ARRIVE CONNECT EXPERIENCE

ATKINS
Member of the SNC-Lavalin Group

Warwickshire County Council

Leamington Spa Station Forecourt

Public Realm Design Concept Report

Warwickshire County Council

3rd July 2020

ATKINS

Member of the SNC-Lavalin Group

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Contents

1. Context

Introduction

The Atkins team has been asked by Warwickshire County Council (WCC) to develop concept design options for Leamington Spa Station Forecourt.

A team of landscape architects and highway engineer's team produced this RIBA Stage 2 Concept Design report, that outlines concepts and ideas behind the public realm improvements Leamington Spa station forecourt.

The coordinated initial concept presents new proposals for parking and circulation, public realm and the access points, including the underpass.

Brief

The client team working with various stakeholders have identified the station area as a transformational opportunity for the town. The aspirations include:

- improving the sense of arrival by creating new public realm at the station forecourt and refurbishing the station underpass;
- improving wayfinding and information available to people who arrive by train or bus and draw them into Leamington Town Centre.
- creating a sense of identity by visually linking the station with the town centre

All those changes are to be coordinated and working with the functional highway model, providing access and parking for cars and buses, while ensuring high priority for pedestrian and cyclists.

The following options for Station forecourt are responding to the above aspirations and are aiming to achieve a high quality and welcoming arrival space to Leamington Spa for commuters and visitors alike.

They were achieved through close collaboration between landscape and highways teams and various stakeholders.

Bird eye view. Picture by Google maps.

Main vehicular access and forecourt area.

Station building.

Main pedestrian access.

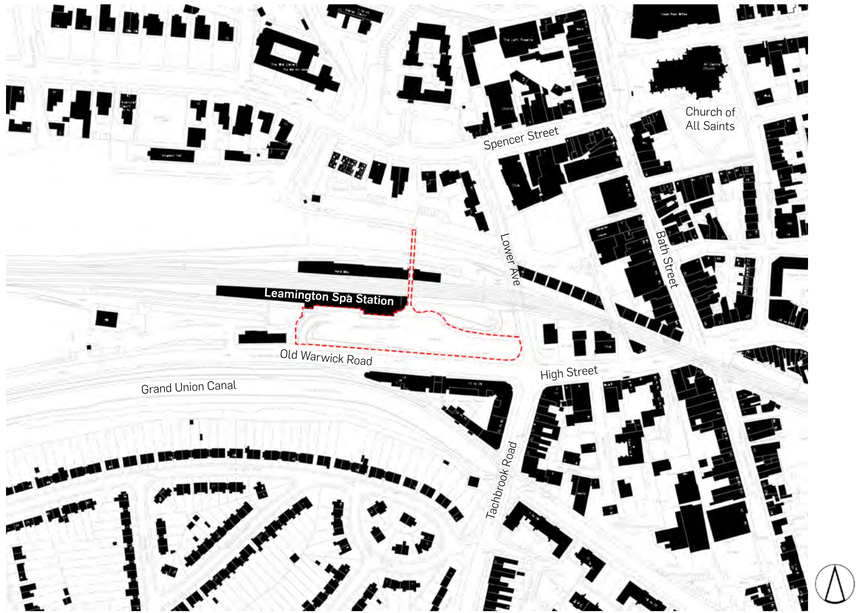
Underpass.

The buildings are shown to give a clear indication of built density and the urban grain of the local area.

The denser urban fabric can be seen as we move towards the heart of the town centre, north-east from Leamington Spa station.

The density to the north-west of railway line is lower, with modern developments and bigger plots. Distinctive residential terraces can been seen on the south of the station.

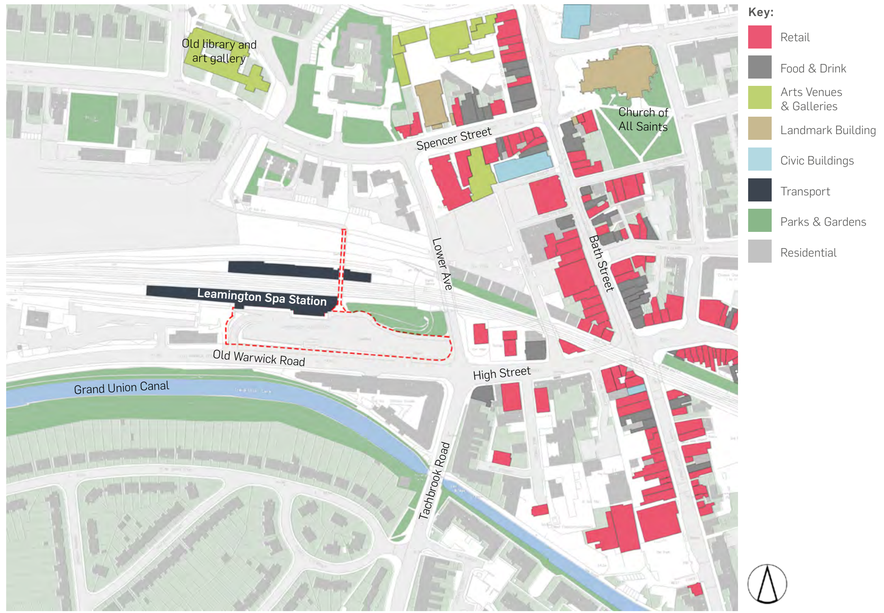
The diagram shows the tight urban grain of terraces to the east and the larger plots to the west with transport infrastructure in the centre.



The buildings to the south and within proximity to the station are mainly residential, changing into a wide variety of uses as one moves along Old Warwick Road towards Town Centre. In the town centre, many buildings are dedicated retail spaces and food and drink outlets. Many of the buildings are occupied by independent retailers. With a high number of food and drink establishments within a relatively small area, with the upper floors occupied by residential dwellings.

Proposal

The overall design approach and concept is to provide an attractive station forecourt that will attract tourists and visitors into the town centre and reinforce the local economy. Innovative way finding will improve legibility, encourage curiosity and the exploration of the town.



Leamington Spa has almost 450 listed buildings - the Station being one of them. In addition, Station together with its setting falls within the Leamington Spa Conservation Area.

The key characteristics of the Leamington Spa conservation area are detailed in "Royal Leamington Spa Conservation Area. A guide to conservation areas" by Warwick District Council.

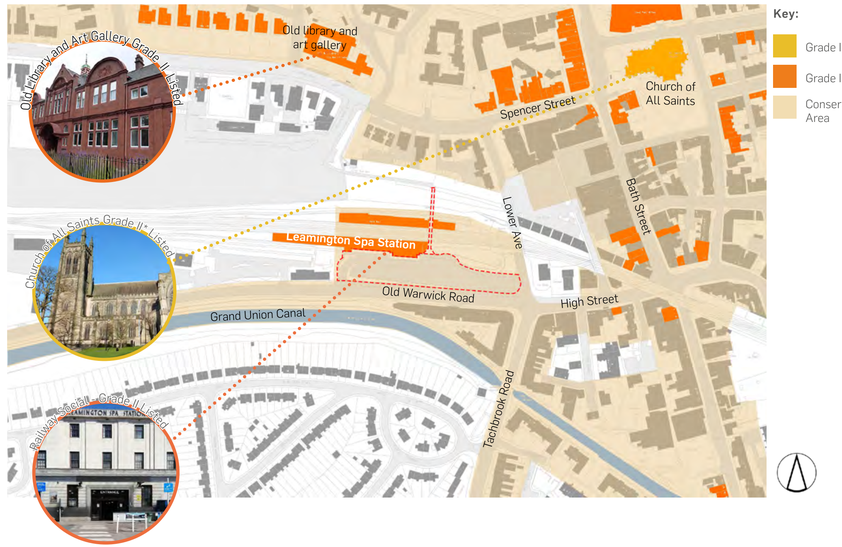
The current Art Deco Station building was opened in 1939 by the Great Western Railway to replace the original building of 1852.

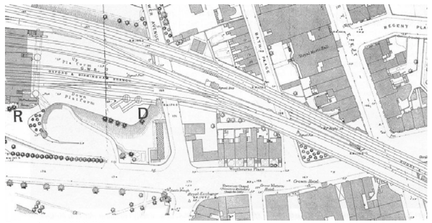
The station booking hall was sympathetically refurbished over a five months in 2008 to resemble the original Great Western Railway art-deco style, including the installation of ticket barriers.

The station building and platform structures became grade II listed buildings in 2003.

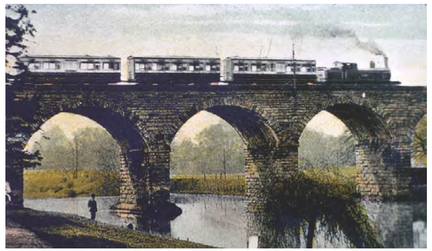
Proposal

Our emerging design concepts respond sensitively to this historic environment enhancing the setting of the Leamington Spa Station building whilst creating a strong sense of iconic place-making. It corresponds with the town-wide branding and creates a positive linking device with the town to increase a tourist focus and positive introduction to the town. Public Art will provide an experience of arrival and orientation and will visually uplift the surrounding area, meanwhile celebrating the town's strong heritage feel and aesthetic.





Part of the 1886 OS map showing the southern approaches to Leamington's original station and the proximity of the LNWR lines. The map shows that the original passenger underpass has been extended but only to provide access to the new third platform.



Viaduct across the Leam, circa 1905

View of the original station seen from the lower entrance off Old Warwick Road with the pedestrian underpass on the right. The forecourt outside the main entrance to the station can be seen on the left at the top ofthe slight incline. John Copsey writes ' By this time, maps show that thesubway had been extended through onto the Avenue side of the railway lines,giving a more convenient connection to and from the new town'. The subway has its own facade and to the left are steps connecting the lower level with the main forecourt.

