Creating Places for People.

BDP designs and creates inspiring places for people. With over 800 architects, engineers, designers and masterplanners we work from studios throughout the UK, Ireland, the Netherlands, Middle East, India and China.

Founded in 1961, BDP is now one of the best known interdisciplinary practices in the world and has won over 900 awards for design quality.

We collaborate with our clients to realise their aspirations, placing the user at the heart of the design process to create places and spaces that energise and nurture the people who use them.

BDP aims to create sustainable, engaging transport buildings and passenger environments through design excellence, integrating people and systems to form transport places and to integrate these places into their context whether urban, suburban or rural.
BDP’s knowledge of transport projects covers the UK, Ireland, the Middle and Far East. Our designers are inspired by a common approach that produces holistic high quality integrated transport solutions that meet the demands of 21st century travel. Our aspiration is always to create world class, sustainably inspired buildings and passenger environments. We put passenger needs at the centre of the project to create a positive first and lasting impression of their journey.

Today’s modern transport networks form an integral part of developing new and existing urban masterplans involving a mixture of transport modes from rail and air to road or on foot.

Our expertise ranges from the largest (site masterplans) to the smallest (passenger-focussed individual facilities). In the former category we have developed masterplans for transport sites which create commercial developments which integrate with award-winning interchange environments. At the most personal scale we have developed access for all facilities which cater for the wide range of passenger needs. Our designs work between these extremes in scale to create interchange environments which coordinate site-planning for vehicular access and management of passenger flows under different operational situations to ensure safe and secure people handling.

The projects in this brochure illustrate BDP’s skills in bringing the various modes of transport together to create building solutions involving a mix of building typologies to create successful ‘places for people.’
BDP has over 20 years’ experience in designing a range of major rail projects. Many of the projects have wide ranging briefs encompassing planning and building design, earthwork infrastructure, landscape, interiors, signage, lighting and acoustics.

The types of project range from elevated transit systems, to both overground and underground rail lines and stations. New stations such as Whitechapel are being designed as beacons of sustainable design, others such as Nottingham and Piccadilly are recycling existing buildings transforming them into modern connective transport hubs regenerating large urban areas.
The transport complex of Manchester’s second mainline station has been updated and extended with new structures to replace derelict buildings. The station complex covers a variety of functions, including a 19,000 seat sports arena and a 1,500 space multi-storey car park. The multi-modal interchange integrates both heavy and light rail, regional and shuttle buses, taxis, private cars and bicycles.
BDP’s involvement with the Crossrail project spans 15 years. The station for Whitechapel will provide an important passenger interchange between the extended London overground line, the Hammersmith & City and District lines and the new east-west Crossrail line when it opens in 2017. The scheme aims to improve passenger experience while enhancing historic features and its unique personality. The main entrance on Whitechapel Road will be retained and a spectacular walkway alongside the concourse will provide a new public pedestrian route, thus optimising opportunities for connectivity and regeneration for the local area.

The station is designed as a sustainability beacon utilising natural light and ventilation where possible, modern construction techniques and low energy systems. The station design achieves BREEAM Excellent.

“I AM DELIGHTED THAT OUR DISCUSSIONS WITH TOWER HAMLETS AND THE LOCAL COMMUNITY HAVE RESULTED IN SUCH AN EXCITING NEW STATION DESIGN.”

Rob Holden, Crossrail Chief Executive.
Paddington is one of Britain’s busiest stations and getting busier each year. BDP’s vision creates a retail and catering destination that fully integrates with the magnificent volume of Brunel’s famous station structure. The customer experience will be improved to provide an elegant piece of placemaking with a tenant mix that caters for the ‘grab and go’ right through to quality dining and drinks in a unique and memorable setting.
Piccadilly is one of the most significant, new station developments in the UK, topping nationwide passenger surveys in 2008 with a 92% approval score. The brief was to give the station a 21st century image, improve links with the city and to enhance interchange for pedestrians and vehicles. To achieve this, a new passenger concourse was constructed, giving clarity of location and function for the passenger. The scheme also includes a new 500 space multi-storey car park and new service area. The building integrates with the existing Victorian listed structures. Functional and operational needs are addressed through the creation of a bright, logical and safe concourse which provides ticketing and retail facilities, information and way finding, whilst maintaining security and rail operator requirements.
"THERE IS A GENERAL QUALITY OF DESIGN THAT OFFERS AN ATMOSPHERE OF COMFORT AND REASSURANCE, MUCH MORE AKIN TO A SUPERIOR SORT OF AIRPORT... THE RADICAL AND INSPIRED REORGANISATION OF THE CAR AND TAXI ARRANGEMENTS, NOW HOUSED IN THE VAULTS OF THE STATION UNDERNEATH, WORKS BRILLIANTLY AND IS ONE OF THE FEW EXAMPLES WHERE A TRANSPORT INTERCHANGE IS A PLEASURE TO USE."

