Pre GRIP 3 interchange layout adopted by the design team in February 2012
Site Layout as developed in June 2012. Drawing was uploaded to the Cambridgeshire County Council website and presented as a “point in time” drawing during the 1st Planning, Urban Design and Architecture session on the 23rd of August 2012.
Site Layout as developed in June 2012. Drawing first presented during the 1st Planning, Urban Design and Architecture on the 23rd of August 2012.
Site Layout as developed in collaboration with the LPA and first presented at the 2nd Planning, Urban Design and Architecture session on the 26th of September 2012. This layout allowed the discussion to open up to include the materiality of spaces and not just the process of interchange.
Site Layout as developed in collaboration with the LPA and first presented at the 3rd Planning, Urban Design and Architecture session on the 24th of January 2013.
Examples of schemes recommended by Network Rail during the design process as precedents/exemplars of recent station and footbridge design as discussed during the first Planning, Urban Design and Architecture workshop on the 23rd of August 2012 and supplemented with the footbridge images in the response to the Cambridgeshire Quality panel on the 29th of July 2013. We were keen to take the ethos of a modular building while creating something unique to Cambridge.
Early Concept and Development Sketches of the Station Building exploring expandability and vertical movement. A simple modular building. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Early progression of option 1, station building with integral stair and bridge. The development of this option came before the public square was formalised as a site response and was prepared prior to the pedestrian flow analysis. Later iterations of the design required a greater volume for the retail space and a larger concourse, gateline and public toilet provision. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Early development of the organisational diagram of the public square and development of the language of the platform structures. This was still at a point where the station building and bridge/stairs to the platform were of a different language, the building reflecting the architecture of the city, the bridge and stair towers reflecting the engineering heritage of the railways. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Further development of option 1. The entrance and retail areas revised to provide a more democratic entrance to the public square and provide a greater degree of shelter at the threshold of the building. The brick building / engineered bridge still provide a rather unhappy union which was later resolved to provide a single skin wrapped around the entire form of building and bridge. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Further conceptual studies of options 1 and 2 demonstrating material / lighting studies and development of the internal spaces. The layout for option 1 with the integral stair and lift was discussed during the first Planning, Urban Design and Architecture workshop on the 23rd of August 2012. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Further conceptual studies demonstrating material / lighting studies, development of the internal spaces and progression of sketch details. These sketches were included in the response to the Cambridgeshire Quality panel on the 29th of July 2013.
Station Expansion / Site Succession diagrams presented during the second Planning, Urban Design and Architecture Workshop on the 26th of September 2012. Future development of the wider site is a matter for the CCiC and SCDC Area Action Plan and master planning by others. The proposals contained herein have been prepared through dialogue with the urban designers and planners for both councils.
Station Expansion / Site Succession diagrams presented during the second Planning, Urban Design and Architecture Workshop on the 26th of September 2012. These diagrams discuss the possibility of a future realignment of the extension to Cowley Rd without diminishing the strength of the station and public square design. Future development of the wider site is a matter for the CCIC and SCDC Area Action Plan and master planning by others. The proposals contained herein have been prepared through dialogue with the urban designers and planners for both councils.

We believe the evolution of the layout for the station interchange through dialogue with the urban designers and planners of CCIC and SCDC has produced a robust solution on a site with considerable constraint without jeopardising the potential for development across the wider Chesterton Siding site.
1.4.1 Additional views can be found on pages 32-36.

1.4.2 As discussed in previous sections the elevations (drawing numbers A_E_00_P02 and A_E_00_P03) reflect the increased privacy afforded to the east elevation, noting the pre-cast concrete panels to the screen along the eastern edge of the single platform.

1.4.3 The image on page 34 “View north through the cycle parking to the station building” demonstrates the sense of space and openness within the cycle parking area and also shows the South gable of the station building which has windows set behind the perforated panels providing passive supervision of the area.
View from the public square to the cycle parking
View south from beneath the station building canopy to the route through the cycle parking