Leamington Spa Avenue station in 1918

Avenue Road station before demolition, Leamington Spa. 1968

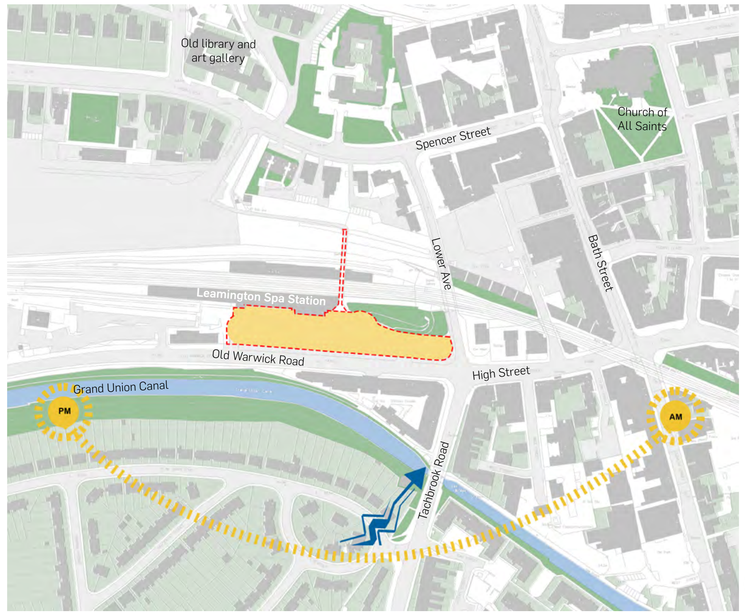
Demolition of Avenue Road Station, Leamington Spa. 1968

Leamington Spa GWR station was replaced in Art Deco style in 1939. Much of this building survives and is now Listed Grade 2.

Leamington Spa station is orientated north-south, with main entrance and the forecourt facing south. That provides sun light and warmth throughout the day, regardless of the time of year. The forecourt is nestled between the station building to the north and Old Warwick Road with some buffer tree planting on eastern and western boundaries. It also has an extensive garden on the railway embankment immediately east of the underpass entrance. As a result, it is very sheltered and sunny environment. This is a good location for people to linger and sit and optimum conditions for planting to thrive.

Proposal

The design seeks to provide a shelter from the wind, rain, cold and intense solar heat - greatly improving pedestrian or public transport links from the station, by improving the outside experience in the forecourt in all weather types.



Key:

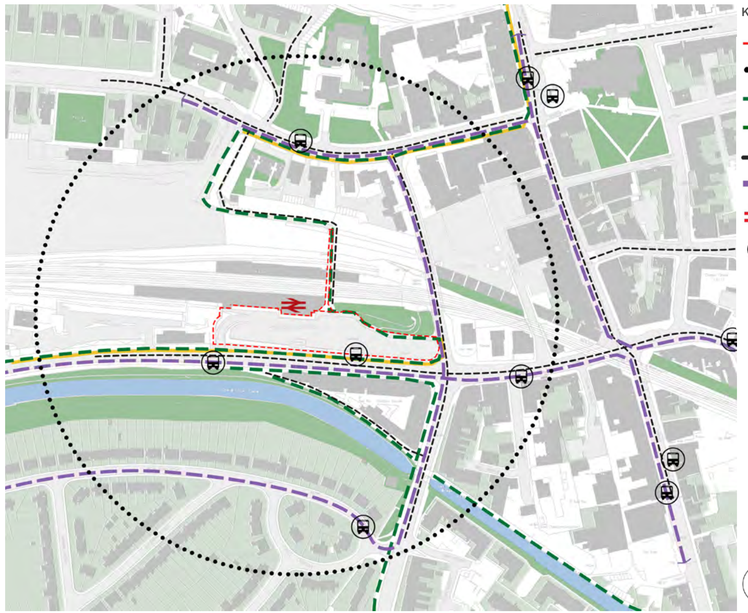
Perceived warm locations

Leamington Spa railway station lies to the south-west of the town centre and is the only station that serves the town. To the west and within a short cycle ride lies Warwick Station. It is on the main line linking Birmingham to the south coast and has direct lines to London. The station is operated by Chiltern Railways. In-addition there are several bus companies that operate in and around Leamington Spa with two bus stops on the Old Warwick Road, just outside of the station.

The client and design team recognise that any changes to the urban fabric that may affect public transport, review or improve it are important. It is anticipated that work around the railway station provides a unique opportunity to better integrate the station with other modes of transport.

Proposal

The forecourt concept design creates a welcoming arrival to the town, with refreshed way finding and pedestrian zones. It makes the waiting experience far more enjoyable which further improves the town -wide branding. A new provision of a cycle hub and enhanced cycle/pedestrian routes to and from the station enables people to travel to and from the town in all ways whilst promoting the safety and wellbeing of its residents and visitors.



Key:

- Site boundary
- 2.5min Walking Distance
- Cycle Friendly Routes
- National Cycle Route 41
- Pedestrian Routes
- Bus routes
- Train Station
- Bus Stops

This diagram illustrates the perceived pedestrian flow of some of the public roads and spaces at and around the station. Also detailed are the frontages that provides pedestrian activity and visual interest to the streets. Good walking and cycling networks will enhance the movement and connectivity between the station and surrounding areas and will draw people into Leamington Spa town centre to explore and discover its multiple attractions.

The '5C's set out below provide a good check as urban blocks change, in order to ensure good connectivity.

The "5Cs" of Good Walking Networks

1. ***Connected:*** **Walking routes should connect all areas with key "attractors" such as public transport stops, schools, work and leisure destinations. Routes should connect locally and at district level, forming a comprehensive network.**

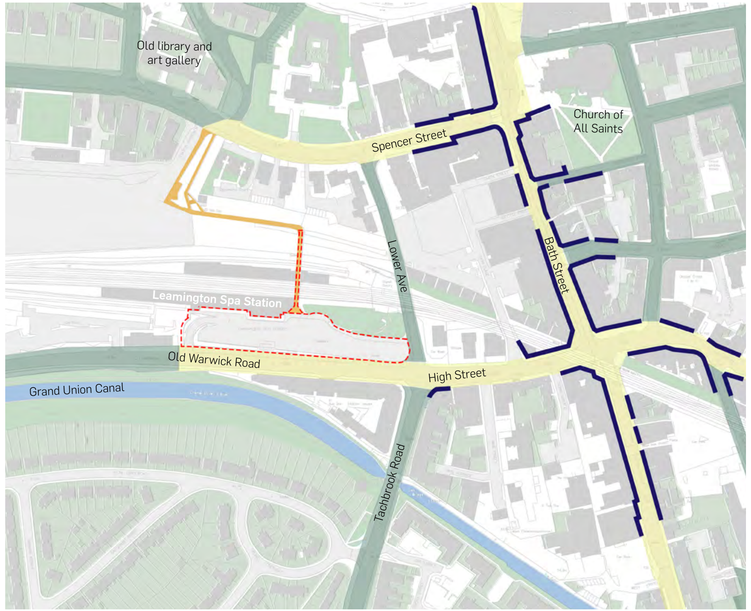
2. ***Convivial:*** **Walking routes and public spaces should be pleasant to use and allow walkers and other road users to interact. They should be safe, inviting and enlivened by diverse activities. Ground floors of buildings should be continuously interesting.**

3. ***Conspicuous:*** **Routes should be clear and legible, if necessary, with the help of signposting and waymarking. Street names and property numbers should be comprehensively provided.**

4. ***Comfortable:*** **Comfortable walking requires high-quality pavements, attractive landscapes and buildings and as much freedom as possible from the noise, fumes and harassment of vehicles. Opportunities for rest and shelter should be provided.**

5. ***Convenient:*** **Routes should be direct and designed for the convenience of those on foot, not those in vehicles. This should apply to all users, including those whose mobility is impaired. Road crossings should be provided as of right and on desire lines.**

Transport for London: "Improving Walkability: Good practice guidance on improving pedestrian conditions as part of development opportunities." September 2005. (Edited)



The adjacent diagram indicates the perceived vehicle flow and parking provision at and around Leamington Spa Station and adjacent areas.

Currently, the traffic flow in front of the station is high and combined with dense parking provision, it creates a hostile and unwelcoming experience to commuters and visitors alike. Part of the client brief was to create a sense of arrival and welcoming, pedestrian and cyclist orientated public realm. The aim is to welcome people in Leamington and encourage them to venture into the town centre.

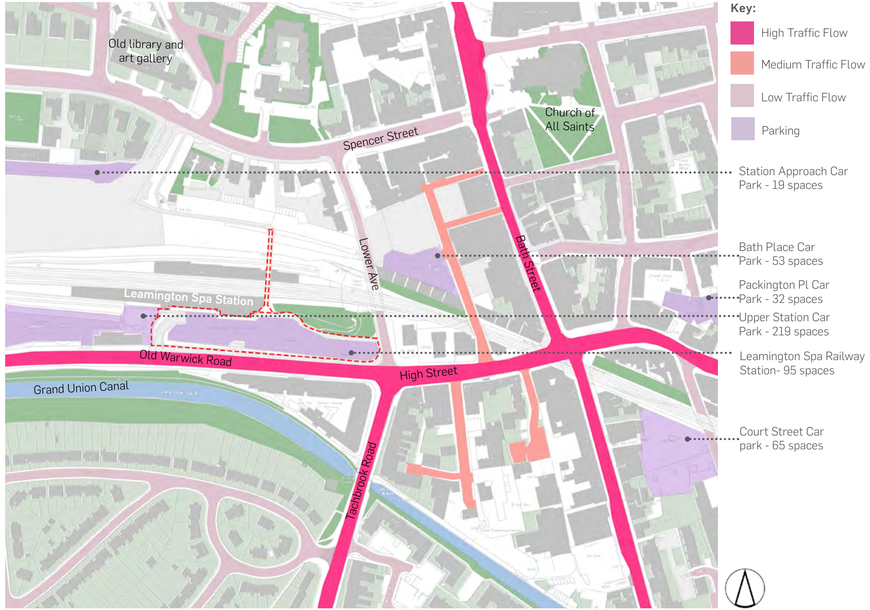
The holistic approach, combining pedestrian, cyclist and vehicle users will be taken here to provide connectivity with wider town centre.

