very few active frontages. Along Clayton Street and Saddler Street are a series of commercial buildings as well as rear access routes to residential properties. These are typically in poor condition or generally lacking active engagement with the site.

The Newgate Centre is a bulky brick building with few windows at a larger scale than the surrounding buildings, which is imposing and increases the sense of enclosure on the site. Overall, the bus station site feels disconnected from the town. The existing bus station has also experienced anti-social behaviour. The cause of this will be wide ranging and influenced by a range of factors, most of which are beyond the scope of this project. However, it is possible that the physical environment and sense of enclosure on the site may play a role in creating a space for this type of behaviour to occur.

A key design ambition of the proposed bus station is to increase the sense of openness and shift the focus of the public realm away from Newgate Centre. To achieve this, the waiting hall of the bus station is orientated toward northward onto the pedestrian route. This space is conceived a transparent volume which provides views through and has a strong sense of openness. This transparency will help create an active frontage on by revealing activity inside the bus station and simultaneously maximising visibility to the outside. On the southern elevation glazing extends full height enhancing the sense of openness from within the bus station with views toward the buses.

The accommodation block is private spaces which benefit from being enclosed. The exceptions are the two office spaces which will benefit from windows to provide daylight and views out for the occupants, in keeping with some of the considerations in the BREEAM assessment.



Fig. 69 Permeability of facades along Newgate Street



Fig. 70 Permeability of facades along site boundary



Fig. 71 3D aerial of existing site

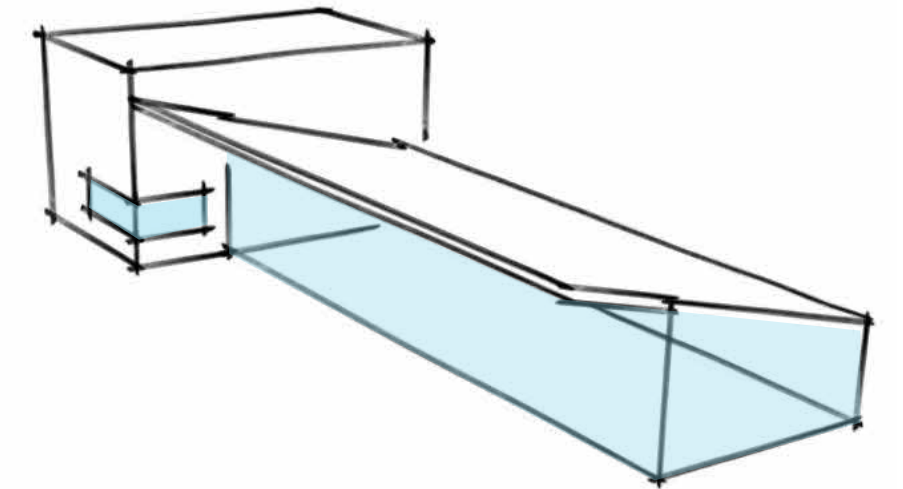


Fig. 72 Permeability concept for bus station



## 6.4 Appearance & Materials

An analysis of the existing materials used in town centre demonstrates a clear pattern. Beginning in the Marketplace, buildings are typically constructed with stone facades. As you move down both Newgate Street and Fore Bondgate, similar construction materials appear however these are typically applied with less grandeur than in the Marketplace. These roads also introduce a range of other materials including render, red brick, brown brick and rubble sandstone as well as modern shopfronts. The variation of materials along these roads represents a natural pattern of piecemeal changes in material choice over the years, with no specific material being over dominant.

The material palette on the project site is less varied. The flat brown brick façade of the Newgate Centre dominates the eastern end of the site and has little articulation or visual interest in its composition. Several other brick buildings surround the site but these typically either have their backs to the site, or are of basic design. To the south west corner of the site stands Vinovium house, which is constructed as modular façade with flat white spandrel panels separating bands of glazing. The nature of the materials on the site and the building design, is typical of town centre post war redevelopment schemes that eliminate continuity with the wider town context.

The proposed external materials of the bus station aim to strike a balance between; the contextual materials of the wider town, and a desire to differentiate the station as a new and sustainable addition to the town.



Fig. 73 Market Square  
- Articulation & ornamentation  
- Grand buildings

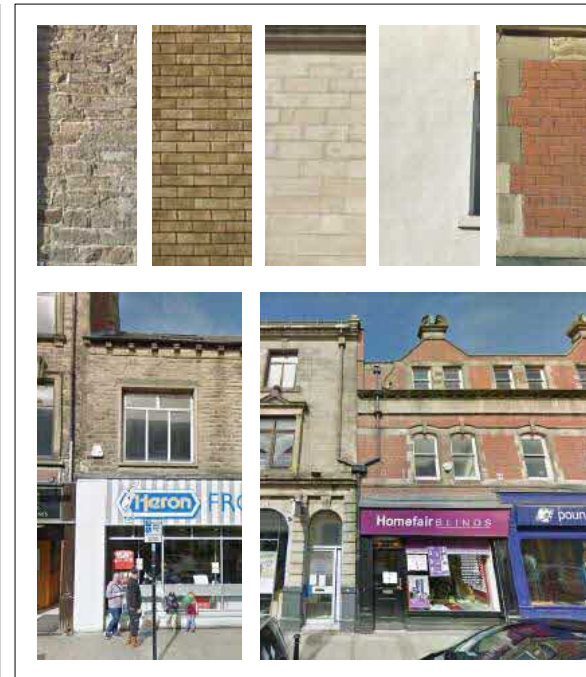


Fig. 74 Newgate Street / Fore Bondgate  
- Various of materials at higher level  
- Shop fronts to ground floor / active

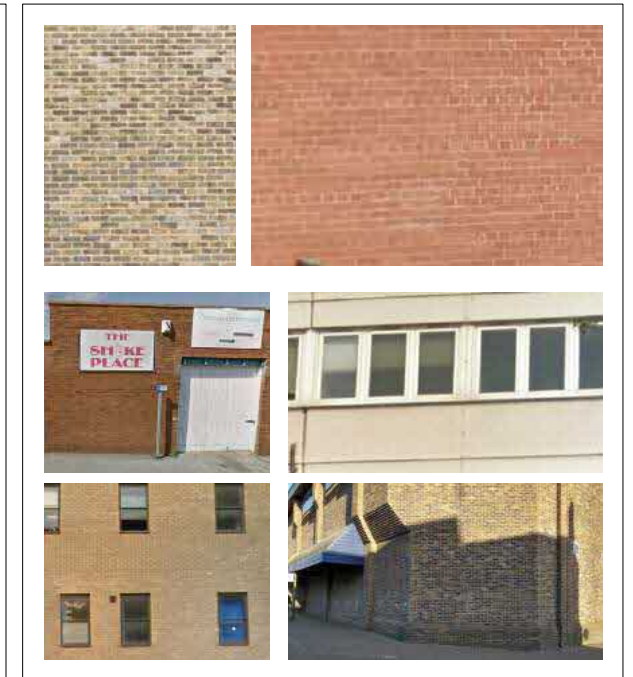


Fig. 75 Project Site  
- Large areas of single materials facades  
- Solidity / impenetrable buildings  
- Modern, unarticulated openings  
- Little openness at ground floor level



Fig. 76 Examples of stone clad buildings in the town



Externally the building is composed of three primary materials;

### Glazing

A band of glazing runs along the full length of the waiting hall. The eastern wall is glazed in addition to the Concept Design to provide increased natural surveillance and views into the bus station from the eastern approach adjacent to the Newgate Shopping Centre.

Windows are also introduced to the two office spaces, for natural light, views out and increased natural surveillance of the southern pedestrian approach to the bus station waiting hall.

Vandalism is a concern for the bus station, with a high specification required to reduce the likelihood of people smashing the glazed panels. The specification of the glazing will be reviewed further at detailed design.

### Stone Cladding

The accommodation block is a largely solid object adjacent to the transparent waiting hall, with large amounts of privacy required for the plant and WC spaces. To relate to the history and character of the town, a buff stone cladding is proposed. Introduction of a slightly textured finish should be considered at detailed design as it will deter graffiti.

This stone cladding is continued as a plinth underneath the glazing to the waiting hall. By raising the glazing up, the lower panels are at less risk of damage by anti-social behaviour.

### Timber Cladding

The solid areas of the façade are softened with a vertical timber fin cladding, wrapping around the accommodation block. This timber cladding is kept at a higher level to minimise the opportunities for vandalism. Around the top of the building, the cladding extends.

