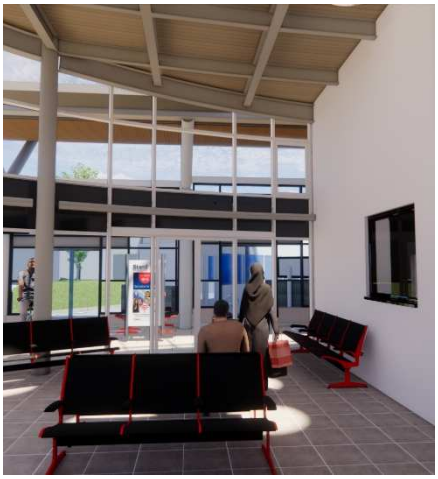
SGP

Architects + Masterplanners

Heckmondwike Bus Station

Design & Access Statement

July 2022



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REVISION COMMENTARY
Rev P1 – Draft Issue 4th May 2022
Rev P2 – Final Issue 8th July 2022
Rev P3 – Final Issue with updates to Client comments 21st July 2022

Contents

1. Introduction

Kirklees Council (KC) has appointed WSP as Project Manager on the scheme and providing Civil / Structural / MEP engineering disciplines, landscape architecture, business case support, cost consultancy and Principal Designer duties. WSP have appointed SGP as Architects and Lead Consultant to lead the design team and progress the development of proposals for the new Heckmondwike Bus Station.

Stephen George and Partners have prepared this Design and Access Statement on behalf of WSP, which outlines the RIBA Stage 3 design proposals and access arrangements for the new bus station development at Heckmondwike in support of the planning drawings submitted to Kirklees Council, submitted by WSP.

The Heckmondwike Bus Station scheme aims to deliver a modern, fit for purpose bus station for Heckmondwike to serve as a public transport gateway into the town centre and a key place of interchange between bus services for the residents of the town. In doing so, the project aims to create a catalyst for growth within the town centre that helps to realise the aspirations of Heckmondwike and complement other investments in transport infrastructure in the area such as the A638 corridor development.

The scheme is also a key vehicle in realising the ambitions of the Transforming Cities Fund (TCF) which is focused on connecting people in the communities of greatest economic need with job and training opportunities. This will, in turn, help boost productivity, living standards and air quality, creating happier, healthier communities for the future.

The new bus station will replace the existing bus hub facility which is located in the centre of Heckmondwike town centre, off the main road A638 that runs from Dewsbury to Cleckheaton. The new station will provide:

- A new covered concourse with new bus stands, seating and real time information boards;
- Five new Drive-in-Reverse-Out (DIRO) bus stands, one Drive-in-Drive-Out (DIDO) layover stand and one layover resting bus bay located off the carriageway on a new hard landscaped bus apron, replacing the existing 4 No. bus layover bays to increase bus capacity;
- A new fully enclosed waiting area with an Accessible WC and Changing Places facility. This will also provide enclosed staff office space, rest areas, and plant rooms;
- A harmonious modern building design that integrates well into the surrounding heritage assets and public realm but also provides a unique design identity;
- Enhanced soft and hard landscaping to create a more inviting and usable public realm that also promotes art, culture, and biodiversity;
- New reversing camera facilities to allow for safe bus reversing activity so the drivers can view what's behind them at bus stands 1 to 5;
- An environmentally friendly bus station design which will incorporate energy efficiency, local energy generation such as roof-mounted solar photovoltaic (PV) panels, and green features that complements the surrounding heritage and public realm;
- 6 No. cycle stands (accommodating 12 No. cycles);
- Bin store; and
- Improved pedestrian circulation routes around the bus station site.

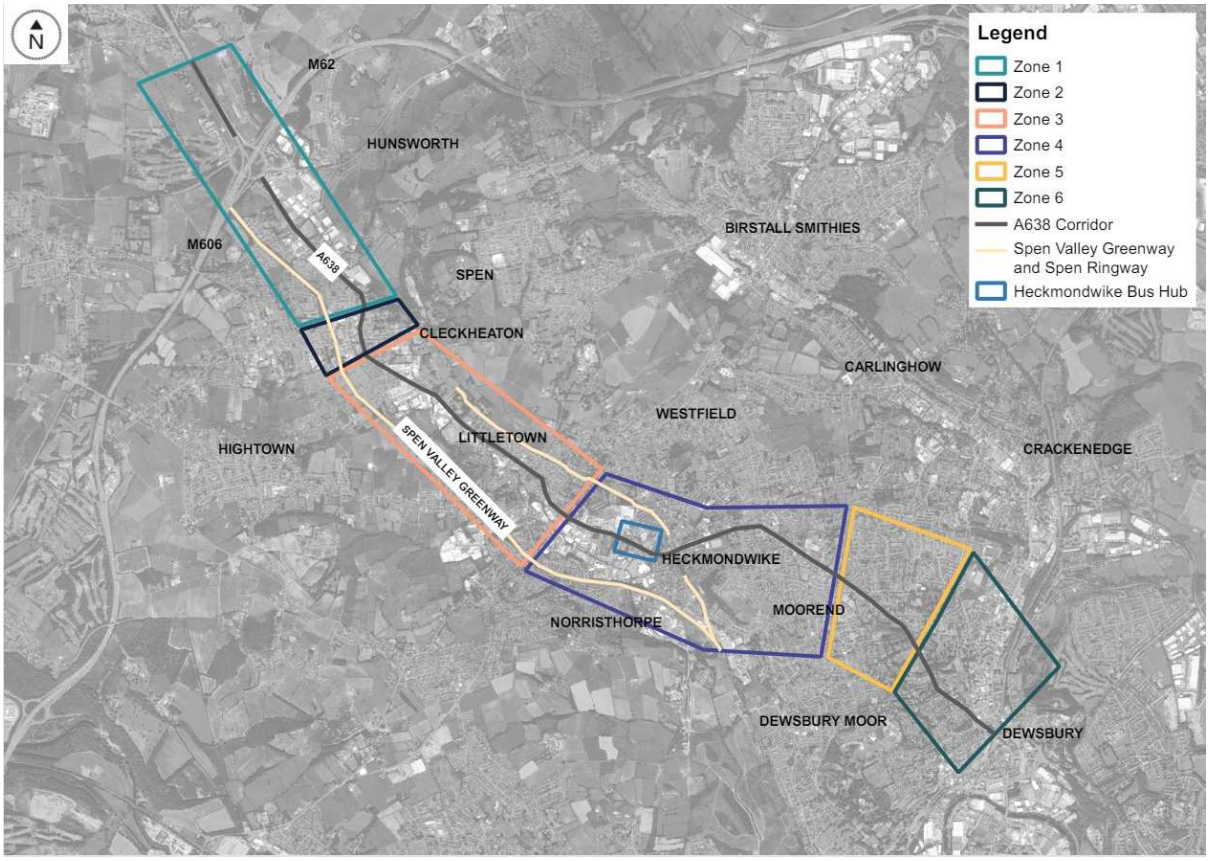
1.1 The Site in Context of the Wider Strategy

The existing bus hub is in the heart of the town centre of Heckmondwike between Cleckheaton and Dewsbury. This bus hub is part of a series of interventions that the KC and West Yorkshire Combined Authority (WYCA) are proposing to improve connectivity, funded by the TCF.

These improvements are centred around making the public journeys along the A638 from the Chain Bar roundabout at Cleckheaton and across to Dewsbury more reliable and safer, increasing buses' frequency, improving cycle routes, pedestrian crossings and easing congestion along the A638.

There is also an ambition to help achieve KC's commitment to net zero carbon by 2038.

Also, part of the improvements proposed in this fund is to improve the Spen Valley Greenway and Spen Ringway which are cycling routes (Spen Valley Greenway to the south of the Heckmondwike Bus Hub and Spen Ringway to the north of the Bus Hub site).



Above: WYCA Map of A638 Dewsbury – Cleckheaton Sustainable Travel Corridor

The existing site is detailed on the aerial image below:

Aerial Google Earth image of the existing bus hub (taken from the southeast)

1.2 Consultation and Engagement

Heckmondwike Bus Station Steering Group – officer engagement

The project team set up a Steering Group to provide feedback from officers with technical specialisms or input into the project's governance process through RIBA Stages 2 and 3. This will continue into the next stage of design.

