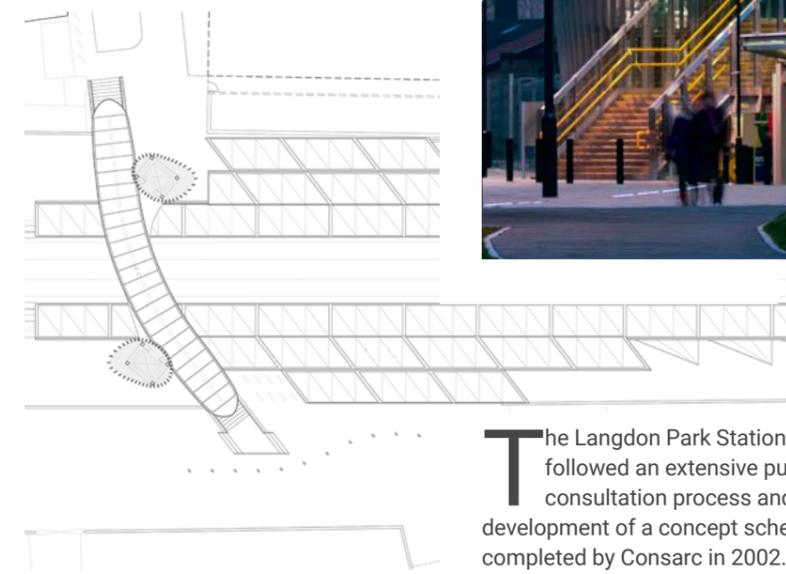


Langdon Park Station

PROJECT PROFILE

Client Docklands Light Railway
Location London, UK
Cost £7.5 Million
Team Structures - SKM Anthony Hunts
MEP - Atkins
Cost - Gardiner & Theobald
Planning - URS Corporation
Access - JMP

Awards BCI Regeneration Award 2008
APM Award for Community Project of the Year 2008



The Langdon Park Station proposal followed an extensive public consultation process and the development of a concept scheme completed by Consarc in 2002. In April 2005 DLR commissioned Consarc to lead a comprehensive design team to revisit the proposal for a new station and replacement pedestrian bridge at Langdon Park in East London. Building on the feedback and in-depth research, the scheme was to take into account engineering, cost, design and land information. The station would serve several residential zones and act as a catalyst in the regeneration of this part of Tower Hamlets and Leaside. Consarc lead the design team to successfully complete the project within 56 weeks, with the station finished and running on schedule.

Design Concept

As part of the regeneration of the local area, the design sought to create a new landmark for the area and to address key issues around the arrival sequence. The approaches to the previous footbridge had been visually compromised, intimidating and run down. By contrast, the new visual connections across the new bridge, track and platforms now create a secure station, reducing the potential of vandalism.

Consarc's station redefined the main accesses to the bridge as a pedestrian node within the local area. The sculptural quality of the lift towers and bridge canopy acts as a landmark signifying the entrance to the new station, presenting its regenerative effect with civic pride.

“Langdon Park Station has made a significant and demonstrable impact in the regeneration of its locality.”

Judge's comments, BCI Regeneration Award

The design and realisation of the bridge canopy was developed using 3D software, which was extrapolated by Gurit, the world specialist in FRP system design. Fabricated off-site, the final canopy was then transported by barge and lorry to the site from Southampton. The lightweight canopy was then hoisted into position in one weekend avoiding the need for long track closures. The self-cleaning properties of FRP will reduce maintenance requirements. The specification of ETFE (for the platform canopies) also resulted in a reduced volume of structural steelwork and associated foundation loads in comparison to more traditional construction techniques.

Urban Design
Lead Design
Planning Consultancy
Public Consultations

ARCHITECTURE