The use of timber externally relates to the internal timber structure proposed in the waiting hall, while visually showing this as a new and sustainable building for the town.



Fig. 77 Southern elevation of bus station

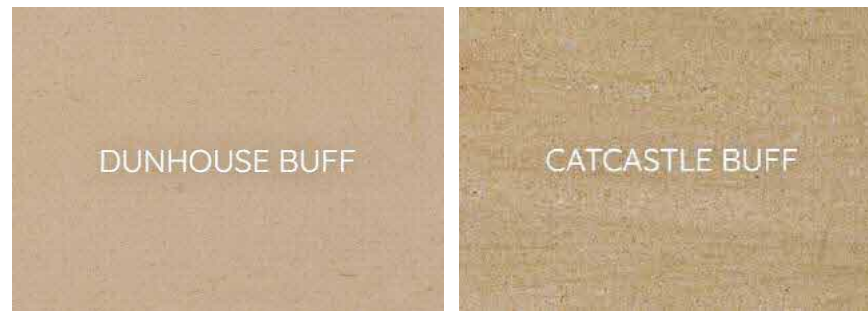


Fig. 78 Buff coloured stone cladding

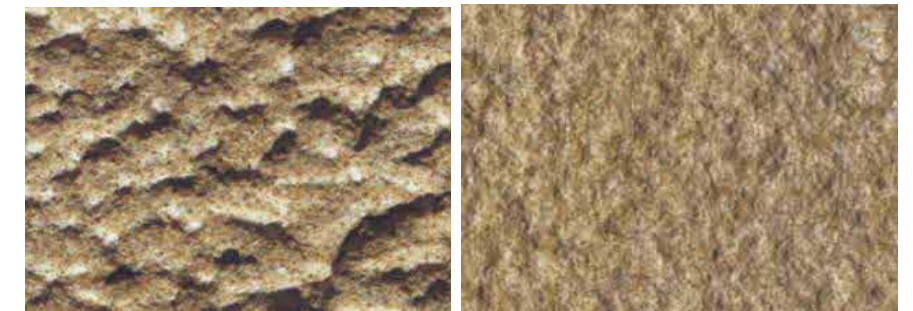


Fig. 79 Sparrow Pecked and Bus Hammered Stone Finishes



Fig. 80 Design Inspiration - examples using timber cladding at high level above solid masonry bases



## 6.5 Building Facilities

### 6.5.1 Public Facilities

#### Seating and Waiting Area

The 8 bus stands are equally spaced along the southern elevation. Each stand provides queuing space for up to 20 passengers. The queuing zones are defined by the seating arrangement which prevents sprawl into adjacent queuing areas or the main concourse. Each stand provides seating for up to eight passengers with varied seating types for different user groups in compliance with the Equalities Act. A dedicated wheelchair position is also provided at each stand. In the instance where a bus pulls into another stand, the open layout of the bus station allows for straightforward movement to alternative stand.

Each bus stand has an automated sliding door providing controlled access to an external boarding area to the south. A zone for digital signage and stand number is provided above each boarding door. When passengers enter or exit the building via the boarding doors, they are protected from rainfall by a canopy which is formed as part of the main roof structure. Litter bins are provided within the waiting area.

There will be a public address / voice alarm (PAVA) system in the passenger concourse. It will be important to ensure that announcements over the PAVA system can be clearly heard and understood. The passenger concourse is a full ISO Class A absorbing slatted timber ceiling to provide a good level of acoustic comfort and speech intelligibility.

#### Circulation

Upon entering the bus station building, users enter directly into the circulation concourse which spans the full length of the waiting hall. This zone connects the facilities accommodation in the west with all 8 bus stands as well as both entrances. The concourse is designed to allow efficient movement between stands and to enabled clear visibility between stands, this is also aided by the pitched roof form.

#### Retail

A freestanding coffee/retail unit is located on the western end of the waiting hall, with the restrictions of no alcohol or vapes to be sold.

#### Public Toilets

Public and staff facilities are located at the western end of the bus station. All public accommodation is arranged over the ground floor which allows for more straightforward adherence to the requirements set out in Building Regs Part M, BS8300 and the DfT guide to 'Inclusive Mobility'. Public toilets, baby changing, and changing places facilities are accessed via a short corridor connected to the waiting hall. The creates a separation to the main waiting area, improving privacy whilst maintaining good accessibility. Sliding glazed doors, activated by PIR sensor will segregate the waiting hall for operational control, security and to separate the unheated waiting hall space from the heated accommodation.

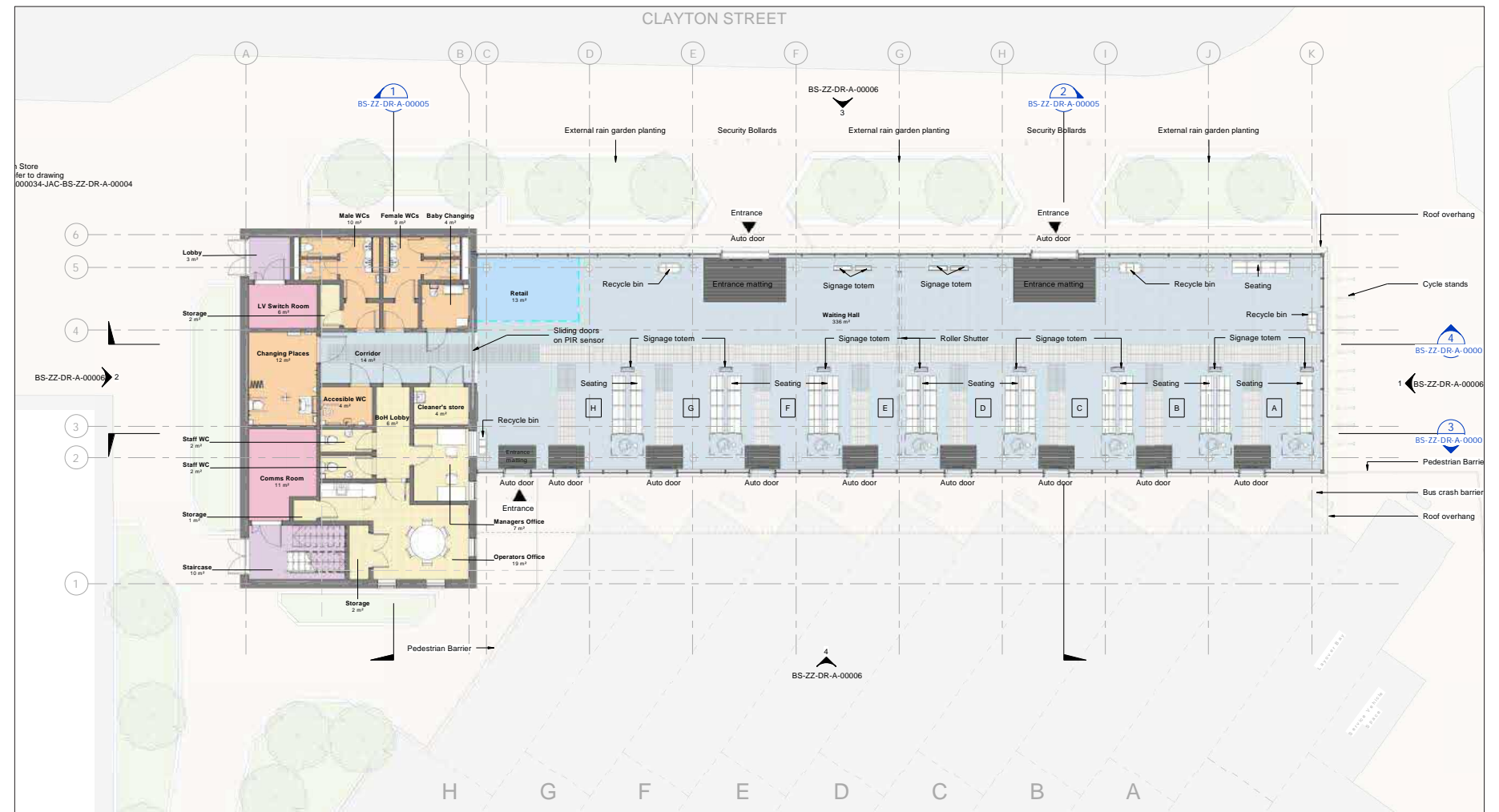


Fig. 81 Proposed Bus Station Ground Floor Plan

#### Key:

- Passenger Concourse Area
- Retail Provision
- Staff/ Back-of House Facilities
- Vertical Circulation
- Plant Rooms
- Public WC Facilities
- Entrance Matting
- Tactile Floor Route

### 6.5.2 Travel Information

Externally large stainless steel lettering is proposed on the north and south facade of the building to show Bishop Auckland Bus Station. Smaller signage will be required at the head of each entrance door.