Name	Job Title	Role	Organisation
Steve Mawhinney	Strategic Manager – Capital Delivery	Technical advice / lessons learned from previous projects	Kirklees Council
Gary Williams	Strategic Manager – Technical Services	Technical advice – MEP, Structures, Asset Maintenance, Architectural	Kirklees Council
Ilyas Ramjan	Technical Services Officer	Technical advice – Structures, Drainage	Kirklees Council
Rob Stanley	TCF Programme Lead	Oversight and project guidance	Kirklees Council
Isabel Whitworth	Project Manager – Town Centres	Interdependent scheme manager – outlining dependencies	Kirklees Council

Rob Williams	Strategic Category Manager	Procurement Lead	Kirklees Council
Dom Wing	Principal Engineer	Highway Design Advisor	Kirklees Council
Jamie Fletcher	Principal Engineer	Highway Safety Advisor	Kirklees Council
Nigel Hunston	Team Leader – Conservation	Heritage Advisor	Kirklees Council
Armin Alisic	Project Manager – Major Projects	Interdependent scheme manager – outlining dependencies	Kirklees Council
Claire Richardson	Principal Engineer	Highway Structures Advisor	Kirklees Council
Nigel Tipling	Principal Engineer	Highway Maintenance Advisor	Kirklees Council
Michelle Stevens	Senior Landscape Architect	Landscaping Advisor	Kirklees Council
Martin Stephenson	Principal Flood Risk Officer	Drainage Advisor	Kirklees Council
Katy Atkinson	Senior Communications Officer	Comms Lead	Kirklees Council
Max Birkhead	Project Assistant	Project support	Kirklees Council
Sid Iyer	Principal Engineer – UTC	Signals Lead	Kirklees Council
Yvonne Atkinson	Principal Engineer – Street Lighting	Lighting Lead	Kirklees Council
Tim Fawcett	Project Manager - Heckmondwike Bus Station	Project Manager	Kirklees Council
Jonathan Rogers / Fiona Limb	Programme Manager – Hubs & Interchanges	Regional scheme assurance and support	West Yorkshire Combined Authority
David Dufton	Asset Development Manager	Bus station advisor	West Yorkshire Combined Authority
Paul Whitley	Associate Transport Planner	Consultant Project Manager – design, planning, business case	WSP
Alistair Branch	Partner	Project Director - Design	SGP
Sue Eyre	Associate	Architect	SGP
Dan Morgan	Architect	Architect – presenting on architectural designs	SGP

The group has addressed significant issues that have arisen throughout the project lifespan and has led to relevant Services within the Council being satisfied with proposals. This engagement means should make for a smooth transition into delivery, and then onto operation.

1.3 Public Consultation

Public consultation events have taken place to understand the public and user's aspirations for the new bus station through completion of survey questions online.

One of the main points taken from this was the need for public toilets and how this along with the requirement of the Changing Places facility requested by the councillors which evolved floor plan and arrangement of the ancillary pod. The biggest change in this was having the WCs accessed off the waiting room as opposed to an external access door and lobby.

Further information regarding consultation and engagement is included in Appendix C of the Planning Statement submitted with this planning application.

1.4 Construction and Phasing

To facilitate the comprehensive redevelopment of the bus station and existing site, it will be necessary to consider the relocation of a number of bus services to on-street provisions during construction to ensure operational facilities are maintained. This will be discussed following the submission of this planning application with KC, WYCA and contractor for potential locations for temporary on street facilities.

It is anticipated there will be 3 months of enabling works and the main works will have a 9 month duration.

2. Key Project Information

2.1 Summary

2.1.1	Project	20-233-03 Heckmondwike Bus Station, West Yorkshire
2.1.2	Client Organisation	Kirklees Council (KC)
2.1.3	Key Partner	West Yorkshire Combined Authority (WYCA)
2.1.4	Client Lead	Tim Fawcett, KC
2.1.5	Project Manager	Paul Whitley, WSP
2.1.6	Client Stakeholders	WYCA, Arriva

3. The Site

3.1 The Site

Rather than an actual building, the Bus Hub is formed of a hard landscaped island with 4no. Bus stop shelters, a cycle stand, bench seating and a Metro totem. The buses circulate around the island from Royle Fold to South George Street by turning right or left off the A638 Westgate corridor, which then leads back onto Northgate B6117. The bus stop shelters are a typical metal and clear perspex construction with seating and visual bus display boards. However, there is no other central travel information at the Bus Hub.

Photo above left: View of the site from the A638

Photo above right: View looking west on site

The Bus Hub was opened in April 2015 and elevated the connectivity of the bus provision of the town which prior to this had comprised of a few bus stops dotted about 'The Green' area in the centre of town. The Green is a small park area directly west of the Bus Hub Island with several mature trees and benches.

The Bus Hub site at its steepest has an approximate gradient of 1:23 which falls from the north to the south of the site towards the A638 which corresponds with a lot of the town centre topography which also falls towards the A638. The road that runs around the hub is a tarmacadam surface with thermoplastic line markings delineating the bus stops and directions of travel. This road also shares access to a rear service yard of an adjacent Lidl store, 4 no. car parking spaces (incl. 2 no. accessible) to the north and a Dental Care car park to the northwest. The layout of the site means that the 2 no. car parking spaces back onto the bus route around the island with the accessible hatching markings encroaching onto the road.

3.2 Landscaping and Public Realm

The landscaping of the Bus Hub incorporates a mixture of paved patterns and materials such as block pavers and concrete pavers with areas of grass and several young trees. The layout of the kerbing provides laybys for the buses providing constant access for following buses to access the rest of the site when one bus is parked in a layby. There are 4no. pedestrian crossing points with tactile paving that cross South George St to the north, Northgate to the west, Westgate (A638) to the south and Royle Fold to the east.

There are a number of bollards along the pavement to the north of the site that separates South George St from George St which comes to a dead end above the site and features a number of metal

bollards to stop vehicles traversing the pavement. George St is a strong pedestrian link to the site with a lot of residential areas to the north allowing many pedestrians to head south down George St and across to the site.

Other features on and immediately around the site include planters with small trees and benches aligning them with this area being part of the town centre. On the island of the Bus Hub there are several light columns which all match the character of the other light columns within the town centre which have a certain historic character to them. These will be either kept or replaced (like for like) dependant on age and condition.

The kerbs to the island and generally in the town centre have double yellow thermoplastic lines to prevent cars parking in these areas. Royle Fold and South George Street are also subject to loading restrictions, preventing local businesses servicing their premises from the public highway to prevent delays to bus services.

Above: Image of existing site Topographical Plan

Above is the extract of the SGP Existing Site Layout with the red line boundary line which indicates the extent of the site and works.

3.3 Constraints

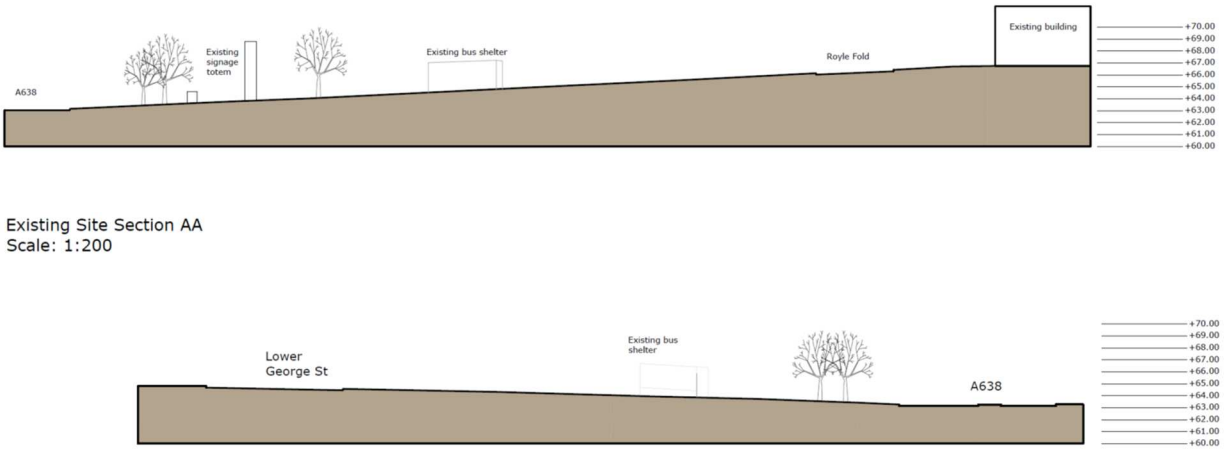
The key constraints and issues of the current site are:

- There is no indoor waiting facilities;
- There is a lack of bus stands versus the number of buses per hour and will not meet the future needs of bus users in the area; The Future Mass Transit plans across West Yorkshire by 2040 would require an increase in bus capacity at Heckmondwike to accommodate this growth.
- Traffic queues are created from buses waiting to enter Royle Fold off the A638 as a result of congestion within the bus hub;
- Unreliable bus offer, which often results in long journey times for users
- There are limited facilities at the existing Heckmondwike Bus Hub make bus travel less attractive option. When compared with places such as Cleckheaton and Pontefract there is a significant gap in provision of services

Heckmondwike Bus Station

- Poor waiting environment for passengers and facilities for bus operators
- No central information point for all related transport services;
- Health and safety concerns with current crossing point to the north and car parking spaces accessed off Royle Fold.

The site has a relatively steep gradient throughout most of the site which means the proposals will have to carefully consider how the new building will provide level access.



Extract of Existing Site Sections drawing highlighting the gradient of the site.

4. Site Context, Connectivity and Adjacent Developments

4.1 Site Context

The site is surrounded by buildings with a mixture of character and architectural styles. One of the most notable and important is the HSBC bank building that is to the east of the site off the A638, which is a Grade II listed, 3 storey stone building with a canted corner, dated 1863. Directly outside of the HSBC building are two Grade II listed telephone boxes that make up the high street character from 1935.