Parking at the station is at a premium, and as within the centre of Leamington Spa it is limited. The train station currently provides parking for 95 cars. There is the Upper Station car park immediately the west of the station, that will be used to take some of the parking from the forecourt area. Other car parks in the area include: "Bath Place Car Park" which offers 53 long and short stay parking provision, Station Approach with 19 spaces Court Street Surface Car Park with 64 spaces and Packington Place surface Car Park offering 32. Larger parking facilities are provided on the outskirts of town but are associated with the large retail developments. Throughout the town, on street parking is also available with the maximum stay of 1 hour.

The client and design team recognise that parking in Leamington Spa is a prominent issue for many visitors arriving by car or commuting to /from the railway station who are needing a long stay parking space at a reasonable cost.

Proposal

Improvements to the vehicular access within the station better aid the local networks. This first experience of the town from the station is vital - creating an essential town-wide brand.



Following the site analysis and site visit main constraints and opportunities have been identified. They formed a base on which urban realm concept proposal has been prepared for the Leamington Spa Station Forecourt.

Constraints:

1. Lack of good quality pedestrian areas.

2. Lack of clear, formal access point to the station forecourt.

3. High volume of traffic in the forecourt area.

4. Poor quality connections with the surrounding areas.

5. Poor wayfinding and information provision.

6. Challenging topography at access points.

7. Poor quality underpass.

Opportunities:

A. Using parking to the west of the station to support the parking provision and reduce the volume of traffic in the courtyard area. New pedestrian connection to be provided.

B. Listed building asset. Creating good quality public realm to enhance the listed building setting.

C. Improving the main access point to the station to provide visual and physical link and opening up the forecourt.

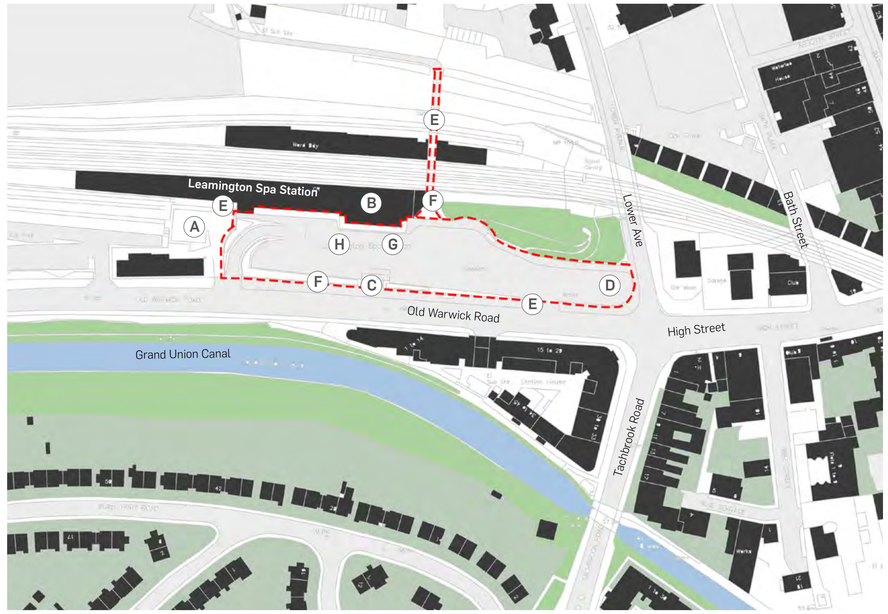
D. Supporting the alternative modes of transport to reduce the need for parking spaces by introducing a Cycle Hub and improving cycle connections.

E. Creating multiple access/exit points to and from the forecourt to improve links with the surrounding areas.

F. Revitalising the existing underpass and improving connections with the areas to the north of the station.

G. Wayfinding and information to be improved and integrated within public realm and pavilion design.

H. South facing. Using the excellent orientation of the forecourt to create a bright and warm area for visitors and commuters.



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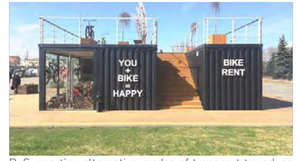

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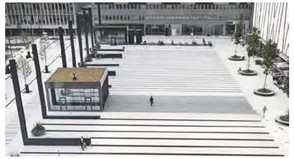
2. Precedents

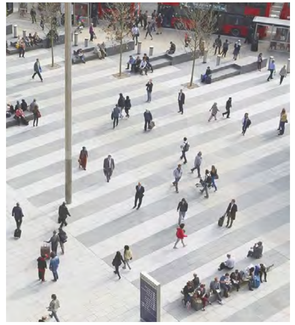










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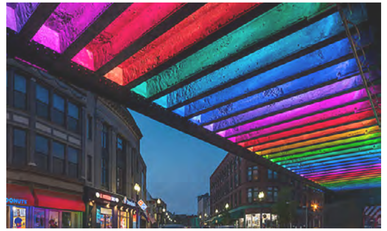
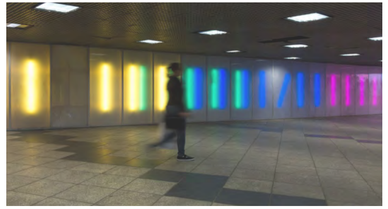
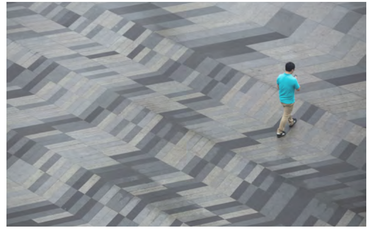


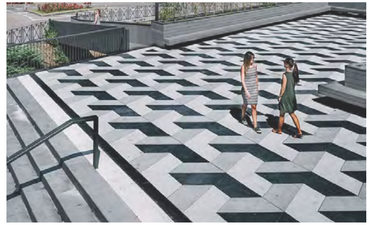
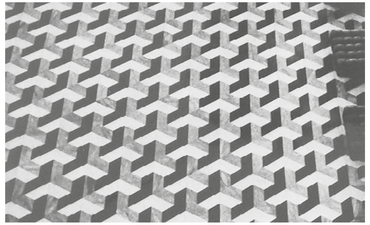


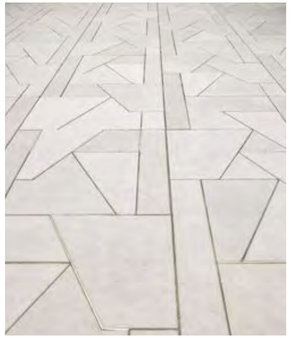
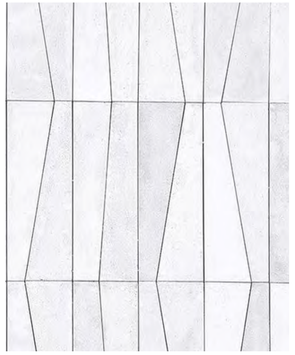
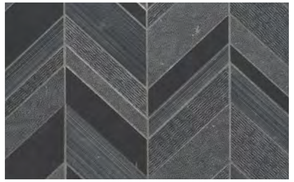



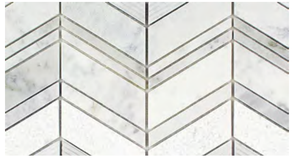


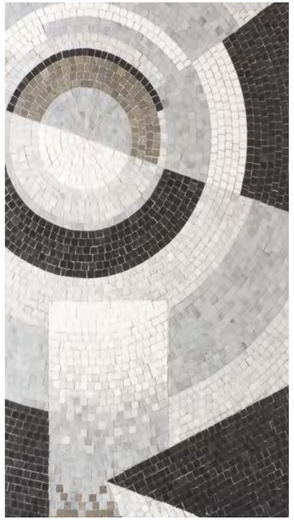


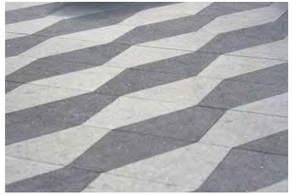










3. Design

Warwickshire County Council 2020

Railway stations or transport interchanges have to provide function and enable movement. Good railway stations and interchange hubs create also a sense of arrival and identity. They are the gateway to the location they serve, be it a small town or a cosmopolitan city.

The aspiration behind the urban realm concept for the Leamington Spa Station forecourt was to design a very special place, that will welcome visitors but also kindle their curiosity and invite them to explore and experience the town of Leamington Spa.

The following options are focused on providing generous public realm with a feature entrance path and to help people to orientate themselves by introducing new wayfinding tools both within the public realm.
The space is designed to give people an opportunity to slow down, rest and consider their way forward.

Placement of furniture and tree planting together with use of surface materials leads people through the public realm into multiple directions, the main ones being Old Warwick Road, the upper car park to the west and cycle hub to the east (option 1 and 2) or west (option 3) of station building.