RIBA Award Citation for Manchester Piccadilly
The Northern Hub project will unblock bottlenecks in the regional rail network providing better, faster connections between cities. In one key location the new Ordsall Chord railway line will connect Manchester Victoria to Oxford Road and Piccadilly. The flowing ribbon forms and materials of the dramatic new railway bridge over the river are intended to complement and contrast with the buildings around. Also part of our design are a series of new high-quality public spaces and a footbridge over the river which will connect key regeneration sites.
Manchester’s primary rail gateway is to be expanded as part of the Northern Hub proposals through the addition of two new platforms (15 and 16). These will be connected to the station by a new 2,000 sq m concourse with waiting areas and retail units suspended above the existing and proposed tracks. The passenger experience will be further enhanced by transparent high-level canopies of the platforms. The architectural design aims to ensure that this large-scale piece of rail infrastructure plays a positive role in the character of the surrounding area.

Oxford Road Station is to be increased in size as part of the Northern Hub proposals. The tightly constrained urban site must be adapted to accommodate a 21st century transport interchange. Beyond the original station building are the platforms which are to be doubled in length and a new high level concourse built across the tracks. Careful architectural and urban design is integrated to ensure that this major infrastructure insertion provides public spaces which benefit the surrounding areas. To accommodate the longer platforms a new viaduct structure is required along Whitworth Street; this has been designed as an arcade to provide a sheltered, active space along this key public route.
The introduction of high speed rail links with international airport hubs provides a positive contribution allowing modal shift for shorter journeys, whilst affording improved airport capacity to serve greater distances. A variety of means to travel and the benefits of connected travel modes has already been widely recognised for the contribution to carbon reduction measures.
The new Riyadh Metro will create an entirely new public transport network across six lines which will be completed in 2017. The service will provide 175 km of track and is served by 72 new passenger stations and eight major interchange stations. A significant proportion of the network will be located beneath major roads which traverse the city. In these locations the station buildings will also provide convenient crossing points for pedestrians utilising a number of vertical circulation cores located at street corners. The new stations vary complexity in size and typically integrate retail facilities as part of the station unpaid areas. The larger interchange stations also create major opportunities for significant areas of covered retail as well as effective multi-modal interchanges for bus and car.
New ticketing, retail and revenue protection facilities have been inserted as bold contemporary forms within one of the most significant historic stations in the UK. Following a series of feasibility studies, the first work completed involved new passenger facilities including a travel centre, ticket office and customer services, as well as new commercial opportunities incorporating retail and catering units.

Later phases included refurbishment of existing facilities plus new circulation and waiting areas. Given the station’s heritage-listed status, a carefully considered design approach responds to the fine quality of the original station fabric. The sleek new pavilions are clad in pre-patinated green copper.

“A STUNNING CONTEMPORARY INTERVENTION WITHIN THE CONTEXT OF THE LISTED STATION INTERIOR.”

John Healey, Chester County Council.
Glasgow Queen Street is the main point of arrival for rail passengers from Edinburgh. Despite this the existing station facilities are dated and the Category A listed train shed is largely hidden from view. Network Rail's EGIP (Edinburgh Glasgow Improvement Programme) project is lengthening the platforms. BDP's proposal recognises the opportunity this creates to provide the station with the civic presence it deserves. The 1970s concrete structures that currently hide the station will be removed and a dramatic new glazed concourse will make the station one of the most public spaces in the city. Public and staff facilities will be modernised, access enhanced and connections will be created to future retail developments.

“GLASGOW QUEEN STREET IS ONE OF THE BUSIEST STATIONS IN SCOTLAND, HANDLING MORE THAN 19 MILLION PASSENGERS A YEAR, AND THE PROPOSALS WILL DELIVER A MORE MODERN STATION WITH ENHANCED RETAIL AND LEISURE FACILITIES FOR THOSE TRAVELLERS.”