Bus Stand lettering will be provided above the head of each bus stand door internally and externally. Large painted letters will be provided on the bus forecourt floor for each bay.

Internally, DCC has confirmed the following signage requirements, to be implemented with the communications design for the building.

- 38" LCD display screens above each door - (Locations 1)
- 75" TFT/LCD Summary Display mounted at high level on beam above shutter roller (Locations 2)
- 55" TFT-LCD Summary display at each entrance wall mounted at high level (Locations 3)
- 55" TFT/LCD Interactive Display on freestanding totems/stands required at low level (Locations 4)
- 55" TFT/LCD Summary Display on freestanding totems/stands required at low level (Locations 5)
- Wayfinding Poster Panel to display printed timetables, but sized and detailed to permit future conversion into e-reader style display. (Locations 6)

A large clock is proposed to be provided above the sliding doors to the accommodation block.

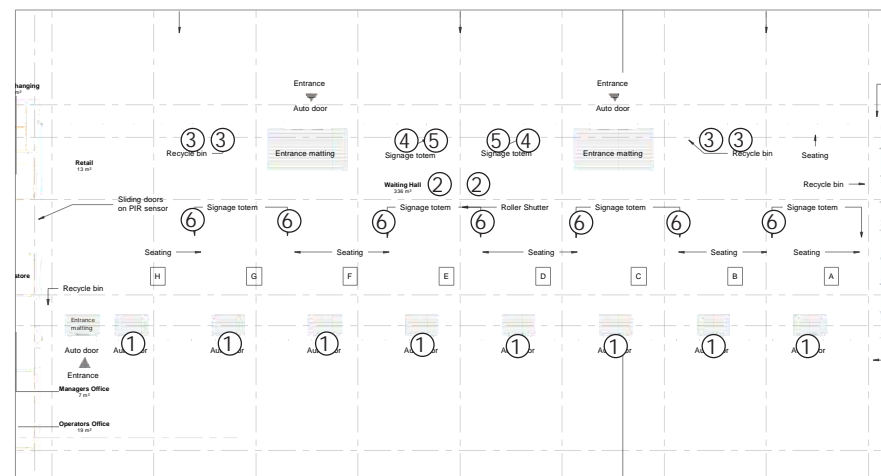


Fig. 82 Proposed Passenger Information Display Screens

### 6.5.3 Other Facilities

There is currently no allowance made for the provision of an ATM cash machine within the passenger concourse. It is considered such provision could introduce unnecessary security issues, particularly as alternative ATMs are already present within the immediate area.

#### Staff Provision

The management office and bus operators' facilities are accessed via a secure entrance in the same corridor. The management office is designed to accommodate up to 2 people and has a window into the bus station for surveillance of the waiting hall. The Operators office has seating for up to 6 people as well as a small kitchenette. Access to separate staff toilet facilities is also provided within the secure area.

#### Operations

The operational assumptions for the bus station are that it is open from approximately 5am to midnight, with 1-2 security staff on site throughout that duration and a cleaner on site 9am-6pm. While the cleaner is on site the public WC facilities will be available to use.

The retail unit is also assumed to be open until 6pm.

After 6pm the doors to the accommodation block will be locked, with keypad entry for the security staff. A Roller shutter will be used to close the four bus stands closest to the Newgate Shopping Centre, leaving the remaining four bus stands, and two entrances to operate during the evenings.

#### Plant Accommodation

Mechanical and electrical plant rooms serving the bus station are located at the far west of the building and on the first floor above the accommodation block. Access to all plant related spaces is from is external, via a secure gated zone between adjacent to the car park. A cleaner's cupboard is located off the internal corridor for easy access to both the public and staff areas.

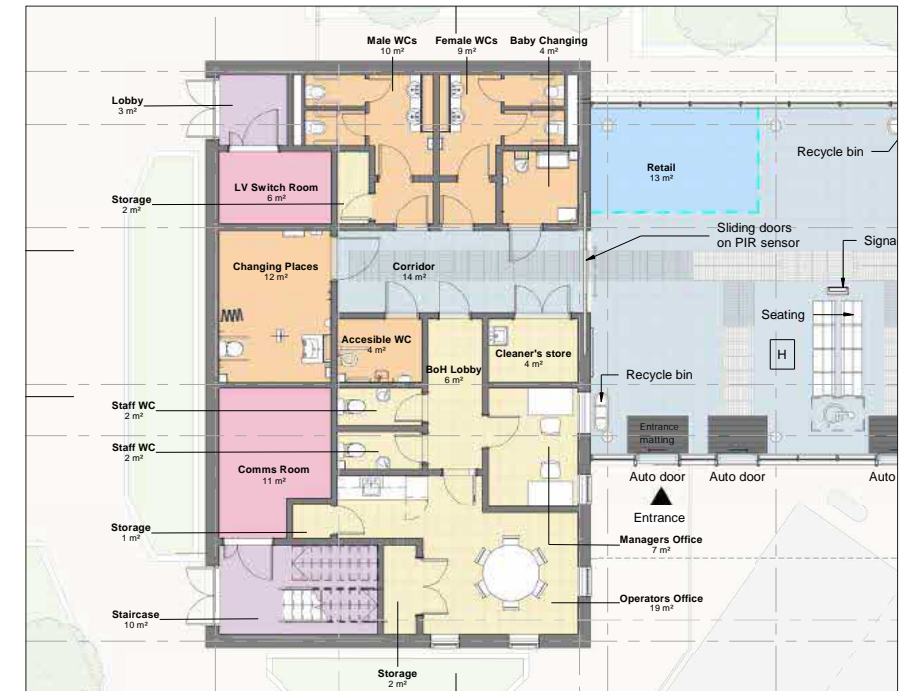


Fig. 83 Proposed Ground Floor Plan

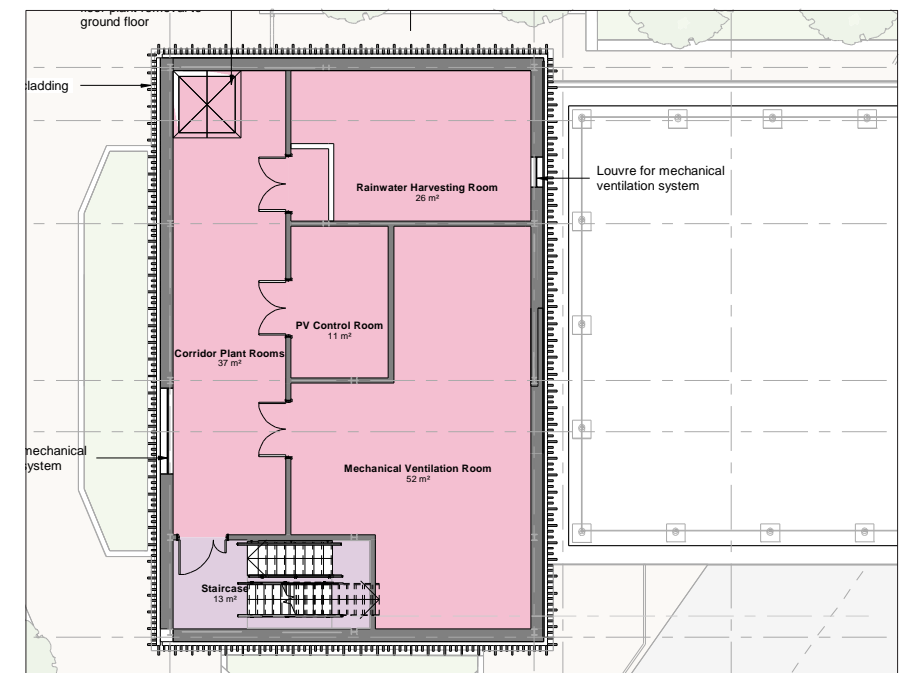


Fig. 84 Proposed First Floor Plan



## 6.6 Access for All/Inclusivity

### General Provisions

The designs for the bus station have been developed to comply with the design requirements of Building Regulation Approved Document Part M, BS8300 and the DfT guide to 'Inclusive Mobility'.