The A638 runs east to west to the south of the Bus Hub and to the southeast where the A638 connects with Market St is a piazza/ central hub of the town. Here, a number of commercial properties that face each other overlooking a central feature - the Market Place Drinking Fountain, which was built to commemorate the marriage of H.R.H The Prince of Wales with H.R.H the Princess of Alexandra of Denmark in 1863. This area was used as an outdoor market square in the 1950s. In more recent years a market hall was built off Blanket Hall Street.

Photo above: View of Market Place

Photo above: View from site looking south

Photo above: View from site looking east down the A638

Heckmondwike Bus Station

Photo above: View looking north at the corner where South George St meets Northgate.

Photo above: View of Dental Practice car park off Royle Fold

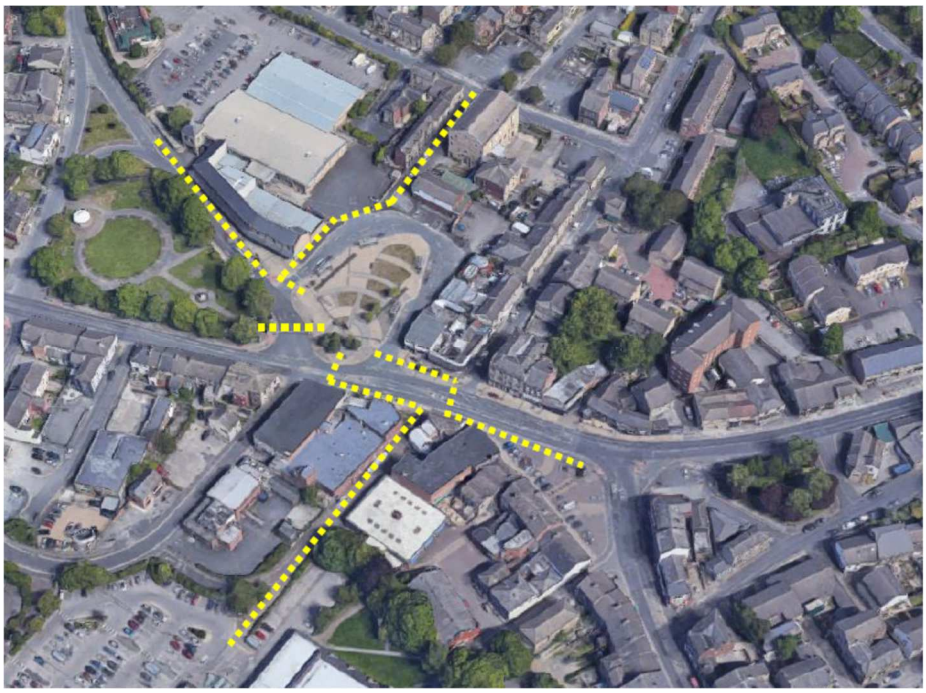
Photo above: View from Site looking east at existing commercial properties

4.2 Connectivity

Located off the A638 there is a good connection from the Bus Hub to Dewsbury and Wakefield (to the east) and Cleckheaton and Liversedge (to the west) along this road. There is also good connection from the A638 to Leeds Road which leads northeast to Leeds or southwest to Huddersfield.

The site has pedestrian links to the south which lead to a Morrisons supermarket off Blanket Hall Street, with access to the west leading to Market Place and Market Street. There is pedestrian access to the west to the Green and along Northgate towards a Lidl store to the northwest of the site. The pedestrian link from the north of the site and the existing car parking is broken up by the Lidl service yard entrance and the Dental Clinic car park entrance. This links primarily to residential streets and car parking opportunities.

Cycle infrastructure along the A638 and B6117 is limited to advanced stop lines provided at signal-controlled junctions in the vicinity of the hub.



Above: Image showing pedestrian routes in yellow on approach to the site

4.3 Adjacent developments

Around the Bus Hub site there are several 2 storey commercial outlets such as clothing shops, travel agents and bargain stores as well two bakeries to the southwest and south of the hub that feature a mix of building materials such as sandstone, brick, render and glazed shop frontages. These properties appear to range from the mid-19th century to the southwest of the site to the mid-20th century to the southeast and east of the site.

To the north of the site is a vehicle repair workshop which is an old red brick building that faces onto the site. Along George St to the top of Albion Street is a run of stone-built 3 storey terrace houses. Adjacent these houses overlooking the site from the north is a 3-storey stone building which is currently used as a mosque.

Further north of the site half way up Upper George Street lies the Spen Ringway which is part of the old railyway line that now is a tarmaced pathway under the old stone bridges used by pedestrians and cyclists.

1 Industrial park
2 The Green
3 Heckmond-wike Bus Hub
4 Market Hall
5 Morrison's Supermarket
6 Arriva Bus Depot
7 Market Place Drinking Fountain
8 HSBC Building
9 Spen Valley Ringway
10 Heckmond-wike Sport's Club
11 Heckmond-wike Grammar School
12 St James Church

5.0 Design Proposals

5.1 Key Architectural Aspirations

The design for the new Bus Station is highlighted and described in this section. The proposals reflect a new and improved facility both for the commuters and people of Heckmondwike but also for the bus staff who use this facility.

The key design aspirations and approaches are:

- A new station that will have enhanced facilities, a major improvement to the existing provision;
- Increased bus stand numbers to allow for more bus operations for people in this area;
- An improved public realm area with more seating, cycle provision, travel information and sense of destination;
- Introduction of more green spaces through wildflower areas, green roof etc to create much more connection to nature and the environment in that area;
- Provide sustainable features such as SuDS to enhance drainage, and PV panels to reduce carbon levels;
- A facility which provides a strong, bold architectural style and provides a gateway to the town centre for passengers and passers-by;
- A facility which respects the historic nature of the site context and materials of the older and more architecturally important in the area such as the sandstone buildings;
- Signage and identification;
- Maximising natural lighting opportunities to minimise the need for artificial lighting;
- Affordability – anticipated scheme budget;
- A lay over bay to allow for driver rest, driver changes and act as a timing point without occupying an operational stand.

5.2 Accommodation/ Facilities Requirements

An overview of the accommodation of the new Bus Hub are as follows:

Bus Concourse –

- 6 no. bus stands with head of queue at each stand/ electronic departure information for stand identification and 1 no. layover space with driver walking route to access the pod;
- Automatic door-controlled access to each stand with an induction loop link to only allow operation with a bus on stand;
- Semi enclosed waiting area;
- Seating and wheelchair spaces at each boarding point.

Pod -

- Enclosed public waiting area 52.78m²
- Driver's Mess 18.82m²
- Arriva Office 16.07m²
- Server Room 8.03m²
- Switch Room 9.97m²
- Disabled WC 3.85m²
- Changing Places Room 17.13 m²

Other facilities include:

- Bin store
- Renewable features – solar PV panels
- Green roof to bus concourse canopy - green statement / ecology
- SuDS
- Air source heat pump
- Cycle stands

Below is a table that highlights the accommodation requirements that has been developed through discussions between SGP and WSP based on SGP's experience of past WYCA transport scheme requirements as understood at RIBA Stage 2 -now updated to RIBA Stage 3 discussions.

The final accommodation requirements will be refined by the outputs of the stakeholder engagement work during RIBA Stage 3 including engagement with the recently formed Bus Station Steering Group.

Heckmondwike Bus Station Interchange – Schedule of accommodation			
Accommodation List:	Required?	Not Required?	Potential?
Bus Concourse:			
Semi enclosed Waiting facility – full concourse	Yes		
Automatic door-controlled access to each stand with an induction loop link to only allow operation with a bus on stand	Yes		
Electronic departure information / real time capable at each stand	Yes		
Seating including wheelchair spaces	Yes		
Head of queue at each stand with static / electronic departure information. For stand identification	Yes		
Help points / audible information for partially sighted users	Yes		
Information points within the concourse – staffed?		No	
Self-ticketing machines		No – passengers to pay on the buses	
Management facilities:			
Bus Station Arriva Office	Yes		
Server Room	Yes		
Switch room	Yes		
Public Conveniences			
Male, Female Wc's – Pay turnstile entry?		No	The building footprint would have to become much larger to accommodate these facilities
Water bottle filling station	Yes		
Accessible Wc's	Yes		
Changing Places facility – see link: http://www.changing-places.org/	Yes		
Baby change facilities		No	The Changing Places Room could be used for baby change if required.
Staff cleaners' store		No	Potential to work something into the Driver's mess room/ server room
Covered Cycle Parking	Yes		

3rd Party Facilities			
Lettable Space – Retail units (shell only)		No	This was removed during RIBA Stage 1/ start of RIBA Stage 2
Drivers' accommodation including mess facilities, toilets, offices and supervisor office	Yes – Facilities for Arriva		
Cash Machines		No	
Sustainability			
Renewable features – e.g. PV panels	Yes		
Air source heat pump	Yes		
Rainwater harvesting – if public toilets are provided		No	If appropriate
Green roofs – green statement / ecology	Yes		