High quality materials are sympathetic to the Conservation area and provide an appropriate setting to the Station Grade II Listed building. Main surface materials are grey and buff granite for pedestrian, underpass and shared areas arranged in characteristic, strong patterns, tying in with Art Deco style of the station building. Parking areas will be black and buff tarmac. That would visually move the balance from a car dominated area towards a shared, more people orientated space. The rest of the carriageway would remain black.

From the highway perspective and vehicular movement, all three options work on the assumption, that all vehicular access to and from Old Warwick Road will remain unchanged. In the forecourt area the access will be split in two lines, one for buses, taxis and loading and the other one for disabled, short and long stay parking area. There will be a new pedestrian access provided to the upper car park to the west of the station. That will improve the links between the two areas and encourage the use of the upper car park, limiting the amount of traffic going through the forecourt everyday and maintaining better pedestrian and vehicles balance.

A new cycle hub located at the eastern boundary of the forecourt in options 1 and 2 is designed to provide approximately 160 spaces for normal bikes and 10 for electric bikes. The cycle hub would be a closed structure with card swipe access for regular users and open cycle shalter for other bikers. The proposals allow for green roofs on those structures and possible low maintenance ivy green walls on part of the cycle hub. Option 3 provides cycle shelters closer to the station, just west of main entrance.

The design links to existing pedestrian and cycle routes, including the station underpass and improves them, providing great permeability and clarity of movement. The design provides one new access point to the west, connecting the station with the upper car park. The main entrance has been improved and uses generous pedestrian feature link towards stepped and ramped access creating an enhanced entrance point at Old Warwick Road. All those links provide significantly improved access for pedestrians.

New proposal for the station underpass includes new panel cladding and feature lighting. The intention being that the underpass will be used as an exhibition and information space, with variety of art/wayfinding boards displayed on the walls.

Lighting could be used in a flexible way, providing colour and playfulness above pure functionality.

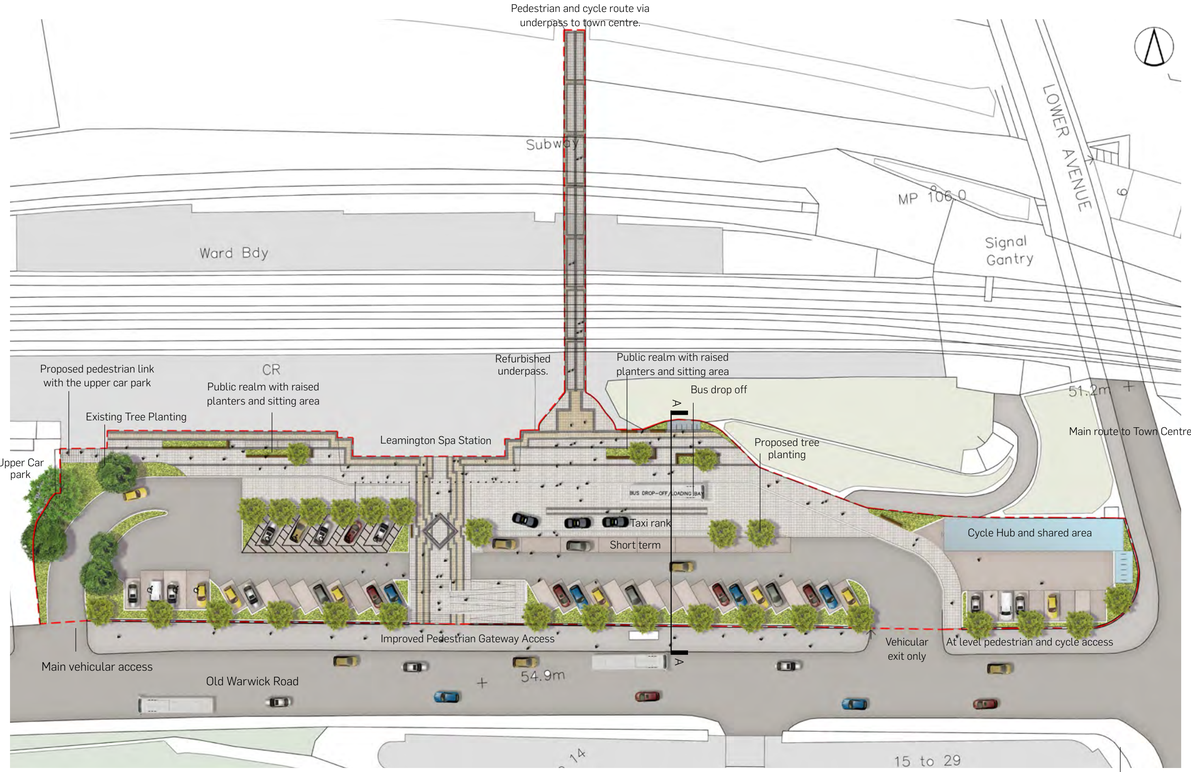
The northern entrance to the underpass is a gateway to the station and should be a welcoming and interesting extension to the station itself.

Proposals show ceramic tiles and bespoke metal frames with geometric patterns relating to the Art Deco style of the station. Additional planting and screening of the railway fence will complete the design.

Details on all three options are provided further in this chapter, next to general arrangement plan and section for each of them.

Visualisation of the northern entrance to the underpass.

Design | Option 1 | General Arrangement



Design | Option 1 | Figures

Breakdown of figures:
Proposed:

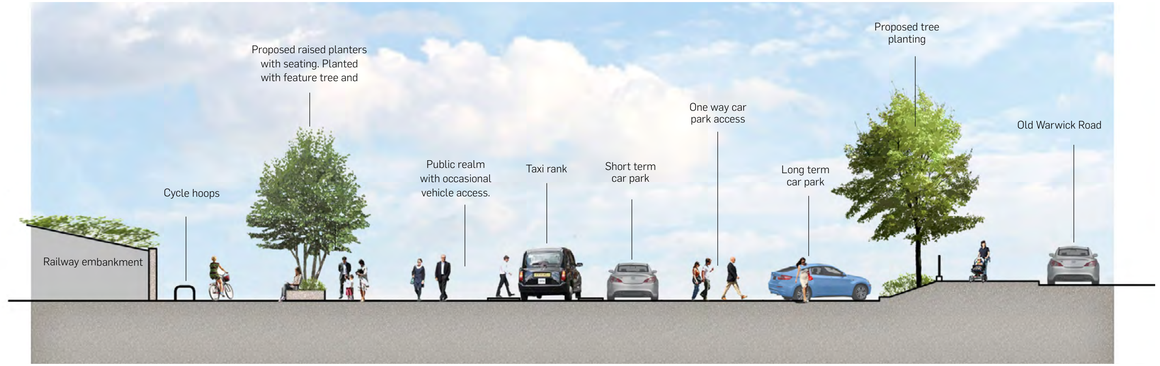
Bus stop:	0
Bus/Coach Layover:	1
Cycle Hub (swipe card)	80
Cycle shelters (open)	24
Cycle total:	104
Delivery area:	1
Taxi:	7
Accessible parking:	8
Short stay:	8
Staff:	3
Total parking bays:	46

Pros:

- Generous public realm
- Only bus, delivery and taxi have access to upper route in front of station entrance.
- Generous area for taxi (7)
- Large cycle hub with controlled access for security and additional cycle shelter with free access.
- Additional cycle hoops close to the underpass entrance.
- Easy access to cycle hub from external cycle routes.
- Locating cycle hub next to the cycle route access point will reduce the need for cyclist to travel across the forecourt and minimise conflict of movement between vehicles, pedestrian and cyclist.

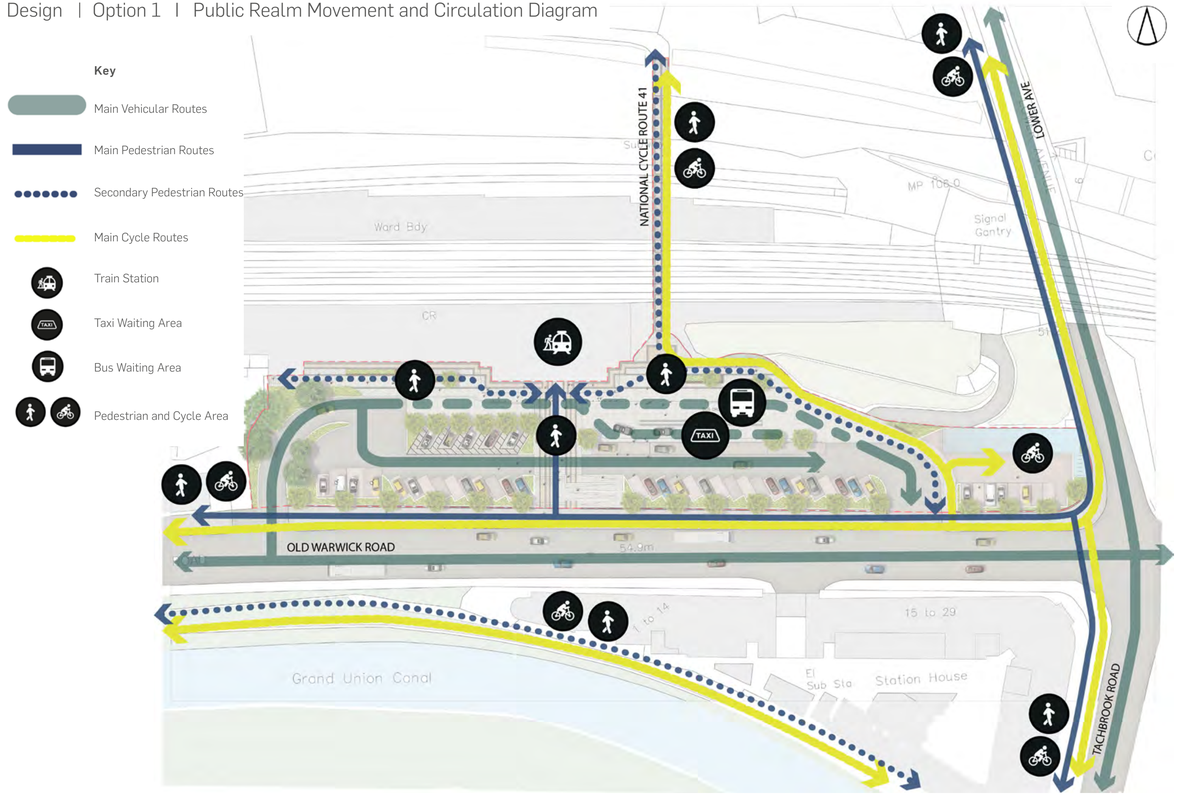
Cons

- Bus will not have designated stop.
- Cycle hub is remote from the entrance and there is a concern about theft.
- Some of the blue badge holder spaces moved away from main entrance to the station.
- Parking spaces reduced to 46.