David Simpson, Network Rail Route Managing Director for Scotland
This project encapsulates the design of nine high-speed railway stations through the Hunan region of central China, part of the Shanghai – Kunming line. The design philosophy for all stations is derived from sustainability strategies appropriate for the location, function and aspiration of the individual projects, blending cultural references into the designs for each location. The stations range from two to eight platforms, with individual context varying from existing towns to proposed masterplans.
BDP produced the Initial Reference Designs for Ealing Broadway, Maidenhead and Slough stations and is now completing these, and Romford Station, to GRIP three stage developing architectural concepts including functional requirements and common design items working with full interdisciplinary engineering teams.

**Ealing Broadway** - a key west London transport interchange serving LUL and Network Rail.

**Maidenhead** - a new station on the site of the existing to accommodate Crossrail requirements which will be the western terminus for Crossrail services.

**Slough** - a Grade II listed commuter station.
BDP is working with Arriva Trains Wales to create a series of new stations to bring a new distinctive identity to an existing route. Designs for Chester and Swansea were the first to be realised followed by projects continuing the distinctive identity along the route. Whilst materiality is common to some, individual identity is developed from themes and concepts to create a unique place for each location. Each scheme incorporates clarity of wayfinding; the intelligent use of light; easily secured spaces; future proofed approaches; site responsive design solutions; and all focus on the important civic role of a rail gateway.
This is a major new station complex surrounded by regeneration sites creating a new gateway and transport interchange. At the hub of the site is a new concourse building to expand rail and retail facilities, acting as a beacon for the town with excellent local connections for both commuter traffic and high-speed connections to London. Rationalisation of existing parking into a safe and secure 1,250 space multi-storey car park creates a major mixed use redevelopment opportunity in a key urban location. The vision is to establish Northampton Station as a business and communications centre for the town centre, creating a new business address to increase employment and regenerate the surrounding areas, which include deprived residential neighbourhoods.
Reducing time on site, improving quality control and designing for safety are just a few of the benefits BDP brought to the new station at Adamstown using a prefabricated design solution.

ADAMSTOWN STATION, BELFAST, IRELAND

Connolly Station, one of the two mainline rail stations in Dublin, has been transformed into a flagship passenger terminal for the 21st century.

CONNOLLY STATION, DUBLIN

CLIENT: IARNRÓI ÉIREANN
INTEGRATED SERVICES: ARCHITECTURE

FACTS:

CLIENT: IARNRÓI ÉIREANN
INTEGRATED SERVICES: ARCHITECTURE
Transforming the perception and function of the existing station at Nottingham has met the current and future needs and aspirations of the city successfully. The scheme incorporates the extension of the existing tram network within the mainline station.
Highly commended by the British Construction Industry award panel the Channel Tunnel UK Terminal was one of the 20th century’s major building projects. BDP was commissioned with a wide ranging brief including overall project co-ordinator, architecture, landscape, planning, infrastructure and earthworks. Site area 350 acres.

"SMOOTHLY IN OPERATION NOW FOR WELL OVER 15 YEARS, ITS GREATEST ACHIEVEMENT PERHAPS IS ITS SELF-EFFACING NATURE; IT JUST GETS ON WITH THE JOB, PROVING ITSELF OVER AND OVER."

Hugh Pearman, Editor RIBA Journal, Architecture & Design Critic, Sunday Times
Designed and constructed in six years, the Channel Tunnel UK Terminal presented an exciting design challenge in a rural setting requiring a unique solution in a category of its own.
BDP’s masterplanning skills have successfully integrated large rail and aviation infrastructure projects into complex urban environments and sensitive landscape settings. New stations, or careful integration and remodeling of existing routes often generate fresh development areas to link business and residential communities, allied with a mix of building uses including public facilities and amenities. Airports too are becoming centres of enterprise serving a wider international business community whilst also supporting local needs for retail, leisure, tourism, restaurants, hotels and conferencing facilities. Our placemaking skills, building sector knowledge and specialist design teams have resulted in a portfolio of projects that have evolved from sustainably conceived masterplans.
Since 1990 BDP has been involved in the redevelopment of the station area of ‘s-Hertogenbosch, as masterplanners, landscape architects and design supervisors. We also designed the transport interchange, the Station Square and the Station Road that connects the railway station of ‘s-Hertogenbosch with the historic centre. Paleiskwartier is an excellent example of how a derelict industrial area can be transformed into a high-density mixed use urban quarter with a high quality and value.
Railway Station Area - Oldenzaal (3&4)
The Netherlands
Accentuated land topography is used on this 40 hectare regeneration site to disguise garages and reduce the visual barrier of the railway with dramatic effect, improving surrounding usage and connectivity.