5.3 Layout

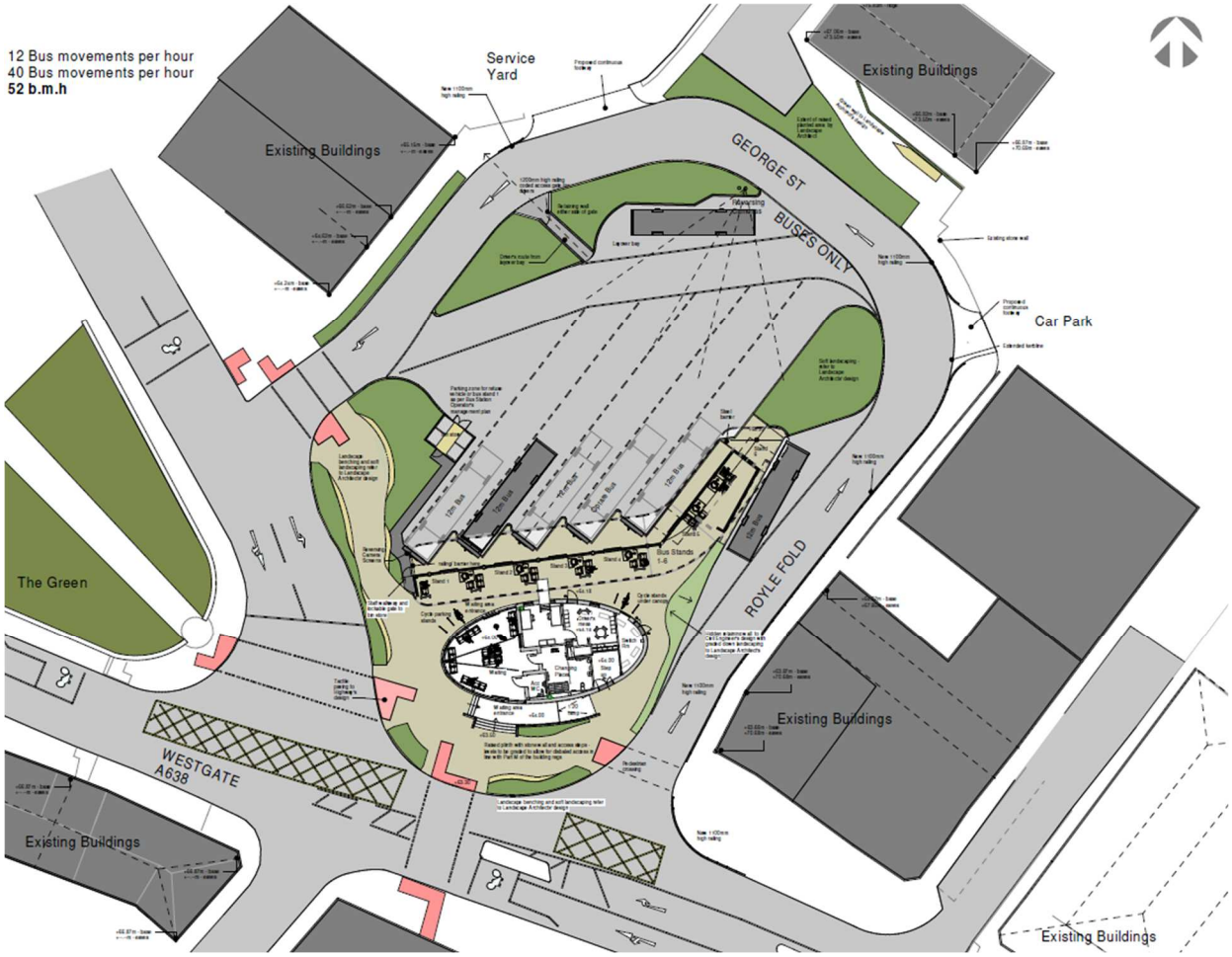
The layout of the site still retains the public realm island in the middle of the surrounding highways which will retain the existing bus access off the A638 to Royle Fold and back out onto Northgate B1117 and also retains the access to and from the Lidl and the Dental Practice car parks/ service yard. The main change to the site apart from the new buildings is the reconfiguration of the island and highways access to provide a 5 lane DIRO parking bus apron with one DIDO bus stand, one layover resting bay and the build-up of surrounding soft landscaped islands to the north which will help deter pedestrians from crossing at the bottom of George Street at the north of the site and instead using the crossings to the west and east of the site. There is also a slight extension of the island to the southeast corner to make the most of the pedestrianised public realm.

Another feature is the bus stand barriers at stands 1 to 5. These are to be rectangular concrete monolith walls approx. 1m high from finishes ground level.

To the northwest of the bus stands is a bin store which will house commercial bins within a 2.4m high timber cladded steel frame enclosure with a green roof.

Heckmondwike Bus Station

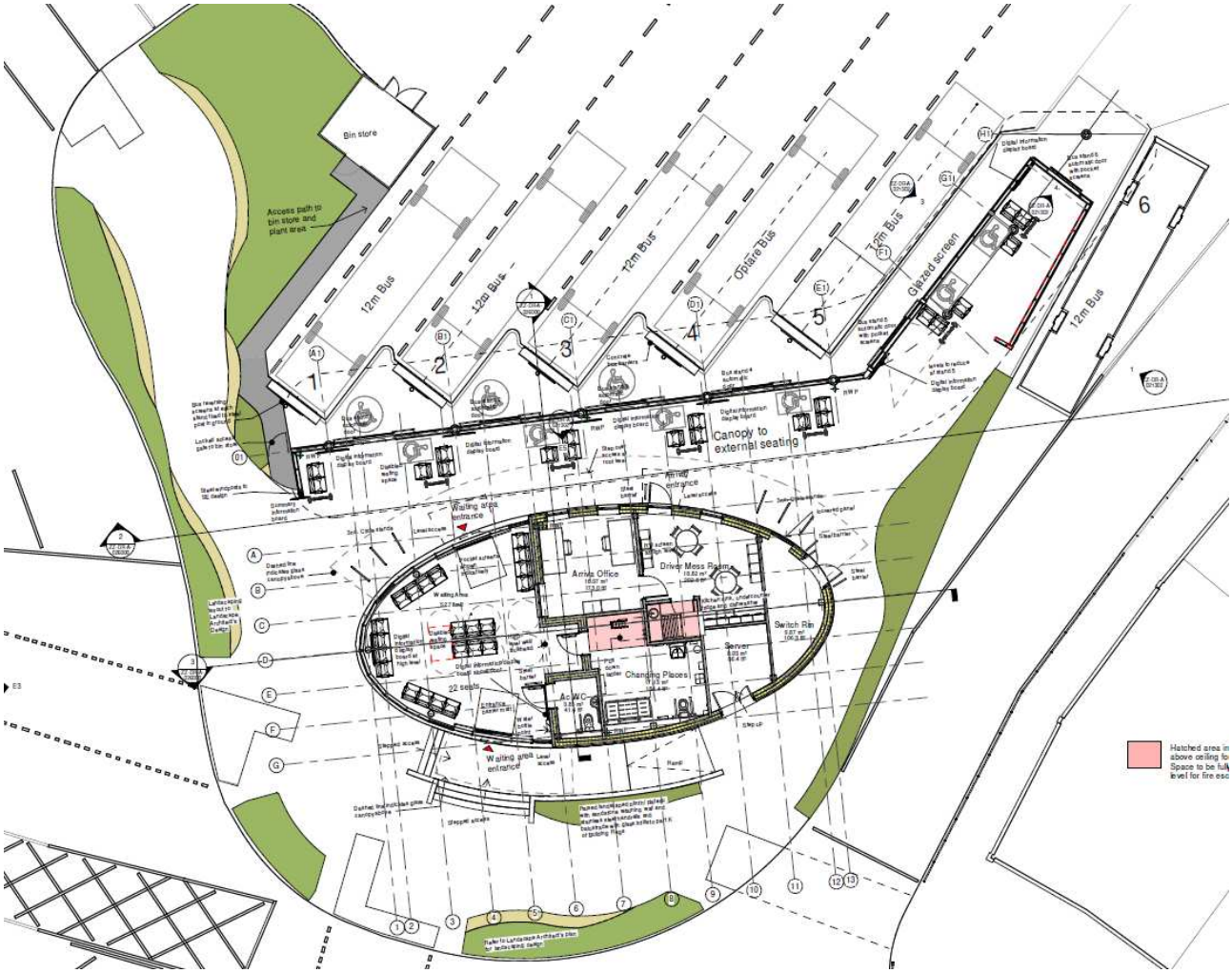
Proposed Site Plan



5.3.1 Ancillary Pod Accommodation Layout

The new Pod ancillary accommodation will allow for an enclosed public waiting area to the west and staff accommodation to the east. The waiting area will have two automatic door entrances one to the north and one to the south. There will be an external set of access doors to the server room and switch room that will be kept locked.
There will be an access control door for staff to the north into the admin office via the Driver's Mess. There will be glazed screens between the Waiting Area and Arriva Office areas to allow for light into the staff accommodation as well as providing surveillance between the spaces.
Within the Driver's Mess room will be space for seating, storage and a kitchenette with sink, fridge, dishwasher and instant boiler water tap.
Off the waiting area is an Accessible WC and a Changing Places room which has a shower, changing table and hoist provided within it.
In the waiting area will be a travel information display board. There will be space for a printed leaflet information point on the wall and there is opportunity to provide signage in multiple languages to identify the WCs facilities and other facilities for people new to the area.