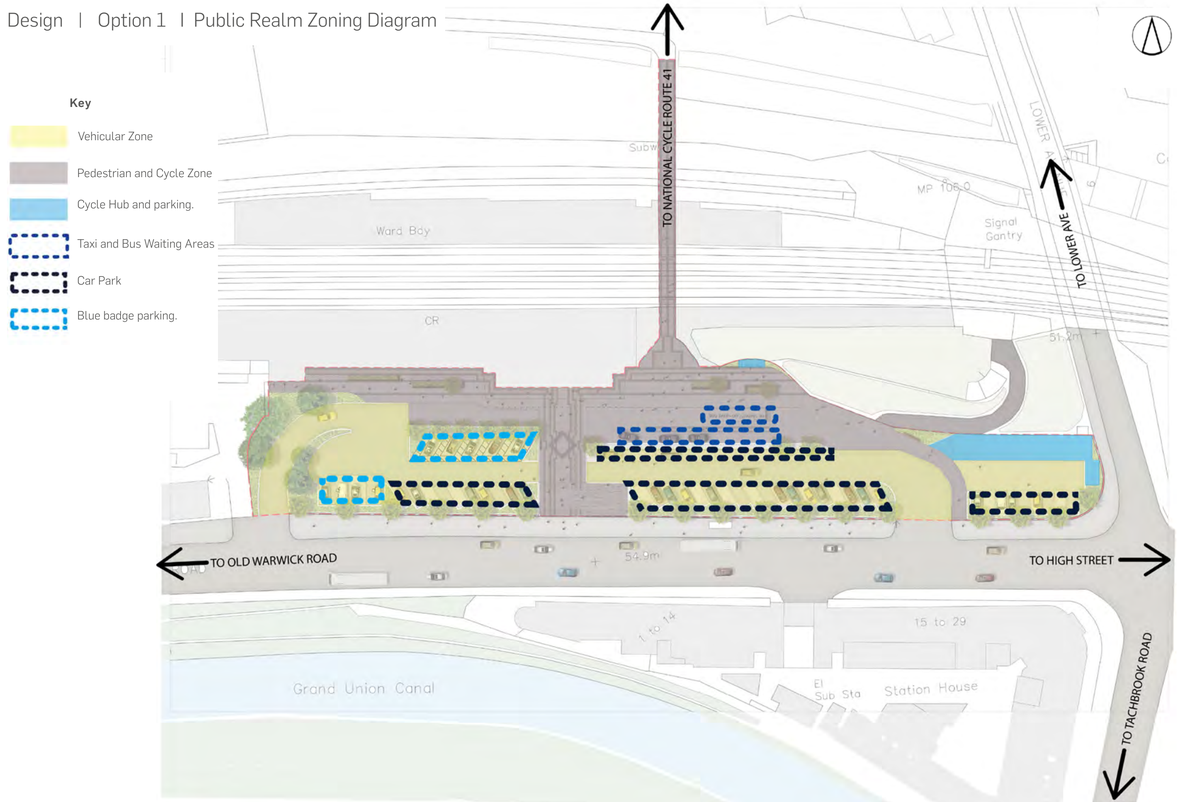


Section AA

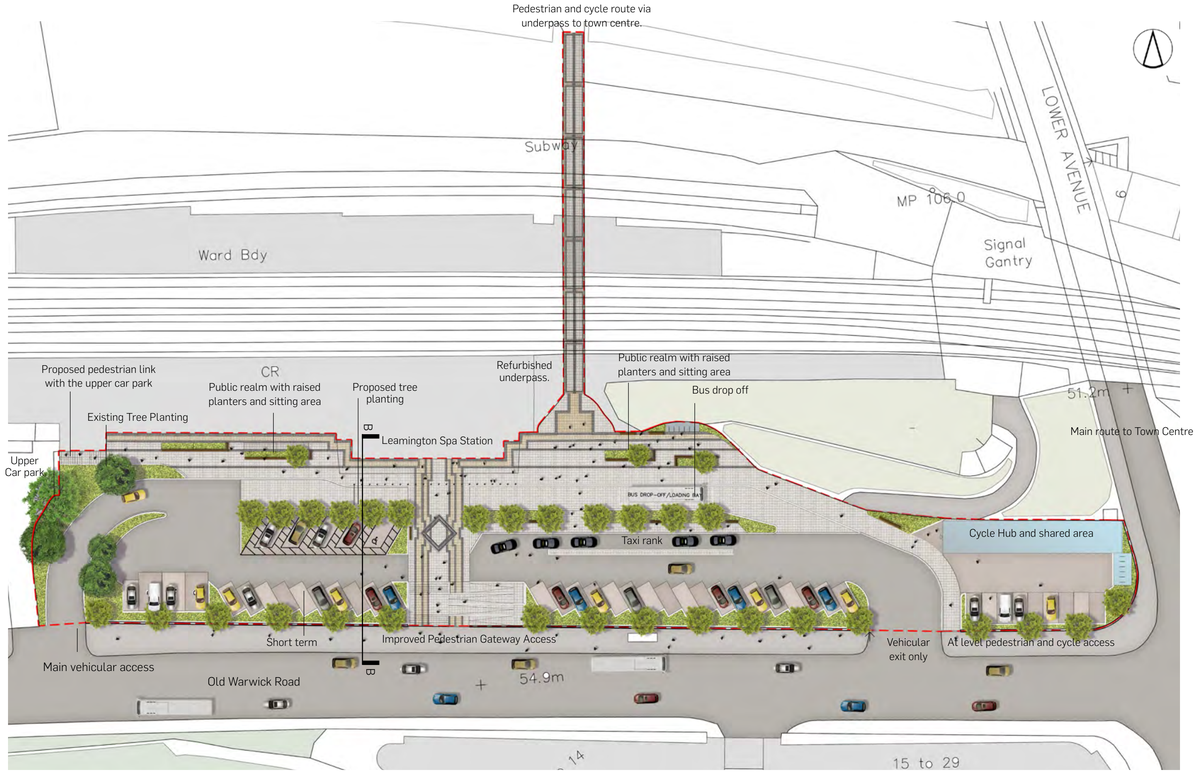
Design | Option 1 | Public Realm Movement and Circulation Diagram



Design | Option 1 | Public Realm Zoning Diagram



Design | Option 2 | General Arrangement



Design | Option 2 | Figures

Breakdown of figures:

Proposed:

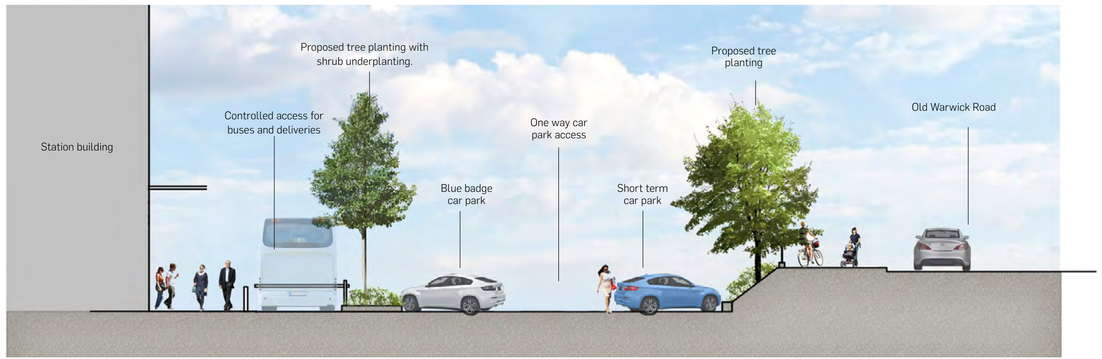
Bus stop:	0
Bus/Coach Layover:	1
Cycle Hub (swipe card)	80
Cycle shelters (open)	24
Cycle total:	104
Delivery area:	1
Taxi:	7
Accessible parking:	8
Short stay:	8
Staff:	3
Total parking bays:	54

Pros:

- Generous public realm
- Only bus, delivery and taxi have access to upper route in front of station entrance.
- Generous area for taxi (7).
- Large cycle hub with controlled access for security and additional cycle shelter with free access.
- Additional cycle hoops close to the underpass entrance.
- Easy access to cycle hub from external cycle routes.
- Locating cycle hub next to the cycle route access point will reduce the need for cyclist to travel across the forecourt and minimise conflict of movement between vehicles, pedestrian and cyclist.
- High number of parking spaces maintained (54)