Several additional considerations have also been made as described below:

### Glare

Whilst the extensive glazed facade performs an important role in keeping natural light levels high within the passenger areas it is recognised that this also has the potential to create disability glare, particularly for the partially sighted. This risk of glare will be continually assessed as the detailed designs develop.

The overhanging canopy to the bus boarding area provides solar shading to the lower sections of the south facade.

### Obstructions to Circulation

A tactile flooring route has been identified to aid visually impaired passengers. When you enter the building there will be tactile maps available and you will continue forward until you meet the tactile route. The tactile flooring then guides you to each bus stand and towards the public WC facilities.

### Door Widths

Door widths to the accessible toilet and changing facilities have been designed to be in excess of the minimum defined by Building Regulation Part M and generally provide 900mm clear openings, with a 1080mm clear opening provided to the Changing Places facility so as to accommodate larger powered wheelchairs.

The main pedestrian entrance doors are 2000mm wide to permit simultaneous two-way circulation in and out of the station.

### Signage

A comprehensive signage strategy is proposed. This will include signage which is appropriate for the stage of the journey the passenger is at. Bold entrance signage in raised stainless steel lettering will be provided at the bus station entrances to indicate its location for approaching pedestrians.

Further large letter signage will be provided above each boarding point to clarify departure points. Directional signage to passenger facilities within the concourse will be provided and large pictogram signs will be provided to toilet facilities.

Dedicated space for wheelchair waiting is provided at each stand, defined by pictograms inlaid into the floor tiles. The spaces are fully integrated within the ambulant seating areas to permit wheelchair users to sit adjacent to a helper if required.

Passenger information will be provided within signage totems at the entrance to each bus waiting area. Real time information screens will be provided at each bus boarding point and above the main passenger circulation area.

The sizing of the letters used for signage is to be assessed relative to the intended viewing distance. The type colours and background colours will be chosen to provide adequate levels of contrast which also avoid problems for users with colour recognition problems. All travel information is to be in title case or sentence case letters which are more easily recognised by partially sighted users.

All signage, including electronic signage, will be sited on solid backgrounds and areas of glazing immediately adjacent will be treated with fritting to avoid disability glare caused by backlighting.

### Toilets

Accessible toilet facilities are designed in accordance with BS8300. All fixtures, fittings and internal layouts will be in accordance with the recommendations of that standard, which is currently more 'onerous' than the equivalent guidance provided in Building Regulation Approved Document Part M.

The changing places facility is 12sqm in area and will be designed in accordance with BS8300 and the recommendations of [changingplaces.org](http://changingplaces.org). An overhead hoist will be provided.

All sanitary fittings will be specified as vandal resistant.

## 6.7 Building Maintenance

The building plant rooms are accessed from the western elevation of the building, either at ground level or at first floor level. A maintenance staircase is provided for safe access up to the first floor plant rooms. An access hatch is also provided in the floor slab so that equipment can be safely installed/replaced using a hoist or MEWP rather than being carried up the staircase.

The stairs extend up to the roof level, with a hinged access hatch. The flat roof above the accommodation block has a parapet wall around it for safe access to inspect and maintain the roof drainage and photovoltaic panels. Installation/replacement of the PV panels will be using a mobile crane to lower them onto the roof from Clayton Street.

All rainwater gutters should be inspected twice a year to clear any debris. The accommodation block roof falls at 1:40 towards a gutter, this rainwater is then gravity fed to the rainwater harvesting system at first floor level. The waiting hall mono-pitch sedum roof falls at 12 degrees towards a gutter along the length of the north elevation. This rainwater is fed through downpipes into the SuDS landscape features included along the northern side of the bus station.

The curtain wall glazing will be cleaned from ground level using extendable poles. A 1m wide access strip is provided between the glazing and the proposed landscape features.

Access to the sedum roof will be using a MEWP and a fall arrest man-safe system anchored to the roof structure.

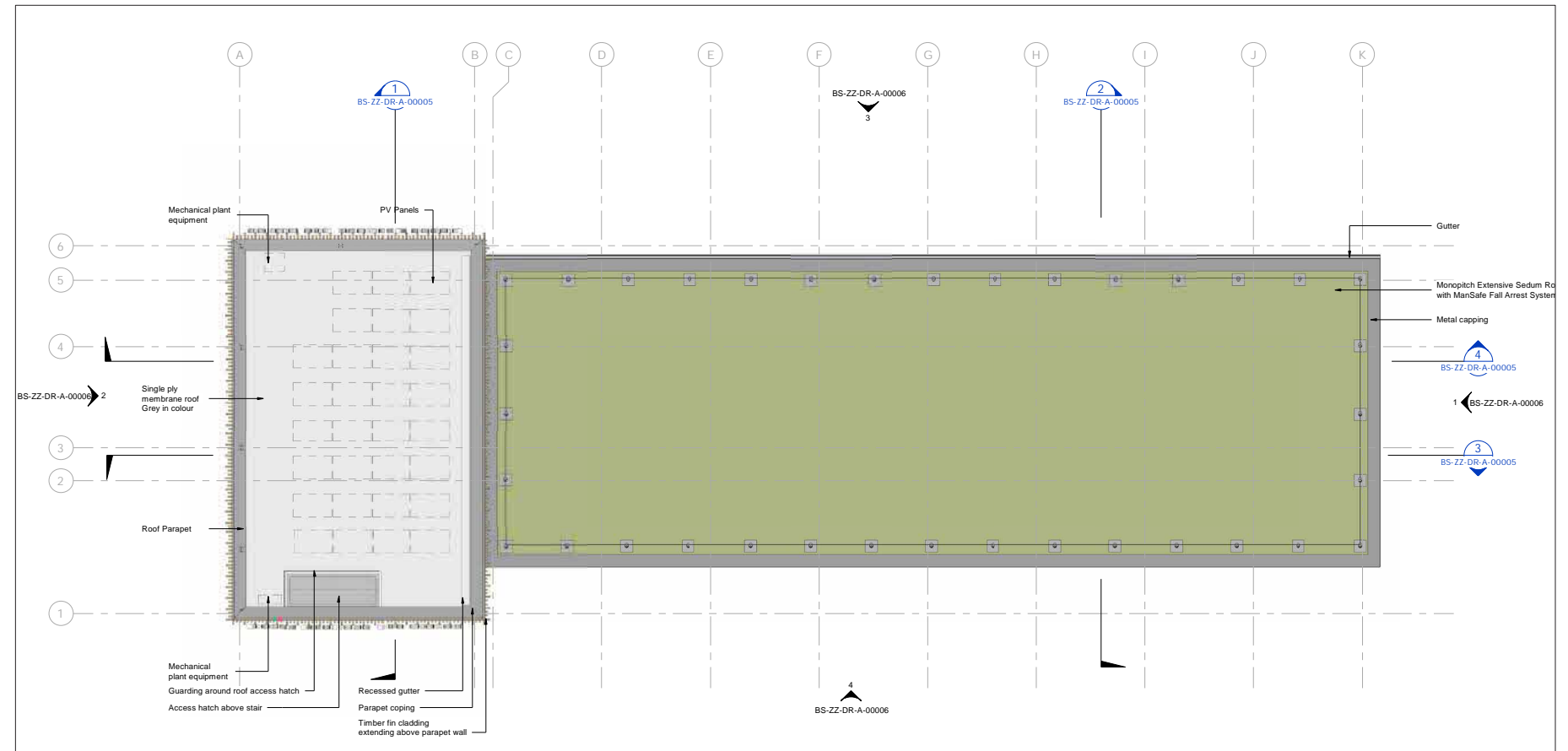


Fig. 85 Proposed Bus Station Roof Plan

## 6.8 Bin Store

The bin store has been located in a separate enclosure, approximately 16.5m away from the bus station building. Refuse collection would take place on Saddler Street. The previous location against the building would be more exposed with the MSCP removed, and the bin store create a potential fire risk, mainly due to anti-social behaviour and arson. By placing it away from the building the public realm around the building is improved and the risk of fire spread to the bus station building is removed.

Bus station staff can access it from either the north entrance, which is approximately 46m away or from the south waiting hall entrance which is approximately 50m away. It has been sized for 4 no. 1100L refuse/recycling bins.

The enclosure will be a timber screen designed to match the cladding around the bus station accommodation block.