For more details on the access and maintenance of the design proposed please refer to SGP Cleaning and Access Maintenance Statement Appendix B.



Proposed GA Plan

The bus stands will be surrounded by a free-standing curtain wall to the north with automatic sliding doors and bus barriers. This area will be an outdoor indoor area that will provide seating and timetable displays at the heads of queue. The automatic doors will be linked to induction loops in the bus stands for safety reasons so the doors will only operate when a bus is parked.

There will also be a summary display board to the end of the stands at stand 1.

5.4 Scale, Amount & Appearance

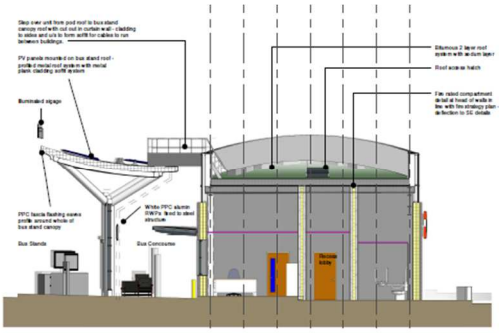
Around the site is a mix of building types and scales, although generally a lot of the buildings are two storeys high. The topography of the site means that the buildings to the north of the Hub overlook the site.

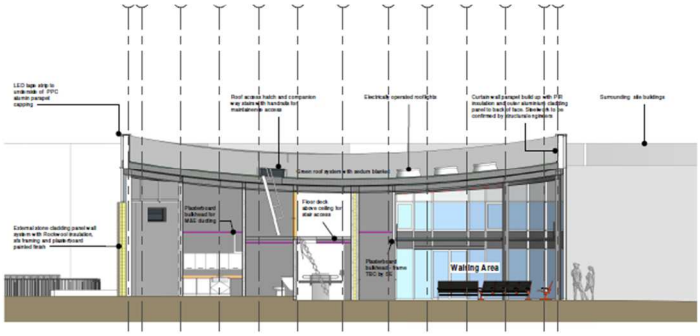
The most dominating buildings around the site in terms of scale and height include the 3-storey mosque to the north of the site and the 3 storey HSBC building to the east which are both seen on the approaches to and from the site and also whilst stood on the site.

The proposals will allow for a one storey pod structure that will sit in the middle of the site with a varying height of between approx. 6.5m to 7.35m above a FFL level of +64.00 AOD due to the curved roof design. The separate bus stand canopy over the concourse will have a varying height of approx. between 5.5m and 7.8m above an FFL 64.00 AOD.

The height and scale of this proposal will not dominate the surrounding site context, but it will provide a striking sense of destination from the different approaches to the site compared with the current provision.

Above: Photo taken from the middle of the Bus Hub looking north at the Vehicle Repair Workshop and the mosque behind in the background. Below: SGP Proposed GA Sections of the Pod ancillary building

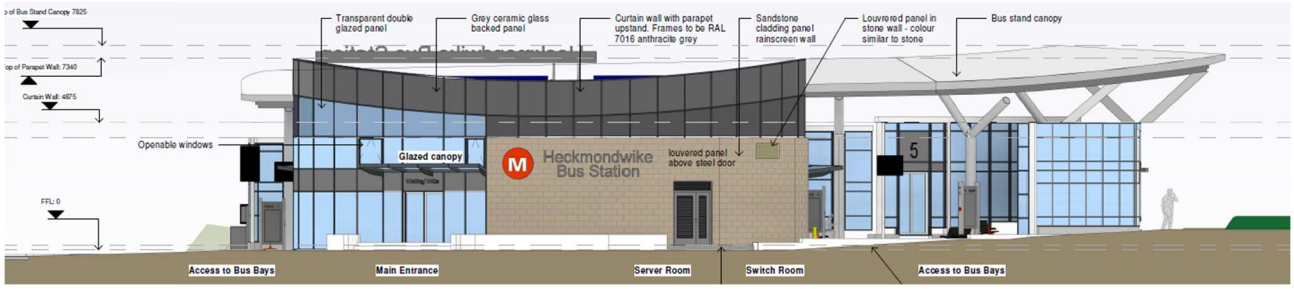




The new Bus Station will create a strong architectural identity and gateway to the town centre of Heckmondwike.

A new canopy and curtain wall structure over the bus concourse and stands will provide an indoor / outdoor approach retaining a flow of movement through the island and connection to the bus stands from different approaches to the site. It will also provide shelter and light into this area as well as displaying travel information whilst delivering a contemporary architectural form.

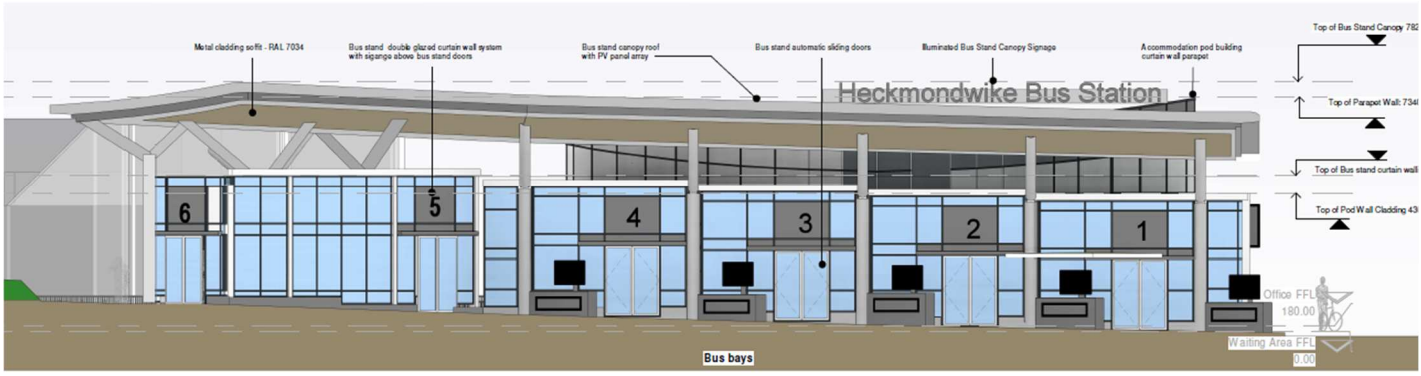
A new oval 'pod' structure with a curved shaped roof will be an enclosed space to provide shelter for waiting passengers and staff areas. It will provide its own identity within the surrounding context whilst using materials such as glazed curtain walling with ceramic backed spandrel panels. The cladding panel system will use sandstone cladding panels which reflects some of the old sandstone buildings in the surrounding area.



Above: South elevation of the new Bus Station proposal

The curtain walling transoms around the top dark grey ceramic panels are faceted to create a taller amount of glazing to the waiting area, creating a more cathedral like aesthetic within the waiting area and externally this emphasises the curve of the building and roof.

The curtain walling to the bus stand area will be stepped to work with the continuous rise in level from bus stand 1 to bus stand 6. The bases of the curtain walling will be fixed on top of a facing concrete plinth.



Above: Elevation from the north of the Bus Stands and bus apron

The glazing to the curtain walls is to be clear apart from where signage occurs such as wayfinding or the bus stand numbers and door operating gear which will have opaque ceramic backed glass.

The colour of the curtain walling will be anthracite grey (RAL 7016) to the pod ancillary building and to the bus stand curtain wall. This will provide a contrast to the white and light grey paint to the main steelwork.

The colour of the main steel to the bus stand canopy will be painted white. The steel columns within the pod ancillary building will also be light grey to help provide a fresh and light feel to the station.

The bus stand canopy soffit will have recessed lighting fixings in a metal plank system with grey/ brown colour (RAL 7034). The top of the roof surface will be a light grey metal profile and have a stepped aluminium fascia eaves detail that runs all the way around the roof.

The waiting area to the ancillary pod will have an exposed timber deck (colour of timber to be similar to colour of bus stand soffit) with exposed steel beams (painted light grey) creating a light and warm space.

Signage – There will be 2no. main bus station signage 'Heckmondwike Bus Station' which will be positioned on the south elevation of the pod ancillary building and on top of the bus stand canopy roof. These will be stainless steel finished and illuminated.

There will be wayfinding signage around the building. Internally there will be signage to aid people to the WCs and Changing Places. On the outside of the pod building there will be WC and waiting area signage above the entrance doors.

Manifestation will be used in the necessary location of the curtain wall sections in accordance with the building regulations. These details will be finalised in RIBA Stage 4.