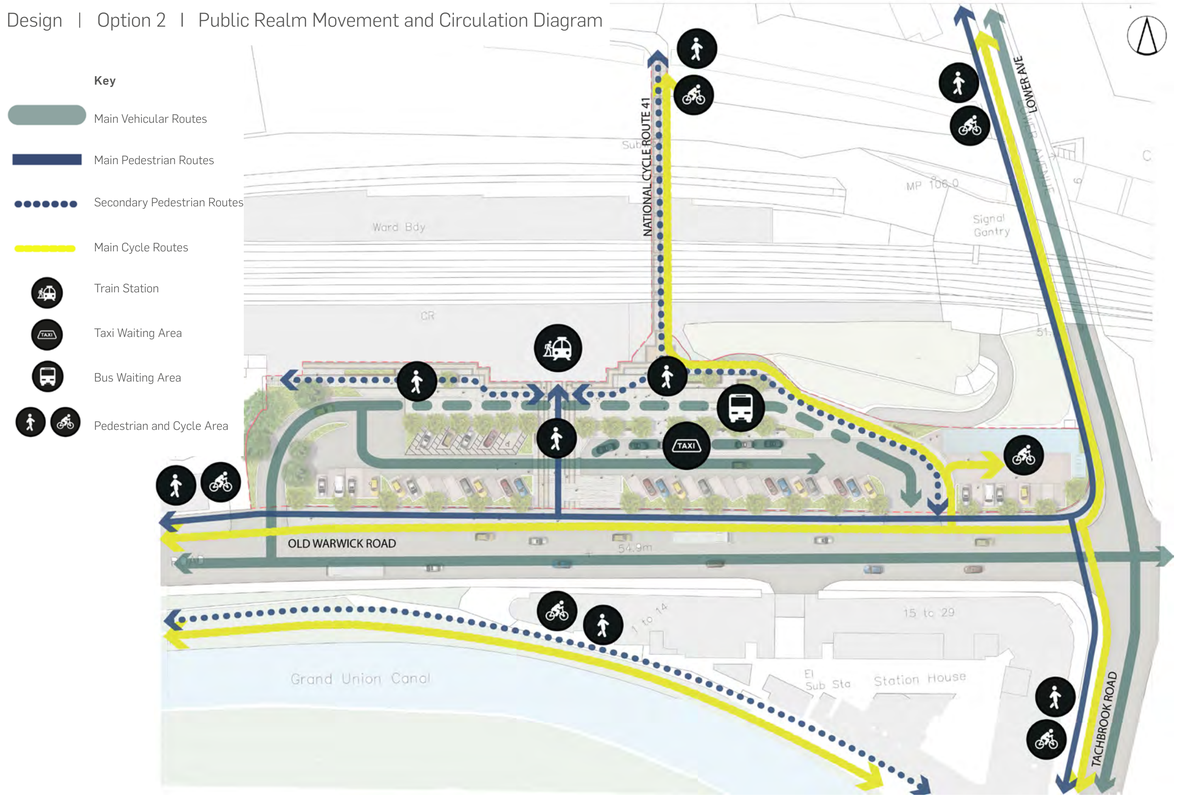
Cons

- Bus will not have designated stop .
- Cycle hub is remote from the entrance and there is a concern about theft.
- Some of the blue badge holder spaces moved away from main entrance to the station.
- Concern about accessing and leaving the taxis on the vehicular route (with pedestrian priority).

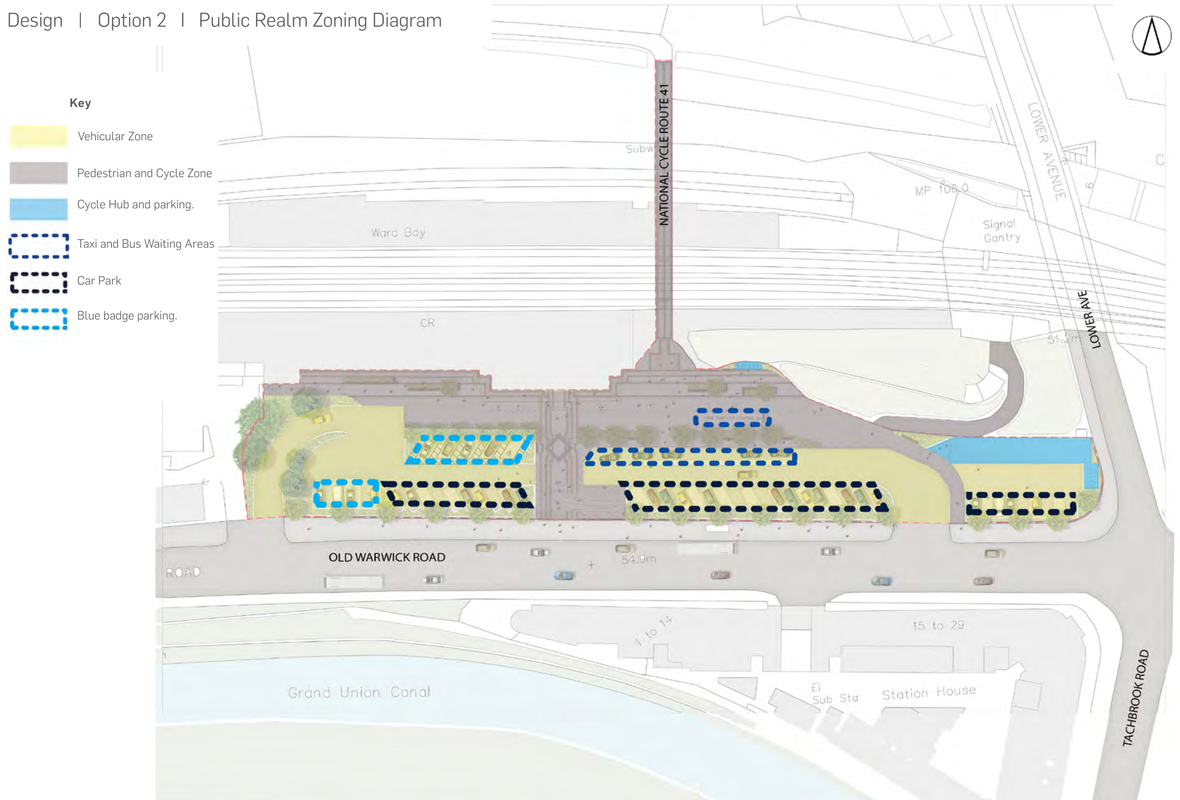


Section BB

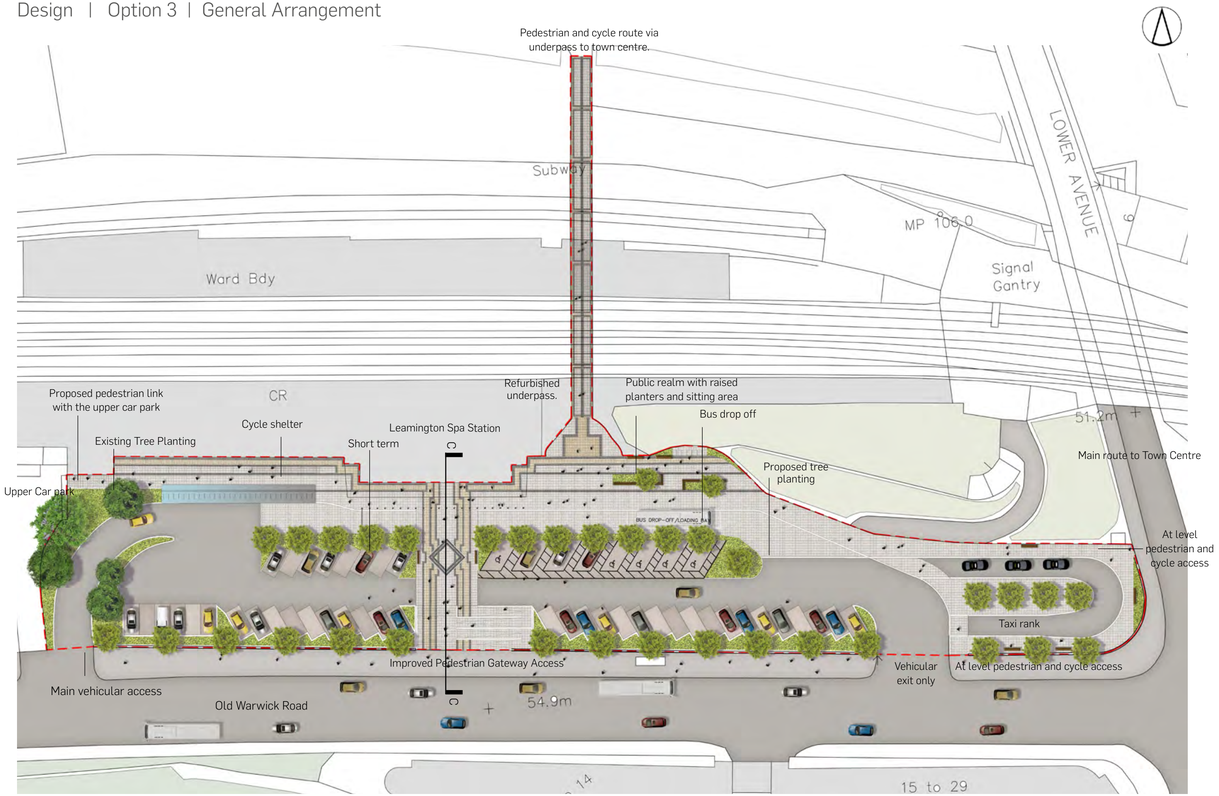
Design | Option 2 | Public Realm Movement and Circulation Diagram