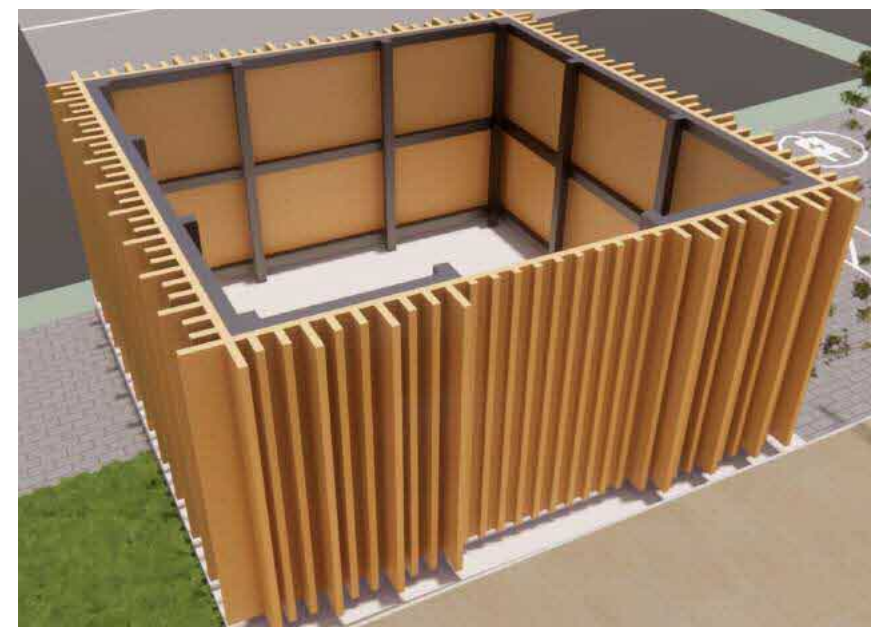


Fig. 86 Proposed view of bin store with cladding to match the bus station



Fig. 87 Visual of the Proposed Roof Plan



## 6.9 Public Safety & Security

The Bus Station building will have a visually 'open' concourse and waiting areas which will provide high levels of natural surveillance, minimising possible hiding places created by solid corners. Due to the linear nature of the concourse and the extensive use of glazing as a façade material, there are excellent sight lines throughout the concourse. This greatly improves wayfinding, natural surveillance and personal safety.

Seating in the waiting hall will be bolted to the floor to prevent it being moved around and will have armrests to prevent people being able to lie down / sleep there.

The external doors will be fitted with security roller shutters.

An external gate is provided on the southern entrance route, this can be closed when the south entrance is closed, preventing people from walking into a dead-end situation.

Security will be on site all day, and the Manager's Office will provide space for CCTV monitoring. A window is provided from the office into the concourse and externally. Both windows will have a one way privacy film applied so that people cannot see the CCTV footage on the computer screens within the room.

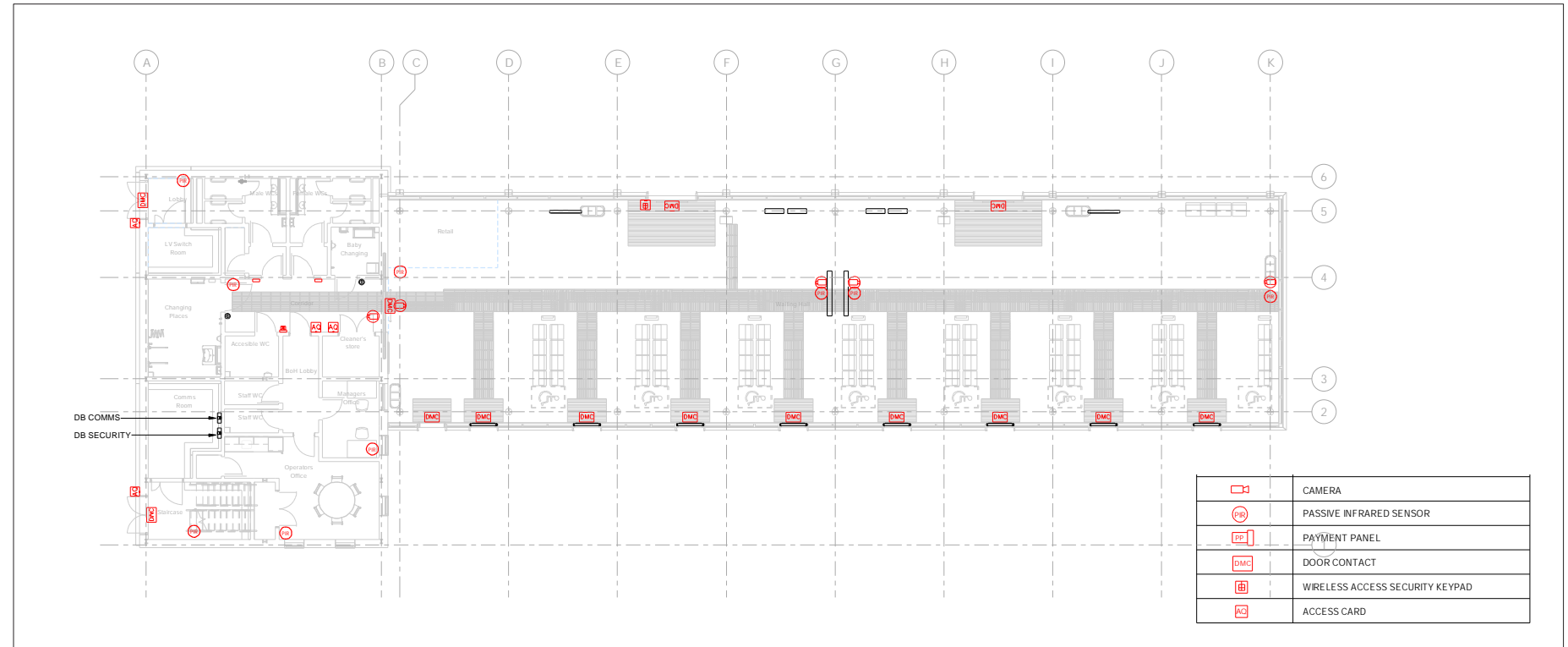


Fig. 88 Proposed Bus Station CCTV & ACS Layout



Fig. 89 Proposed Bus Station interior looking west



Fig. 90 Proposed Bus Station interior looking east

## 6.10 Sustainability

DCC has expressed an aspiration for the building to be carbon neutral. This is in accordance with the Council's Climate Emergency Response Action Plan: 2020 to 2022 (which defines 'carbon neutral' as: having no CO2 emissions that are not also compensated for by additional carbon off-setting.). The current proposals for the new Bishop Auckland Bus Station are on target to being carbon neutral through the inclusion of a number of whole-life carbon reduction measures. There include:

- Use of timber for structural elements (reduced embodied carbon)
- Efficient thermal envelope with high levels of insulation
- Natural ventilation and no heating provided for the waiting hall
- Demand-responsive, efficient heating and cooling systems for the accommodation block
- High efficiency lighting (including zoning and controls for daylight and occupancy)
- On-site renewables (photovoltaic array on accommodation block roof)
- Electricity as fuel source for heating/ cooling (operational stage carbon impact will reduce over time as grid carbon intensity decreases).

DCC is pursuing a minimum of BREEAM 'Very Good' rating for the Bus Station development. This includes a commitment to review, quantify and implement further carbon reduction opportunities as the project progresses.

The proposed bus station design embraces a holistic approach to sustainable design and where suitable, sustainable aspects of the design have been expressed and celebrated to shape the identity of the building.

Consideration has been given to a range of aspects which impact a buildings carbon footprint including principles such as; the embodied carbon of materials, structural efficiencies, reducing energy consumption and how harnesses natural energy sources. The list below outlines the core sustainable strategies of the proposed bus station;

### Superstructure - Glulam

The superstructure of the waiting hall building is formed from a series of exposed timber glulam beams. Glulam is a renewable and low-carbon alternative to steel which can be locally sourced. It is an aesthetically pleasing material which does not require any additional cladding therefore is ideally suited for exposed applications, giving a natural and warm appearance.

### Secondary Structure - Cross Laminated Timber (CLT)

The roof deck of the waiting hall building is formed from CLT which is an engineered structural timber panel. Similarly, to glulam, CLT is a renewable low carbon form of construction which is sourced from sustainably managed forests. CLT is fabricated off-site and the nature of assembly can reduce on construction programmes by up to 70% compared to other forms of construction. CLT construction has near zero waste and is widely recycled.