5.5 Emerging Outline Design Visuals

Visual looking at the Bus Station scheme from above

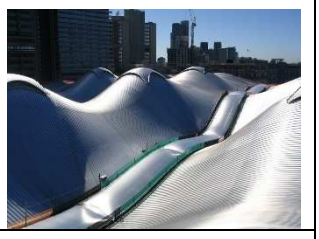
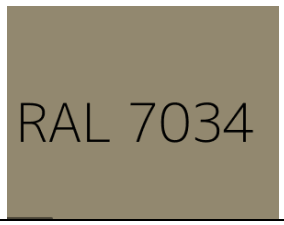
Visual looking west from the eastern crossing point

Visual looking east from Northgate crossing at the west elevation of the Bus Station

Visual of Pod ancillary building waiting area internal shot

5.6 Materials Schedule

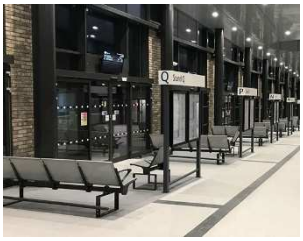
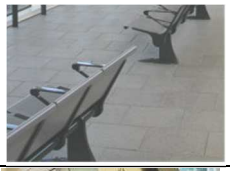
An Outline specification document has been prepared by SGP to accompany the drawings. Below is an updated materials schedule to assist the client and stakeholders with a clear vision of the quality aspired to for each of the primary bus station components:

Material (Ext)	Manufacturer/ Supplier	Colour/Type	Photo/Image
Primary Steel	Contractors' choice	Painted White	
Roof structure	Bauderflex or similar system	Pod roof – To have a curved steel beam roof below a built up warm roof with a sedum finish	
	Kalzip or similar system	Bus Stand Roof – Metal built up roof system consisting of • Profile metal deck/ soffit above steel structure • insulation • Profiled metal finish	
Roof Soffit	Contractor's choice	Pod roof soffit - Timber sheet deck visible above the roof steel	
		Bus Stand Canopy- Metal plank system RAL colour 7034	
Curtain Walling	TBC	Curtain Walling System	

		Pod and bus stand Curtain Walling – Dark grey RAL 7016/ or Black 9005 frames to bus stand and white frames to pod area with dark grey external capping. Glazing to be tinted and enhanced solar gain spec, toughened glass High level controlled operated windows to waiting area. High level opaque ceramic backed glazed panels	
Material (Ext)	Manufacturer/ Supplier	Colour/Type	Photo/Image
Roof	Bauder (or Equivalent)	Green Roof – assisting to reduce rainwater runoff from the roof, assisting with the overall site drainage proposals, reducing outfall to the mains drains Sedum or substrate green roof over the pod building roof. Substrate system could provide wildflower meadow over main concourse	 
Roof Light	Contractors' Choice	Controlled opening class 1 or 2 roof lights with enhanced tinted solar performance glass to the waiting area of the pod building to allow for natural ventilation.	
Cladding to Pod accommodation	Contractors' choice	Natural Stone cladding– large format – respecting the materials in the adjacent context reflecting the history of Heckmondwike but in a contemporary manner. Pod Wall build up to consist of: Internal British Gypsum plasterboard finish with skim and paint finish to staffed areas. Timber pattressing SFS system Insulation Breather membrane Plywood substrate Stone cladding panels on carrier system	 
Material (Ext)	Manufacturer/ Supplier	Colour/Type	Photo/Image
PPC Aluminium eaves	Bailey Eaves Systems (or Equivalent	PPC steel/ alumin eaves profile – to bus stand canopy	

			
Automatic doors		Glazing to match facades with appropriate manifestation – sliding operation with pocket screens	
Glazing manifestation	Appropriate manifestation to be agreed.	Cut vinyl	
Pod entrance canopy	TBA	Glass canopy to entrances around pod building with chamfered steel beam supports	
External Public Realm paving / Raised plinth	TBC	Natural stone paving (premium palette for key area of approach to the facility. Colours to provide sufficient contrast with wall cladding Refer to Landscape Architects External Paving Materials Palette Sheet Raised plinth to waiting room entrance to use natural stone for retaining wall with stone coping. Stainless steel handrails and balustrade with glass panel infills	 
Material (Ext)	Manufacturer/ Supplier	Colour/Type	Photo/Image

Heckmondwike Bus Station

Concourse floor	TBC	Tiling (Minimum R11 slip resistance). With contrasting areas for fixed furniture and a contrasting way finding line from the concourse entrances to each stand and staff information point. Contrasting tiles to have 30-point LRV difference if lux levels are below 200 lux. If in excess of 200 lux, a 20-point LRV value can be targeted	
Street Furniture – Cycle Racks		Stainless Steel Cycle Racks - Furnitubes 'Fin' cycle stands root fixed located under a glass canopy which matches the architecture of the concourse roof.	
Concourse Seating	TBC	Seating Units: Seat benches with contrasting colour armrests.	
Signage Totem / Head of Queue	Trueform	Including static and electronic information	
Door Barriers	Contractor's choice	Stainless steel hoop	
Illuminated signage to Pod Building		Backlit aluminium lettering	

5.7 Landscape and Boundary Treatment

The landscaping design to the new bus station development has been produced by WSP Landscape Architects. This has been developed within the design team reviews throughout RIBA Stage 3 in coordination with the other consultant and architectural designs. The full details can be found within the within the full suite of planning application documentation.

Key design attributes:

The site incorporates SuDS planting to help with the drainage strategy to help remove the need for attenuation tanks buried in the site.

Soft planting and wildflowers along with the proposed green roof to the bin store and pod ancillary building will help stimulate biodiversity in the area.

A new green wall area to the north of the site along with benching will regenerate the existing area of this site to create a vibrant approach to the centre of Heckmondwike from the north of the site.

A stone raised planter to the north along with raised planting mounds and 1100mm high railings around the apron area provide physical barriers and deterrence for pedestrians thinking about crossing from the north of the site across the apron to the station.

Strips of soft landscaping including SuDS provide barriers adjacent the crossing points to deter the public from crossing the carriageway at locations other than the designated crossings.

New benches have been designed by the Landscape Architect and an area will allow for a bench to commemorate a bus station driver to be incorporated into the design.

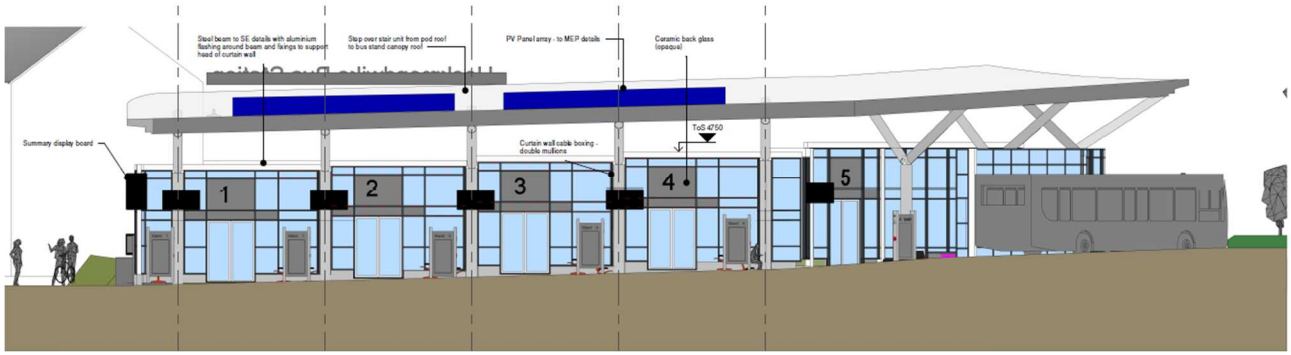
New art sculpture within the wildflower mounds is proposed to enhance the cultural and artistic importance of the site. The artwork will form a separate artist commission and therefore the artwork shown is indicative only.

Proposed Levels: The existing site has a steep gradient from north to south and has posed a challenge to the design team. The proposed levels have been designed by the WSP Civils team and can be viewed within the **full suite of planning application documentation**. Within such a small site area to be able to achieve the levels required for the bus apron falls and bus concourse the pod building floor levels have been stepped to allow level access to the waiting area and the staff accommodation. This is due to the gradients required along the bus concourse between stands 1 and 6 to be in line with Part M of the Building regulations which they are. The proposed levels of the pod ancillary building have serendipitously required a plinth area to the front of the waiting area with stepped and ramped access which allows suitable gradient from the southern crossing to the plinth steps. This has been a result of the challenges presented from the existing site levels.

The steps and ramp will have a natural stone retaining wall with stainless steel handrails and balustrade with clear glass infills.

Heckmondwike Bus Station

The landscaping has been designed to provide a minimum of 2m wide circulation route around the island area.



SGP Proposed GA Section above showing the increase in site gradient across the bus concourse

5.8 Access

Following the Pre-application process a number of comments were received from the Accessibility Group, The Designing Out Crime Officer, the Highways Development Management (HDM) Road Safety Team and the HDM S278 Design Team that related to site access. This section aims to explain the access design around the site and in doing so provide answers to some of those comments.

Bus routes in and out of the site as well as HGV routes have been tracked by WSP and the drawings submitted within the full suite of planning application documentation. The layover bays and bus stands can also provide parking space for building maintenance vehicles that should be arranged with the Build Operations Manager when required. Reversing cameras for the drivers in bus stands 1 to 5 have been provided to aid with the bus drivers reversing.