Design | Option 2 | Public Realm Zoning Diagram



Design | Option 3 | General Arrangement



Design | Option 3 | Figures

Breakdown of figures:

Proposed:

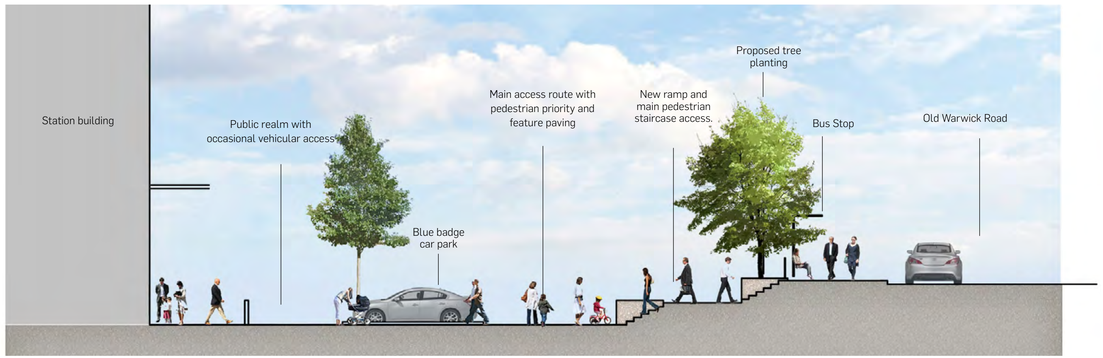
Bus stop:	0
Bus/Coach Layover:	1
Cycle Hub (swipe card)	0
Cycle shelters (open)	84
Cycle total:	84
Delivery area:	1
Taxi:	7
Accessible parking:	8
Short stay:	8
Staff:	3
Total parking bays:	59

Pros:

- Generous public realm.
- Only bus, delivery and taxi have access to upper route in front of station entrance.
- Cycle shelters move to more secure location to the west of station entrance.
- Generous area for taxi (7).
- Additional cycle hoops close to the underpass entrance.
- High number of parking spaces maintained (59).

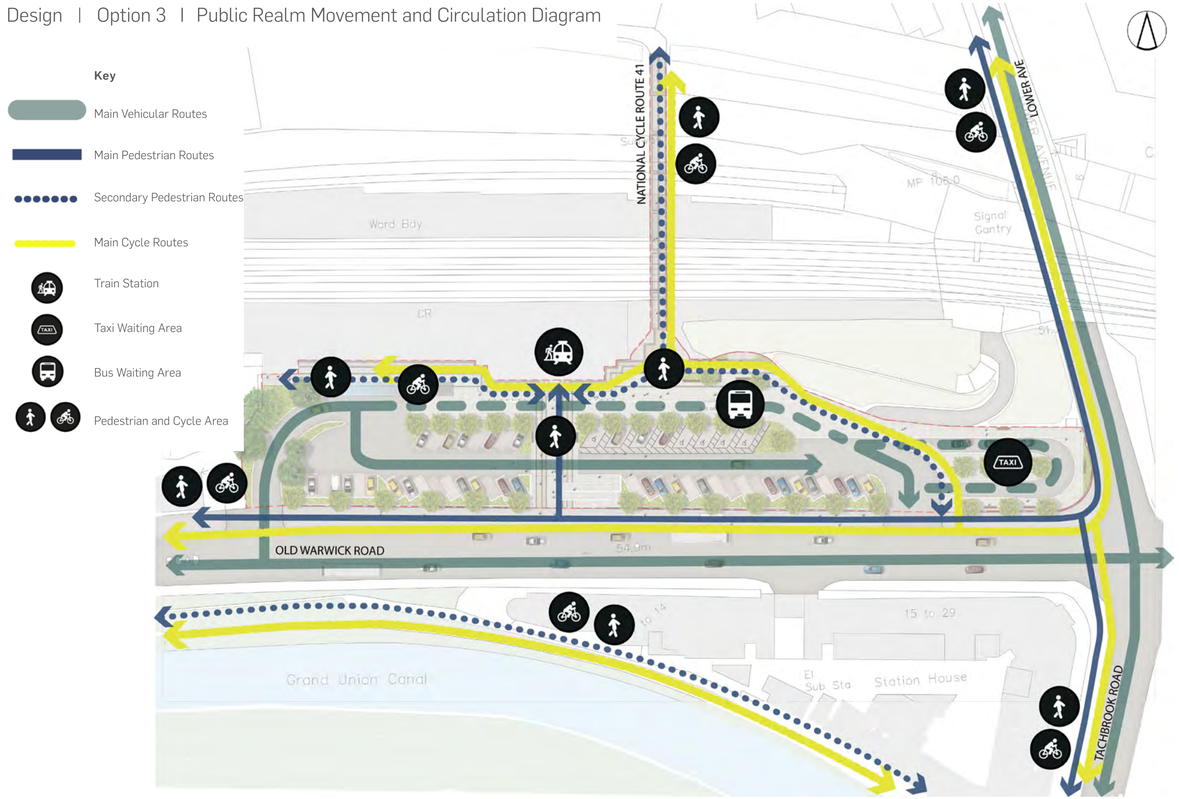
Cons

- Bus will not have designated stop.
- Cycle shelters in front of the listed building.
- Drop in capacity for bike storage in this location (from 104 to 84, non of them with controlled access).
- Taxi area moved away from main entrance to the station.
- Main access for cyclist is at the eastern end of the forecourt and via the underpass and the cycle shelter to the west of the station entrance. That will lead to conflict of movement between vehicles, pedestrian and cyclist due cyclist moving from east to west and going against the main flow of traffic and pedestrians.

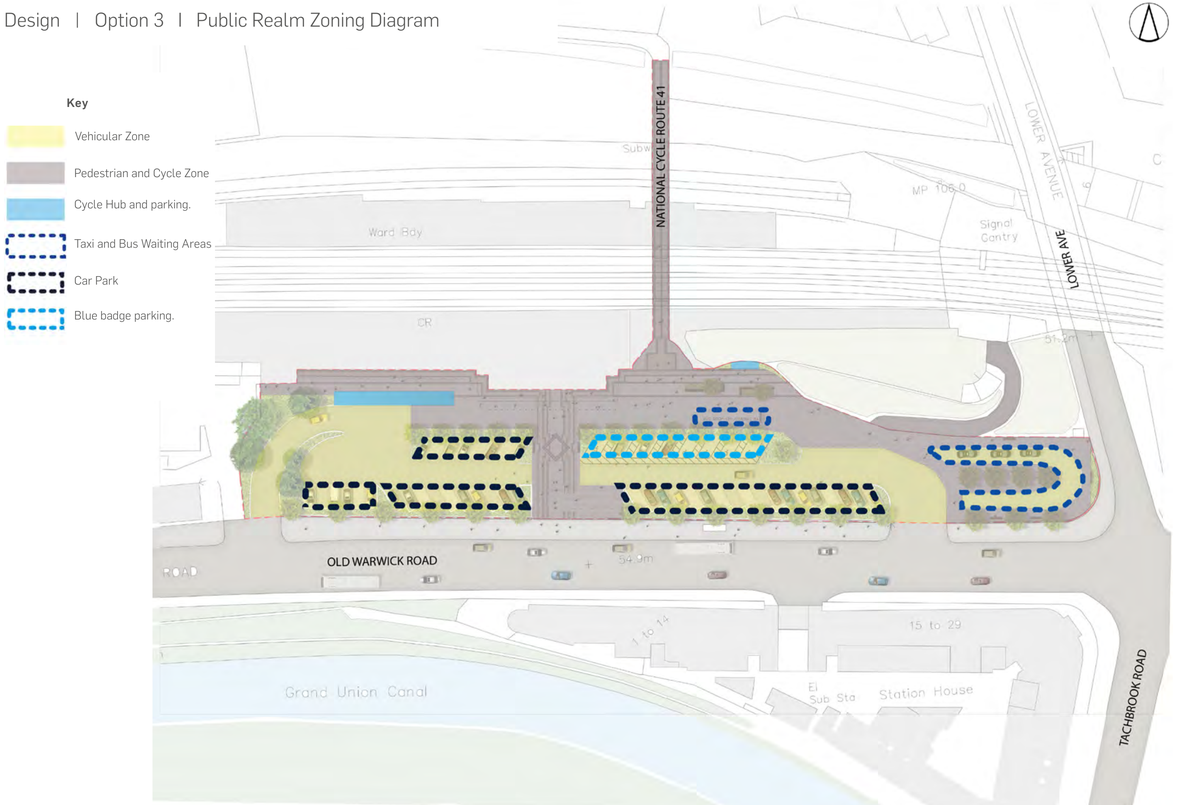


Section CC

Design | Option 3 | Public Realm Movement and Circulation Diagram



Design | Option 3 | Public Realm Zoning Diagram



The Movement and Zoning diagrams were prepared to illustrate spacial dynamics and relationship between pedestrian and cyclist and motorists.

Any railway station or transport interchange hub has to provide function and enable movement of vehicles and people, often within very constrained space.

The task is to ensure, that those interactions are safe and balanced and different movement paths cross safely, are legible and take people in the right places.

The station forecourt needs to provide good and safe circulation within its own boundary, but more importantly, it needs to be integrated within a wider network of routes and places.

It is crucial, that the area is permeable, safe, well connected and clearly marked.

Public Realm Movement and Circulation Diagram shows the main access points, direction of travel and type of movement.

It also shows the relationship with the upper car park to the west of the station.

New design arrangements put greater emphasis on public realm and result in reduction in car parking spaces in the forecourt area. In this scenario the western car park will have to be used more intensely. To enable and encourage people to use this alternative car park, direct pedestrian connection between the upper car park and station forecourt is proposed.