### Roof - Extensive Green roof

The mono-pitch roof over the waiting hall will have a lightweight sedum blanket. Extensive green roofs are low maintenance, compared to meadow/ grass types. This type of green roof has a range of benefits, including providing a rainwater buffer, increasing biodiversity, extending the life span of the roof and requiring minimal maintained. Green roofs are also as aesthetically pleasing and can increase feeling of well-being.

### Insulation –High performance

The roof, walls and floor will be lined with high performance insulation. This will reduce heat gain during the summer and minimise heat loss during the winter which will in turn reduce the energy consumption and overall carbon footprint of the building.

### Glazing & Solar Shading

The proposed bus station is orientated east west, with the long elevations on the northern and southern sides. The southern elevation is formed as a full height glazed wall. A large overhanging part of the roof extends to the south which will prevent solar gains during the summer months but will allow the sun to enter during the winter months to assist with heating the building. The northern façade is also glazed but as the roof slopes to the north it naturally reduces the amount of glazing and opportunity for heat loss. Timber mullions were considered during Concept Design but are proposed to be replaced with aluminium which will be more resistant to vandalism.

### Natural Ventilation

A passive ventilation system has been developed for the waiting hall which removes the need for mechanical cooling and heating. During the summer months air will enter from louvres on the northern façade, to cool the space, as the air heats up it will rise and escape through higher louvres on the southern facade. In during winter, the louvres will typically remain closed but will be on an automated system for when fresh air is required.

### Materials and Finishes

Where possible low embodied carbon, or recycled materials will be specified for internal and external finishes. Paint finishes will be specified to have a low VOC content.

### Water efficiency

The specification of the sanitaryware will be developed at detailed design including consideration of water saving toilets or air flush toilets.

The flat roof over the accommodation block will also be used to collect rainwater. A rainwater storage tank is provided at first floor level which will be used to assist the flushing of the public male and female toilets, greatly reducing the water consumption of the building.

### Electrical Appliances

Any electrical appliances, for example in the office kitchenette will need to be energy efficient appliances.

The proposals adopt a positive and holistic approach to sustainable design. A range of strategies have been considered to minimise the environmental impact of the project across all disciplines.



7

SURFACE CAR PARK

## 7.1 Layout & Facilities

The new surface car park occupies the west side of the site with a vehicle entrance from the A689 roundabout. Vehicles will exit the car park to the south onto Saddler Street.

The existing kerb lines are retained along Saddler Street and the existing raised tables are retained and excluded from the site boundary.

A substation is located to the west of the car park, with access from Saddler Street and a maintenance vehicle lay by provided.

The movement of vehicles has played a central role in the development of the proposed site layout. The aim of the proposed layout is to reduce unnecessary traffic movement across the site by revising the existing road network and making connections into the site as direct as possible. The benefits of this are twofold; it has the potential to reduce traffic congestion, and to improve pedestrian safety by reducing the number of vehicles near pedestrian routes.

In the proposed layout car park traffic has direct access into the car park from the roundabout junction at the A689. This arrangement reduces the need for car park traffic to share the bus routes and it provides a clear visual connection to the car park for visitors who may not be familiar with the town. The car park exit has been located to the south of the external car park onto Saddler Street.

Pedestrian entry/exit points are provided to the car park in the northeast, southeast and south west corners, with the northeast corner being the primary route towards the town centre.

The new surface car park uses more generous parking bays, 2.5m x 5.0m instead of the minimum 2.4m x 4.8m.

## 7.2 Appearance & Materials

The external car park circulation roads and bus station operational area will be surfaced with asphalt. The parking bays will be a permeable blockwork surface to visually break up the surface material in the car park area, whilst contributing to surface water management during storm events.



Fig. 91 Proposed site aerial view



### 7.3 Access for All/Inclusivity

There are 125 car parking spaces shown, one of which is proposed to be dedicated access for the DNO substation, leaving 124 for the public car park. This includes the following:

- Accessible Spaces –minimum 6%, 9 spaces are shown including 2 as Accessible EVC space.
- A 4% allowance for enlarged spaces for future accessible spaces will not be shown in the design but could be incorporated in most locations in the car park with changes to the road markings.
- Electric Vehicle Charging (EVC)–5% active, 10% Passive
- EVC side aisles of 800mm will be included at the charging machine locations for ease of use. The design assumes one charging machine per every 2 EVC bays.
- Accessible EVC side aisles of 1600mm are included for ease of use as recommended by Inclusive Design Review.
- A wheelchair accessible vehicle (WAV) space is provided (4.8m x 9.6m)
- Motorcycle parking –3% allowance which is 4 spaces, located in the north east corner of the car park where they will have the greatest amount of natural surveillance to deter theft and vandalism.

Pedestrian walking routes are shown connecting users to the three pedestrian exit locations. These can be indicated with a coloured surface.

### 7.4 Public Safety & Security

The site perimeter is fully open in it's nature and has no physical boundary, the main entrance for private vehicles is via the western car park entrance from the A689 roundabout.

Where practicable, railings have been designed out of the public realm to avoid unnecessary street clutter and maintenance burdens. Due to the topographical level change within the site, from west to east, the car park will require some retaining walls. These walls will require railings in some locations to reduce the potential risk of falling for both maintenance teams and the public.

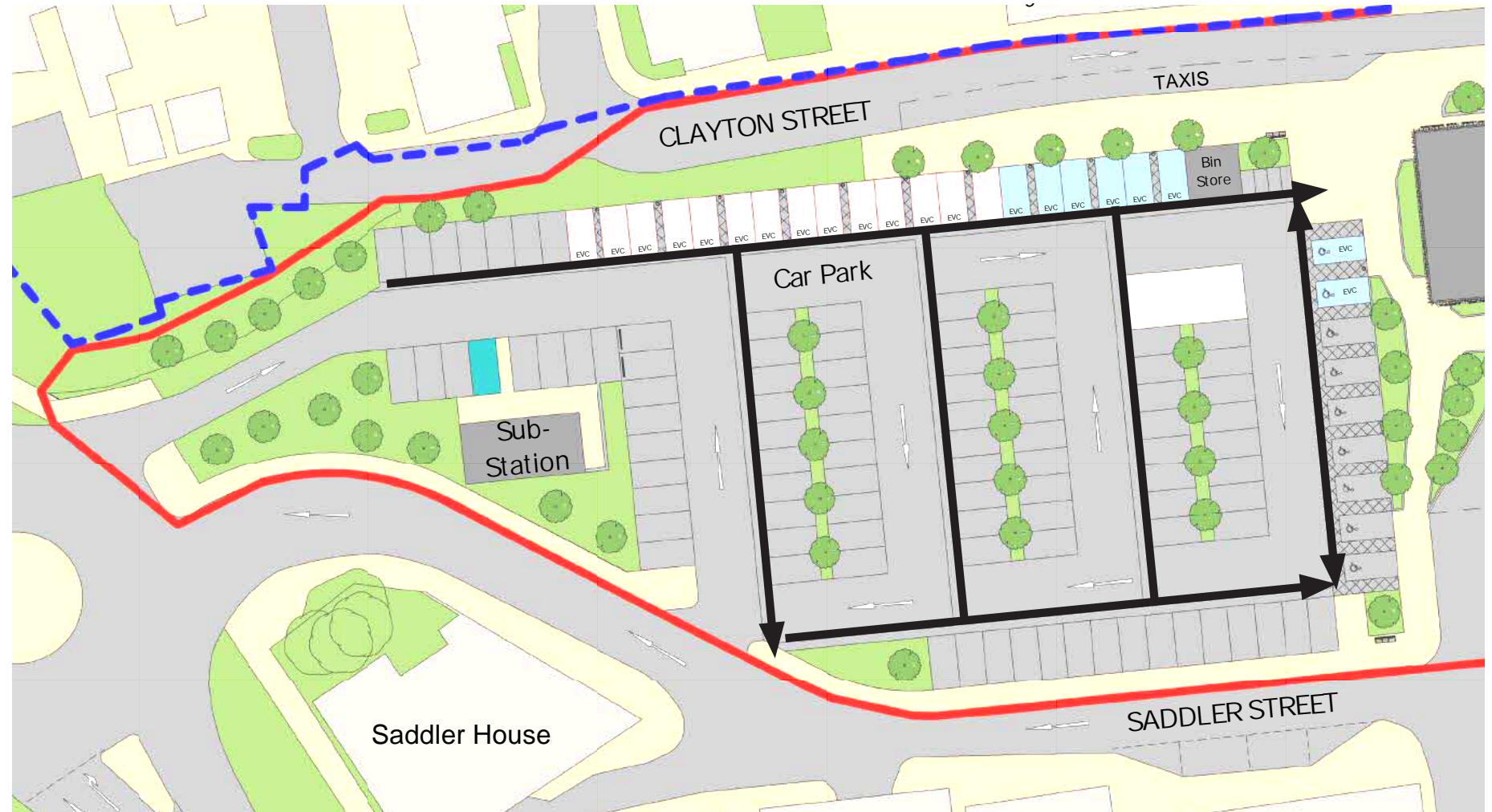


Fig. 92 Proposed car park plan



Fig. 93 Proposed layout of EVC spaces

- Key:
- Site Boundary
  - Site Area - 0.99 Ha
  - Conservation Area
  - Vegetation / Landscaping
  - Active Electric Vehicle Charging Bay
  - Passive Electric Vehicle Charging Bay
  - Dedicated DNO Parking for 24/7 Access
  - Wheelchair Accessible Vehicle
  - Pedestrian walking routes