As indicated above, no private car parking is provided within the proposals as this is a bus station. Bus stands are capable of full size 12m buses and 15m coaches. Manoeuvring areas follow best practice for DIRO design and Apron reversing space requirements.

The proposals retain the pedestrian crossings to the site from the west, east (reconfigured to align with new kerb line) and south but remove the crossing access to the north. Continuous footways will be provided over the existing Lidl service yard access and the dental car park access to allow pedestrians to safely walk from the north of the site to the key crossing points from the west and east for the site. Dropped kerbs at crossing points will provide access for pedestrians.

The access to the site from the north (along George St) has been reviewed during RIBA Stage 3 and new galvanised steel railings 1100mm high and a raised stone planter (see Landscape Architect's Details within the full suite of planning application documentation.) have been designed to create a safe route for pedestrians from the north and to encourage them to move down the eastern and western pavements to the crossing points to the site while deterring them from crossing over the carriageway. The 1100mm high railings are provided to the east along the pedestrian highway along Royle Fold and to the northwest which with the raised stone planter and seating to the south of the site will provide some anti-terrorism vehicle mitigation measures.

The landscaping and realigned kerbs have been designed and improved to provide a minimum of 2m wide footways.

New covered cycle stands will provide cycle parking spaces next to the pod accommodation covered by the new glazed canopy. There are no cycle routes planned that run into the new bus station and therefore there are no plans within the design to allow for cyclists to continue through/ over the island causing a health and safety risk to pedestrians. Therefore, cyclists will be required to dismount as soon as they arrive on the island and walk with their bikes to the parking facility.

A new raised plinth to the south of the pod waiting entrance will provide stepped access from the south and southwest, and ramped access from the southeast to the waiting area. Level access will also be provided to the waiting area from the north of the pod and to the staff accommodation entrance door on the north of the pod. The necessary tactile paving at crossing points and to the plinth area will be provided in accordance with the WSP Civils package of information within the full suite of planning application documentation. .

The proposed levels of the site are being designed by WSP working alongside SGP who are providing the input for the basis of these levels. The bus concourse will be designed to allow for adequate accessible resting spaces for disabled people.

A pathway has been designed into the raised soft landscaped area to the north of the site with a coded gate to allow drivers who have parked on the layover bay to the north of the bus apron to travel safely from the bus back to the staff accommodation by crossing the South George Street which we foresee as a lot safer route then having to walk across an active bus apron. This was reviewed at RIBA Stage 3 and a splay was introduced to allow drivers visibility to the carriageway. A retaining structure either side of the gate

will provide a semi height wall which will help deter pedestrians wanting to cross at this point with aid of a 'no access' warning sign on the gate.

Refuse collection - We have provided a bin store and timber enclosure for 4no. 1100 litre bins with double gated lockable access off the bus apron with the intention of the design so that refuse vehicles can enter the site and park in stand 1 via appointment to collect waste. Following the pre-app comments from the S278 team we have introduced a path from the side of bus stand 1 to the bin store with gated access and provided a bin store that can walk through to the other side, so that no staff have to walk on the bus stand parking spaces to get to the bin store.

Access to the ancillary building will be during opening hours, with access managed as part of an operational management plan for the site.

5.8.1 Roof access –

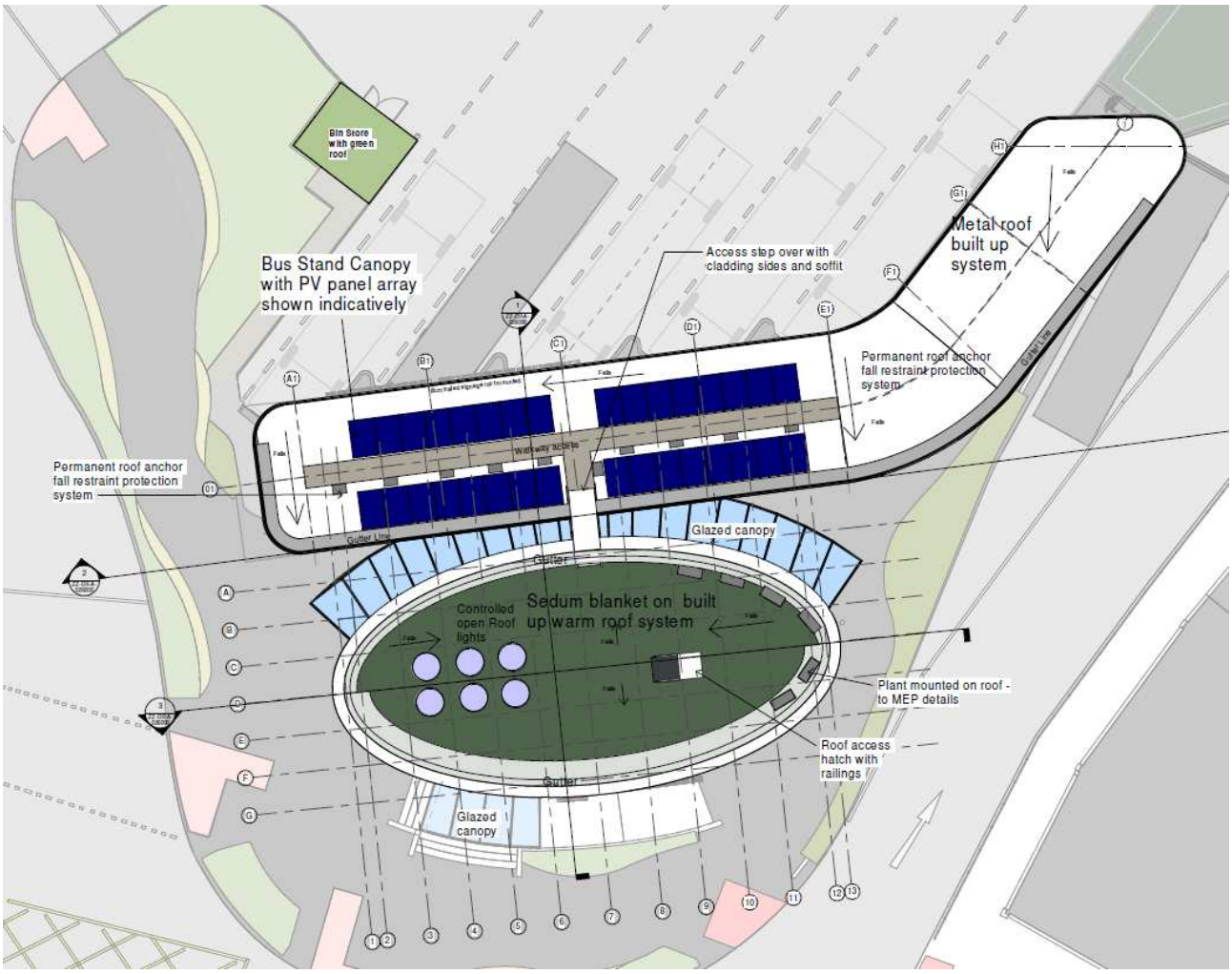
The roof access design was developed in RIBA Stage 3. SGP working with the design team and Principal designer made the decision that one route of access to the pod and bus stand roof for maintenance and cleaning would be preferred and remove a security risk to the public.

Within the Changing Places room is a hatch with a pull-down retractable ladder. This leads to a deck above the ceiling with a companion way ladder to the pod roof. Maintenance access will need to be managed by the building operation manager with public use of the Changing Places room. The pod building roof has a 1100mm high parapet wall for safe maintenance access in accordance with Part K of the Building Regulations. The roof lights above the waiting area will be designed to be non-fragile.

A step over unit with handrails and balustrades (in accordance with Part K of the Building Regulations will allow access from the pod building roof to the bus stand canopy. There will be a fall restraint anchor point system along the bus stand roof to allow maintenance workers to fixed to. A central walkway will be provided for level access along the route of the PV panel array for safety access to carry out cleaning activities.

Refuse Strategy - The bin store located to northwest of the stands and is an enclosed steel frame store with lockable access gates either side and allows for circulation to move each bin one at a time. The bin store can be accessed safely by staff from the south side along a designated path with access gate. The bins can be taken out on the north side onto the triangle area of apron.