Due to the significant level difference, this link will be via staircase only. Further investigation will be required to fully understand the structural condition of the boundary wall and feasibility of this connection.

To improve links with the surroundings and to create a welcoming feel a generous and prominent main entrance leading from Old Warwick Road to the station entrance has been proposed. This will be a wide staircase/ramp feature to replace the current cumbersome ramp arrangement.

A level entrance for pedestrian and cyclist is proposed at the eastern part of the forecourt where the new cycle hub (option 1 and 2) or taxi ranks (option 3) will be built. Locating cycle hub in this area will help to separate cyclist from vehicular and pedestrian movement and provide a comfortable area for parking cycles and clear access routes to and from the station.

Vehicular movement will be split into two lines. The first one, closer to the station and controlled by barrier will facilitate taxi, loading and bus access only. The second one will allow for access to the short and long term parking spaces, as well staff and disable parking.

This should free up the area adjacent to the entrance to the station from extensive car movement and provide clear separation for the functions and everyday parking.

The Zoning Diagram illustrates the spacial relationship between pedestrian and vehicular areas.

It helps to understand the dynamics and priorities within the station forecourt.

Th esolution achieves a proportional and balanced integration of different areas and functions.

Visualisation of the underpass looking from the southern entrance. Light and display boards being main feature.

Visualisation of the northern entrance to the underpass.

4. Materials Palette

The public realm will be enhanced using high-quality materials. These materials will be complementary to the heritage setting of Leamington Spa Station and it's Art Deco style. But due to the busy and functional character of the forecourt, materials will be robust and good quality to be able to withstand the heavy, everyday use by pedestrian and vehicles. It is also crucial, that proposed materials will be reasonably low maintenance.

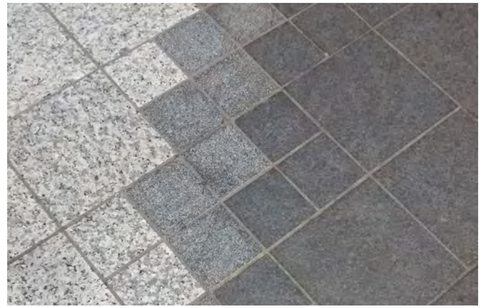
Paving design will be the main feature of the station forecourts and the use of strong geometric patterns will tie in with the Art Deco style of the recently refurbished station building.

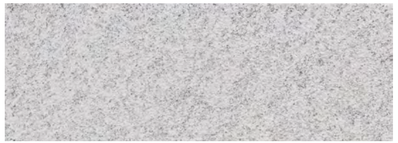
The bespoke paving and street furniture palette will create a sense of place and unique character.

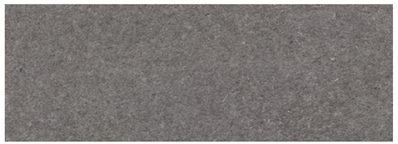
Street furniture will encourage people to pause and consider their journey and movement options. Information boards and wayfinding panels will be clustered around seating and resting areas.

Precedent images opposite demonstrate some of the hard landscape treatments that could be employed to ensure that the space is functional and pleasant for people to be in.

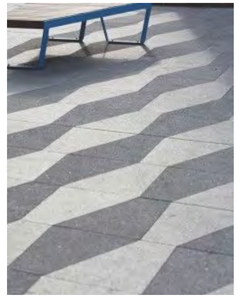
The hard landscape palette will be carefully coordinated with the materials use inside of the station to ensure cohesiveness and connections between the inside and out.

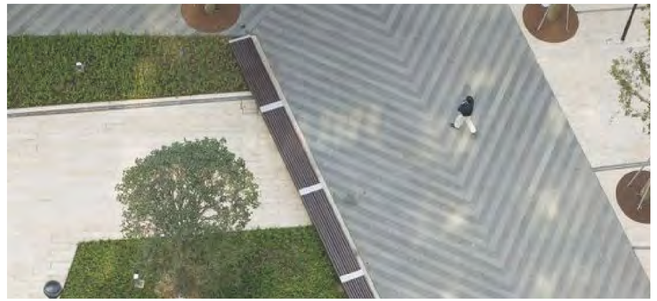






Granite paving in grey and buff tones at the main pedestrian area in front of the station and in the underpass.



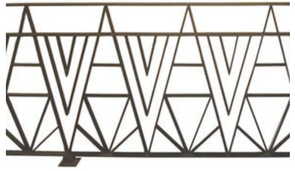


Using natural stone material in light grey and buff colour pallet would tie in with materials used inside of the station, brighten up the forecourt and underpass and create long lasting a low maintenance surface.

A mix of materials within car parks helps to break up the dominance of black top, adds interest and naturally segregates various spaces, without the necessity of line marking.

Various contemporary seating/planters arrangement within the station forecourt.

Alternative ramp arrangements to create a design feature.



Art-deco style railings.

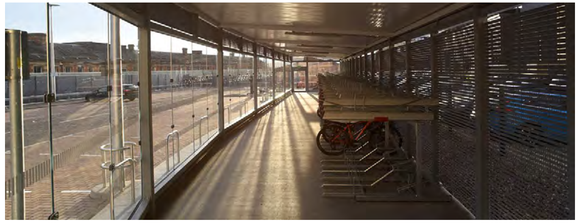
The enamel panels could be designed to incorporate various designs and feature lighting. Panels are widely used in transport underpasses, metro stations, shopping galleries. Display panels could be mounted in between panels.

Feature lighting could transform the underpass. This idea should be explored further.

Art installations can make the space unique and be flexible.

A ceramic subway tile can be used to create attractive patterns and art.

The northern entrance could be treated as a canvas for public art or a bespoke design, using simple materials and patterns.



Examples of secure cycle hubs accessible with a swipe card. This solution provides secure cycle storage but requires more space. Cycle hub is proposed in eastern end of the forecourt in option 1 and 2, together with some open cycle shelter for quick access and shorter stay.

Examples of open sided cycle shelters. They require less space and could be located it tighter spots, however they are open sided and are not visually attractive when full of bikes. They do not offer the same level of security but could be accessed quicker. This type is proposed in option 3 to the west of the station entrance.

Wayfinding embedded in pavement.

Examples of decorative and contemporary wayfinding posts.

Wayfinding and information signs may be a feature/public art element.

Street trees provide important structure to the urban environment - they aid in softening built forms, they provide shade, sustainable urban drainage benefits, they also improve biodiversity and aid in the removal of harmful particulates from the air. The possibility of planting in a coordinated and appropriate manner will be dependent upon the existing utilities information - which will constrain the exact locations for tree planting and the types of tree species selected.

The tree palette demonstrates appropriate street trees of a small to medium size and compact shape. These trees are 'drought-tolerant' and suitable for street / urban conditions. Trees have also been selected for their aesthetic qualities, including: attractive features and good autumn leaf colour.

Trees proposed for the Leamington Spa Station Forecourt have been selected with specific highway constraints in mind. Wherever space is limited due to visibility splays and vehicular movement, narrow, columnar tree types have been selected (Liquidambar styraciflua and Pyrus Calleryana 'Chanticleer').

Where space is not constrained, we are proposing slightly wider, yet still compact and medium size feature trees, like very architectural and attractive Betula Jacquemontii and Corylus avellana.

We also need to review conflicts with services/easements in the road/footway and the exact palette of trees will be refined once more is known regarding underground services and utilities.

It is also imperative that there is a 'revenue tail' for ongoing management and maintenance to ensure the success of the planting scheme.

Betula Jacquemontii - architectural tree with striking white bark and compact shape. A feature tree to be planted in main public area at the station forecourt.

Design | Urban Realm Concept Design | Soft Landscape Palette | Street Trees

Liquidambar styraciflua 'Moraine' is suitable as astreet tree because of the regular, slim, pyramidal shape of its crown. The leaves are glossy green in the summer. The autumn colour is yellow to reddish-violet.

Pyrus calleryana 'Chanticleer' has a uniform and columnar pyramidal shape when young, gradually broadening to a more oval shape over time. It is tolerant of pollution and is a tough performer, tolerating harsh urban conditions, as well as thriving in an array of soil types.

Corylus colurna is a medium size tree of conical crown. It has deep green foliage in spring and summer, turning golden yellow in the autumn.

The area of planting is relatively small within the new proposals for the Station Forecourt. We are proposing shrub planting within parking area, grasses and herbaceous in raised planters, climbers on parts of the boundary walls and optional green roofs on Cycle Hub building and Bus shelters.

The proposed type and species have been selected for their robustness, low maintenance, attractiveness throughout the year and colour and fragrance.

The following planting palette provides the type of planting that will inform the soft landscape design.

Buxus sempervierens it is a small to medium size evergreen shrub forming a structural base for planting areas. Looks particularly attractive when combined with white bark of a birch nand soft seasonal herbaceous planting.

Sarcoccoca hookeriana var humilis it is a compact evergreen shrub, up to 60cm tall, forming a neat clump of glossy leaves with small clusters of very fragrant white flowers in winter. This is a very low maintenance shrub, with no need of regular pruning.

Grasses and herbaceous planting in raised planters for movement and colour throughout the seasons. Providing pleasant and relaxing setting for people using the seating while waiting for buses or pickups.

Structural evergreen buxus combined with herbaceous species for seasonal interest.

Sarcoccoca hookeriana var humilis. Compact evergreen shrub.

Design | Urban Realm Concept Design | Soft Landscape Palette | Planting Design

Example of ivy used on walls and parking structures.

Herbaceous planting and grasses to be planted in raised planters in main public area.

Examples of green roofs on cycle sheds and bus stops.

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