## 7.5 Substation

### 7.5.1 Layout & Orientation

New utility connections will be required to the site for the surface car park and the bus station which includes connections to the mains electricity supply from the distribution network operator (DNO), Northern Powergrid. A new HV substation is required to provide power to the site.

The DNO substation will serve a mains LV switch room, adjoining the substation, for electrical supplies to the surface car park and a mains LV switch room on the ground floor of the bus station for electrical supplies to the bus station and surrounding areas.

Key electrical loads to the surface car park will include supplies to lighting, EV charging, CCTV, and ticketing machines.

Key electrical loads to the bus station will include supplies to mechanical services plant, lighting, security and CCTV, fire alarms, general small power, passenger services and ticketing machines and power for a retail unit.

An ICT Comms room will also be provided as part of the Electrical substation building. The ICT room will be a self-contained room with dedicated access.

The room will house all ICT and CCTV equipment in free standing racks/ cabinets and will accommodate space provision and incoming ducts for the Telecom service provider.

The room will be provided with heating / cooling (where required) to ensure the equipment is operated in a suitably environment. The comms room required cooling for an internal load of 4.5kW, comparable to that off the bus station comms room, so the same split-system was specified.

All rooms will be accessed independently with external doors and a 4 hour fire compartment will be maintained between the DNO substation and the adjoining plant rooms.

The access to the building has been switched to be from the car park side, with a dedicated car park space and footpath to provide emergency 24/7 access to the building. Larger planned maintenance activities would need to be agreed between the DNO and car park operator.

### 7.5.2 Scale & Massing

The previous design included for the substation building to be accessed from Saddler Street. Due to the revised surface car park design, this would place the building higher than the car park, which would have additional complexity for the service routes coming out of the building.

### 7.5.3 Safety & Security

Due to the building now sitting within the site, there are retaining walls proposed on two sides of the building, and the timber cladding has been cantilevered upwards to help prevent the risk of people climbing onto the building roof. The planting around the building will also help deter this behaviour.

### 7.5.4 Appearance & Materials

An external timber cladding is proposed to improve the aesthetic appearance of the substation, and tie it back to the architectural design of the bus station. A standard construction of 215mm brickwork walls is assumed behind the cladding, with a flat concrete roof provided. An alternative would be to consider a pre-cast concrete solution that could be still clad in timber or stone. This may be quicker to install as the substation needs to be completed early in the overall construction programme.

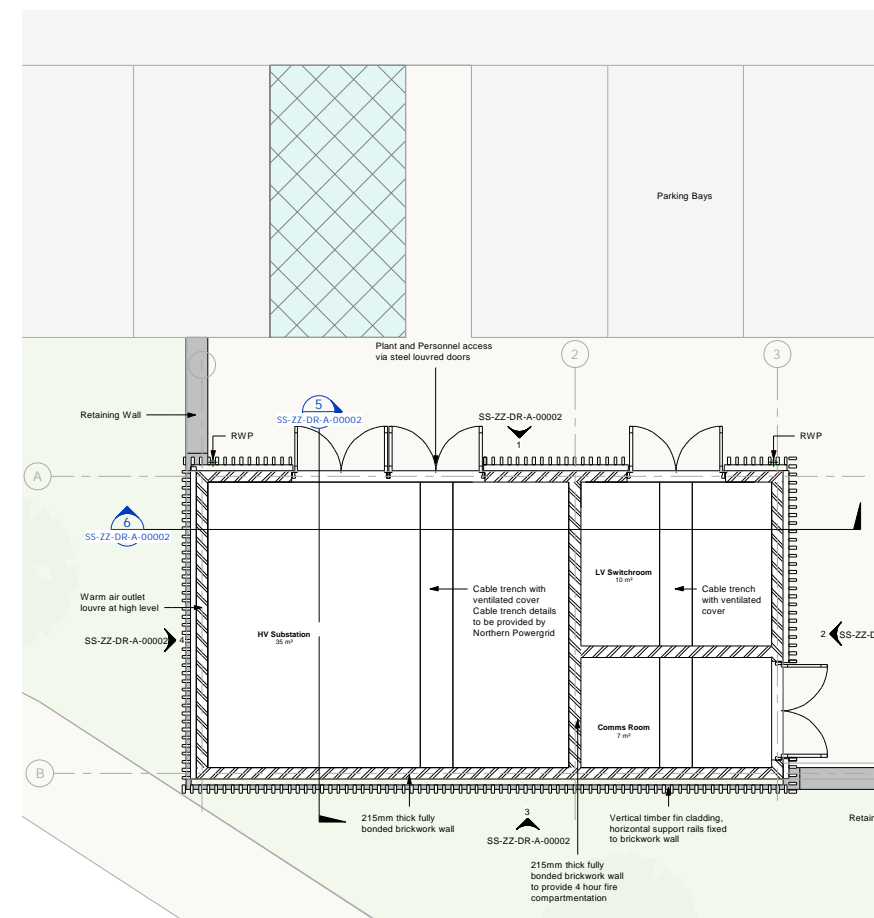


Fig. 94 Substation proposed plan



Fig. 95 Proposed visual of the Substation



8

CONSULTATIONS

## 8.1 Consultations

Throughout the design process, workshops and progress calls have been held between the Jacobs Design Team, representatives from Durham County Council and stakeholders.

Key meetings undertaken are as follows:

- 23rd September 2021 - RIBA Stage 3 Kick-Off
- 12th October 2021 - DCC Heritage Scope Review with Conservation Officer
- 11th November 2021 - Interim Design Review with DCC
- 10th December 2021 - TVIA Requirements Meeting
- 15th December 2021 - Interim Design Review with DCC
- 26th January 2022 - Police ALO Stakeholder Review
- 2nd February 2022 - DCC End User Stakeholder Review
- 2nd February 2022 - DCC Landscape Architecture Stakeholder Review
- 3rd February 2022 - DCC Fire Officer Stakeholder Review
- 10th March 2022 - Construction Review Workshop
- 26th May 2022 - Equalities Group Presentation
- 14th November 2022 - DCC Landscape Architecture and Conservation Officer Stakeholder Review
- 16th November 2022 - Construction Review Workshop

Comments from the following stakeholders have also been received by email:

- DCC Equality and Diversity Officer
- DCC Health & Safety (Fire) Advisor
- Inclusive Design Review by James Taylor of Inclusive Design Consultancy
- Country Durham and Darlington Fire and Rescue Service
- Counter Terrorism Security Advisor

During the development of the revised proposals DCC have consulted with one of the bus operators, Arriva buses, on the layout of the bus forecourt and layover bays.

DCC has also conducted further stakeholder engagement with DCC representatives at regular Project Team update meetings throughout RIBA Stage 3.

Further consultation with neighbouring properties and business that may be impacted by this project is recommended, these include:

- The Newgate Shopping Centre
- B&M Retail store
- Existing bus station café
- Commercial buildings neighbouring the site (eg Vinovium House)
- Residential properties neighbouring the site

Contact with the distribution network operator (DNO), Northern PowerGrid will be continued to determine the specific details of the HV or LV connection to the site and to discuss the nature of the electrical load.

A Pre-Planning Application to Northumbrian Water will also need to be submitted to notify the utility company of the new foul and surface water works required to service the new bus station and car park.