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Maas Terrace Railway Zone - Drecht Cities Project (1&2)
The Netherlands
A 150 hectare mixed use masterplan for redevelopment sites situated between a busy rail and motorway network, using gradients and land topography to bring focus to dilapidated and disused areas.

Bubny, Prague (5) →
BDP was commissioned as sustainability consultants, architects and engineers to help shape the development of a masterplan for a 27 hectare brownfield site close to the historic centre of Prague. The programme is for a 1.2 million sq m mixed use development which transforms a former largely cut off and disused area into commercial offices along with retail and residential areas. Other uses include a performing arts centre, a hospital, a university, hotels, a kindergarten and various leisure facilities. The project will also greatly strengthen Prague’s transportation network with the city’s first rail connection to Prague airport integrated within a retail mall.
The Zhengzhou city lies on one of China’s most important transportation crossroads. This new transit hub will service major high speed rail routes between Beijing, Shanghai and Xian, with 200,000 passengers flowing through the station each day.

The principal retail area designed in the form of a Winter Garden, will form a direct connection between the railway station and Four Seasons Park, a major linear green space at the heart of the plan, which also creates an attractive address for a number of towers located along its margins.
Today’s transport infrastructure, stations and airports bring the benefit of sustainable travel networks to new towns and cities. BDP has experienced teams that can design commercial centres to take advantage of these opportunities ranging from offices, retail, leisure, hotels and residential developments to create robust masterplan proposals.

Examples of Middle East and Far East commercial schemes.
The long term value and need for aviation is clear. Economies of countries depend on it and the movement of people around the world is unprecedented.

Using both natural and technological approaches for the creative use and reuse of energy and resource through design our aim is to create an enjoyable passenger experience that treads lightly on the planet.

BDP has wide ranging experience gained in the first instance at George Best Belfast City Airport over a 15 year period. From designing international arrivals halls to master-planning expansion of airports our work is planned for the next 30 years. This has been supplemented recently with new projects on the BAA Framework focused previously at Heathrow. The aim of the programme is to carry out transformational change to realise Heathrow’s vision to be a world-class airport and Europe’s hub of choice.
A WELL CRAFTED AND WELL ORGANISED ESSAY IN THE ART OF WELCOMING AND DISPATCHING HUMANS... IT SPEAKS CONFIDENTLY OF BELFAST.”

RSUA (Royal Society of Ulster Architects) Award Judges

BDP has been providing design services and delivered a number of projects for the development of Belfast City Airport and its four different owners for over a decade. We have provided a strong design lineage and guardianship to the airport providing a consistency of approach to enhance the airport’s customer experience.

FACTS:

CLIENT: GEORGE BEST BELFAST CITY AIRPORT
AWARDS: ROYAL SOCIETY OF ULSTER ARCHITECTS AWARD
INTEGRATED SERVICES: ARCHITECTURE, CIVIL & STRUCTURAL ENGINEERING, MECHANICAL & ELECTRICAL ENGINEERING, LANDSCAPE ARCHITECTURE, INTERIOR DESIGN, PLANNING.
Heathrow airport is undergoing an extensive transformation and BDP is excited to be part of the framework team, making it happen. Projects covering a passenger’s experience of the airport from land to airside at one of the world’s leading terminals provides us with a unique opportunity to work closely with the best professionals in the industry.
BDP was commissioned for Air India’s new Commercially Important Passenger Lounge in Terminal 4 at Heathrow airport as a result of a relocation of the CIP lounge from Heathrow Terminal 3. The accommodation comprises hospitality provision, central lounge, VIP room, reception and support accommodation.

Strategic planning for a new air freight terminal at Tara Park in Prague, retail expansion at Linate in Milan and airside facilities in Lyon demonstrate BDP’s expanding portfolio into aviation masterplanning.
A smooth transition and relaxed passenger experience requires planning and unprecedented logistics and support facilities. Creating effective buildings, with low running costs that fulfill functional needs and improve the aspiration of their operators can benefit projects that use BDP’s interdisciplinary approach to design.
BDP is skilled at placemaking. Our projects are each unique and respond to the individual brief. However, there are common themes to our work:

- Our projects act as a catalyst for regeneration.
- We create sustainable developments both in terms of their future flexibility and energy use.
- They focus on places by incorporating a mixture of uses.
- The buildings themselves are designed to form integrated pieces of the urban fabric.
Jubilee Place connects the world class workplace of Canary Wharf business district with a new retail shopping concourse, underground metro and elevated light railway networks. BDP’s transformation of a former basement parking area has enhanced passenger journeys, whilst realising a commercial opportunity.