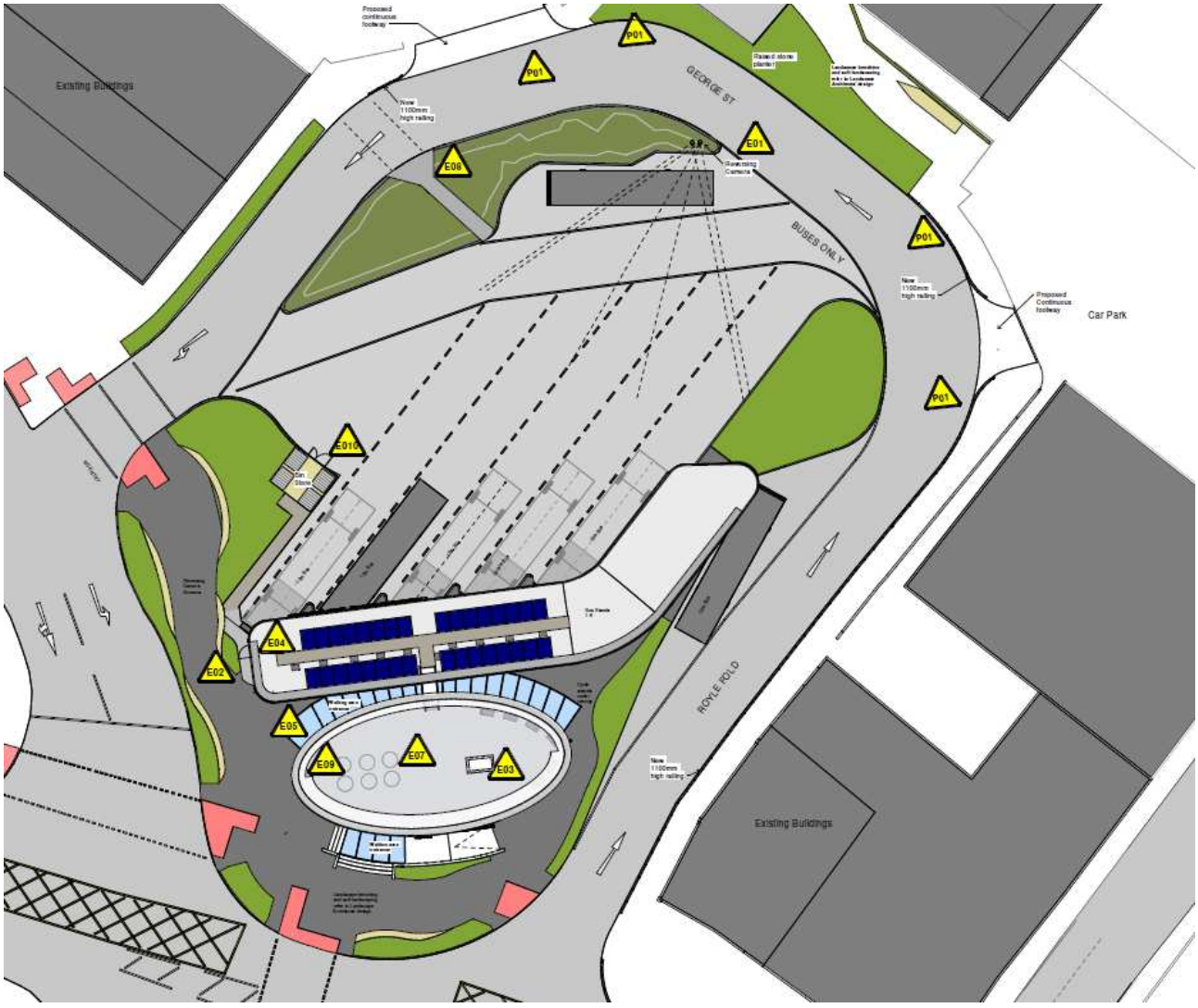
Rubbish would be collected every week, with a rotation of general waste one week and recycling the following week.



Above: Roof Plan showing elements on roof that need to be accessed for cleaning and maintenance

5.9 CDM Designer's Risks

SGP have developed the CDM Risk Plan ref 021006 and CDM Risk Register ref 216700 as part of the RIBA Stage 3 Architectural design. The Architectural risks are highlighted on the plan and can be referred to in the register. The key updates to the CDM plan include the change in roof access strategy.



Above: Extract of CDM Risk Plan showing the yellow triangle markers that refer to risks within the register

5.10 Sustainability

Sustainability is forming an ever more important role in the way our towns and cities are planned as the case for reducing our impact on the environment becomes stronger. Sustainable development has been defined in a number of ways, but perhaps the best known is:

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland Commission 1987)

So, in order to be truly sustainable, the development of the Application Site being proposed by Kirklees Council in partnership with WYCA needs to be able to meet the needs of current generations without adversely impacting future generations. This means consideration of not just the physical design and fabric of the buildings and infrastructure, but also the way in which the proposed site is used.

National policy and regulations are increasingly aimed at reducing CO_2 emissions from buildings and activities and improving the sustainability of developments. Sustainability is fundamental to current Government policy. The National Planning Policy Framework (July 2021) makes it clear that there is a presumption in favour of sustainable development at the heart of the planning system which should be central to the approach taken to both plan making and decision taking.

Several areas of sustainability were looked at:

- Energy and CO_2 Emissions
- Waste
- Materials and Construction
- Pollution
- Transport and Mobility
- Inclusion

5.11 Energy & CO_2 Emissions

Green roofs / walls to reduce rainwater runoff and increase biodiversity as well as SuDS.

LED lighting within all areas (Building, canopy and bus apron) has been introduced with daylight saving features to reduce the amount of energy requirements.

Photo Voltaic Panels have been incorporated onto the south facing ancillary accommodation roof to generate electricity

Reduced flush toilets to lower the building’s water demand.

Air source heat pump to provide domestic hot water.

5.12 Waste

Waste material from the site during construction will be kept as low as possible including reviewing strategies to limit material export from site. Where possible waste materials will be recycled and diverted from landfill (as far as reasonably practical).

5.13 Materials and Construction

Where possible local materials and supply chains will be used, which has a potential benefit as a local economic benefit. The design team will engage with the building supply chain to carefully consider panel sizes to minimise wastage during the construction process.

5.14 Pollution

Noise, air quality, water, ground and light. Careful consideration will be given to the construction methodology to avoid nuisance to the surrounding area. This will include restricting working hours to avoid disturbance, dust suppression, screening and careful selection of plant and regular maintenance. A Construction Environmental Management Plan (CEMP) has been prepared and submitted within the full suite of planning documentation.

5.15 Transport and Mobility

By creating a Bus Station, the intention is to encourage town centre users and commuters to shift mode from private car to public transport by providing enhanced waiting facilities and ancillary accommodation.

5.16 Inclusion

A public consultation process was held where the feedback received was very positive. As a result of these consultations and discussions with councillors the Changing Places facility was added.

Consultation has been conducted with KC officers and will continue throughout the design development stage to ensure user groups are engaged on the detailed design of the bus station facilities.

The team has looked at inclusion measures throughout the design process, including accessible resting spaces for disabled people next to bus stands and in the waiting area. There is also potential for signage in different languages to provide guidance for people new to the area from outside the UK such as refugees. This station is quite small to be a station of sanctuary but elements such as information leaflets and signage could be implemented.

It will be a requirement of the scheme's delivery that the selected contractor is a member of the Considerate Contractors scheme, and they shall liaise with the local residents throughout the construction phase.

5.17 Working Hours

As a Bus Station for the town centre, buses will operate from the site from first service to last, 7 days a week. The timescales for opening and operation of the ancillary accommodation facilities are to be confirmed but it is anticipated this will be for a reduced period.

6. Summary & Conclusions

6.1. The new Heckmondwike Bus Station scheme aims to deliver a modern bus station for Heckmondwike to serve as a public transport gateway into the town centre, which shall be a harmonious and complementing inclusion along with the other proposed interventions around the A638 corridor.

6.2. The station shall serve as a key place of arrival into the town, creating a modern facility using contemporary systems, whilst aiming to complement the historic context of the site with some of the building materials proposed.

6.3. The design process has been comprehensive where multiple options have been considered, in particular with regards to the pod ancillary building layout, with crucial design matters distilled into the final design.

6.4. This scheme will provide increases in bus capacity which is detailed within the WSP Highways Information.

6.5. The proposals consider sustainability, including material selection based on sustainable building materials and reduced energy consumption to support future cost savings and environmental impact.

6.6. The scheme is also a key vehicle in realising the ambitions of the Transforming Cities Fund.

7 Appendices

Appendix A: SGP Architectural Drawings

20233-SGP-HEK-ZZ-DR-A-010001	Location Plan
20233-SGP-HEK-ZZ-DR-A-010002	Existing Site Layout
20233-SGP-HEK-ZZ-DR-A-000201	Existing Site Sections
20233-SGP-HEK-ZZ-DR-A-001201	Proposed Site Sections
20233-SGP-HEK-ZZ-DR-A-021001	Proposed Site Plan
20233-SGP-HEK-ZZ-DR-A-021004	Proposed GA Plan
20233-SGP-HEK-ZZ-DR-A-021005	Roof Plan
20233-SGP-HEK-ZZ-DR-A-026000	GA Sections
20233-SGP-HEK-ZZ-DR-A-021301	Proposed Elevations Sheet 1
20233-SGP-HEK-ZZ-DR-A-021302	Proposed Elevations Sheet 2
20233-SGP-HEK-ZZ-DR-A-021006	CDM Risk Plan
20233-SGP-HEK-ZZ-DR-A-216700	CDM Risk Register
20233-SGP-HEK-ZZ-DR-A-021901	3D Perspective Views Sheet
20233-SGP-HEK-ZZ-DR-A-020001	Topographical Plan

Appendix B: SGP Cleaning and Access Maintenance Statement

SGP

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