Discussions with BT to determine the implications of diversions for their current sub-surface cables will begin in the next design stages. At present it has been assumed that all diversions can be completed without loss of coverage and that these utility providers will be able to provide telephone and data connections on to the site.



9

SUMMARY

## 9.1 Summary

This project forms part of the wider regeneration of Bishop Auckland town centre. In addition to fulfilling the functional project requirements, the proposals aim to make a wider positive contribution to the town by; enhancing the quality of the local environment to the site, reducing traffic movement, and establishing a stronger connection between the project site and the town centre.

The proposed site layout is arranged with the surface car park located to the west and the bus station on the east. A widened public realm area is formed in the north east corner of the site, providing safe routes for car park and bus users into the wider town. The proposed site layout seeks to minimise opportunities for spaces that encourage anti-social behaviour with natural surveillance from the buildings.

The landscape architectural proposals for the site increase the quality of the public realm in the site. Higher quality paving around the bus station and new rain garden planting provides an enhanced public space.

The surface car park is surrounded by green areas with low level planting and trees, to screen and soften the appearance of the car park for the adjacent residential properties, an improvement on the existing hardscaping. The movement of vehicles and pedestrians played a central role in the development of the proposed site layout.

The proposed bus station building includes a generous waiting hall which provides a welcoming gateway to the town centre for passengers arriving to Bishop Auckland. This 'transparent' double height waiting hall creates a sense of activity and openness, providing natural surveillance to the area outside.

The building also takes a holistic approach to sustainable design, with each step of the design process having been carefully considered to ensure that the carbon footprint of the building is kept to a minimum. The bus station design incorporates sustainability design principles in the form of encouraging biodiversity on site, renewable technologies, adopting heat pumps and maximising daylighting with natural ventilation in the main waiting hall area. The BREEAM report has been updated to match the current bus station design and is on target to achieve 'Very Good'.



Fig. 96 Proposed aerial view of site from the west

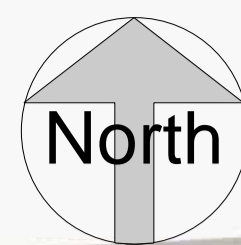
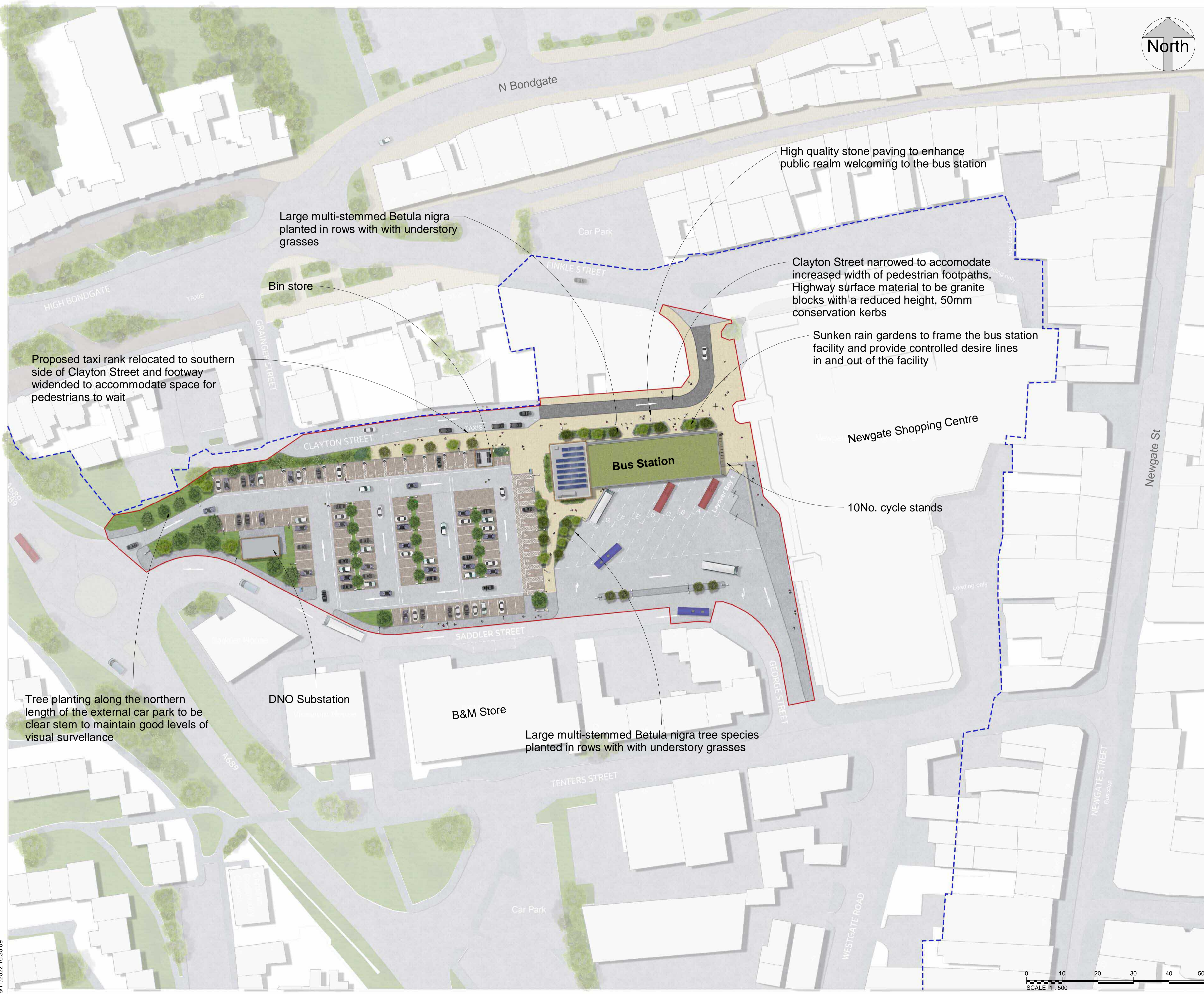


# 10 APPENDICES

# Appendix A

## Landscape Architecture Drawings





1. THIS DRAWING IS TO BE PRINTED IN COLOUR.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
4. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM.
5. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING WORK ON SITE. ANY REQUIREMENTS FOR MODIFICATIONS OR ALTERATIONS ARE TO BE CARRIED OUT WITH THE APPROVAL OF PROJECT MANAGER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR TEMPORARY STABILITY OF THE STRUCTURE DURING ALL STAGES OF THE WORK. THE STEELWORK CONTRACTOR SHOULD ALLOW FOR ALL NECESSARY TEMPORARY BRACING AND PROPPING. DETAILS OF TEMPORARY WORKS TO BE SUBMITTED TO THE ENGINEER PRIOR TO INSTALLATION.

**LEGEND**

- Boundaries**
- Application boundary
  - Conservation area boundary
- Existing Features**
- Vegetation
  - Roads
  - Buildings
- Proposed Features**
- High quality stone pedestrian paving
  - High quality stone highway surfacing
  - Standard quality pedestrian surface finish
  - Standard quality highway surface finish
  - Permeable block paving
  - Sunken rain gardens low level planting
  - Individual Tree planting
  - Bus station green roof
  - Low level amenity shrub planting
  - Grassland

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Appr'd
P02	18/11/2022	Issued for Revised RIBA Stage 3	LS	EH	LC	DB
P01	17/03/2022	Issued for RIBA Stage 3	EH	TS	LC	DB

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**Client**

**Project**  
 BISHOP AUCKLAND  
 BUS STATION & CAR PARK

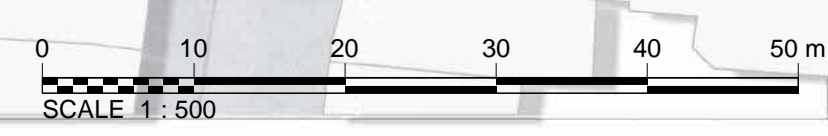
**Drawing title**  
 LANDSCAPE  
 PHOTOSHOP MASTERPLAN  
 (SITE WIDE)

**Drawing Status**  
 SUITABLE FOR STAGE APPROVAL **S4**

**Scale**  
 REFER TO SCALE BAR DO NOT SCALE

**Jacobs No.** BL000034 **Rev** P02

**Drawing Number**  
 BL000034-JAC-ZZ-ZZ-DR-L-01001



18/11/2022 16:30:09

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# Appendix B

## Visualisations



















































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