CLIENT: CANARY WHARF GROUP PLC
INTEGRATED SERVICES: ARCHITECTURE, ENVIRONMENTAL ENGINEERING, STRUCTURAL ENGINEERING, ACOUSTICS, LIGHTING, LANDSCAPE ARCHITECTURE, INTERIOR DESIGN, PRODUCT AND GRAPHIC DESIGN, QUANTITY SURVEYING, MASTERPLANNING.
Union Square is a mixed use retail led development integrating an 8.9 hectare city centre site with Aberdeen’s main rail and bus stations. The passenger experience has been improved by incorporating a mix of transport modes to the city coupled with a new travel information centre and multi-storey car park. The development includes a new hotel for travellers to the city.
Modern rail stations and airports are being developed as integrated transport hubs incorporating both public transport and alternative modes of transportation. BDP has experience in designing inclusive high-quality transport environments that are safe, well-lit and well-signed for connecting passengers, including motorists, cyclists and pedestrians. Our challenge as designers is to make these facilities accessible, enjoyable and intuitive for use.
BDP won an invited competition to design the landmark passenger cruise terminal building at Port Zayed in Abu Dhabi, and the project was completed in 2015. The new 13,000 sq m building houses all of the key passenger facilities together with souvenir shops, tourist information services, restaurants and office facilities on a mezzanine level. It also features full baggage handling, passport border control counters and security support to ensure that the passenger experience is smooth and efficient. The building can accommodate 4,000 passengers and two cruise ships per day.

Traditional Arabic ornaments, colours, and shapes, combined with modern architectural elements, define the new building’s distinctive style which celebrates the UAE’s cultural heritage and pays tribute to its long maritime history. The building’s roof design is a distinctive lattice structure, taking the ghaf, the country’s national tree, as inspiration, while wooden features inside are inspired by traditional dhow sailing vessels. In addition to these cultural references the terminal is further embedded in its local context with internal spaces which provide views of the cruise ships themselves and destinations such as Saadiyat Island.
This new bus station forms part of the initial phase of the King’s Quarter retail led regeneration scheme. The design includes bus stands for 12 vehicles arranged in chevron format to allow a DIRO (drive in, reverse out) method of operation. A public concourse separated by a full height glazed facade with automatically controlled doors allows access to waiting buses. The highly transparent building provides maximum visual contact with its surroundings and a calm, airy environment. A wide public concourse allows sufficient circulation space as well as waiting and seating areas for individual stands.
BDP’s replacement bus interchange design at Bristol took advantage of the site to create a linear plan to serve 19 bays, incorporating ticket facilities, waiting areas and ancillary offices. The clean modern solution recognises the importance of connecting bus passengers as part of a wider sustainable transport network.

BDP’s wayfinding, lighting, acoustic and interior designers know that inclusive design is at the heart of every project and when coupled with a clear, legible building design, enhances the passenger experience.

FACTS:

CLIENT: AMEY VENTURES. NOVATED TO MOWLEM INTEGRATED SERVICES. MASTERPLANNING, ARCHITECTURE, CIVIL & STRUCTURAL ENGINEERING, BUILDING SERVICES ENGINEERING, INTERIOR DESIGN, ACOUSTIC CONSULTANCY.
The bus station and associated 300 space multi-storey car park is on Donegall Quay in the Laganside Development Area of Belfast. It is an outstanding bus terminal which represents a major transport facility for the city. Materials, detailing and signage bring the bus station and car park together into a single architectural entity. The scheme has a striking presence on the skyline due to an illuminated top canopy which constantly changes colour from dusk to late at night.
BDP’s proposal for a new long distance coach station in Foshan, is linked to a new railway station. With a building area of approximately 38,000 sq m (including 18,500 sq m underground area) it is on a site currently occupied by undeveloped fish farm lakes on the Pearl River delta.
Pedestrian and cycle communication routes through our towns and cities and between urban settings provide a fundamental function of connecting wider areas. They also mesh together local connections between transport modes, which is why BDP has a dedicated team of urbanists and landscape architects. From strategic wayfinding and signing to pedestrian routes and open spaces, qualitative public realm planning is synonymous with planning quality transport environments and spaces.
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TRANSPORT

Where we began...
Preston Bus Station 1969