

Shaping places that  
make a positive impact  
**Public Spaces**

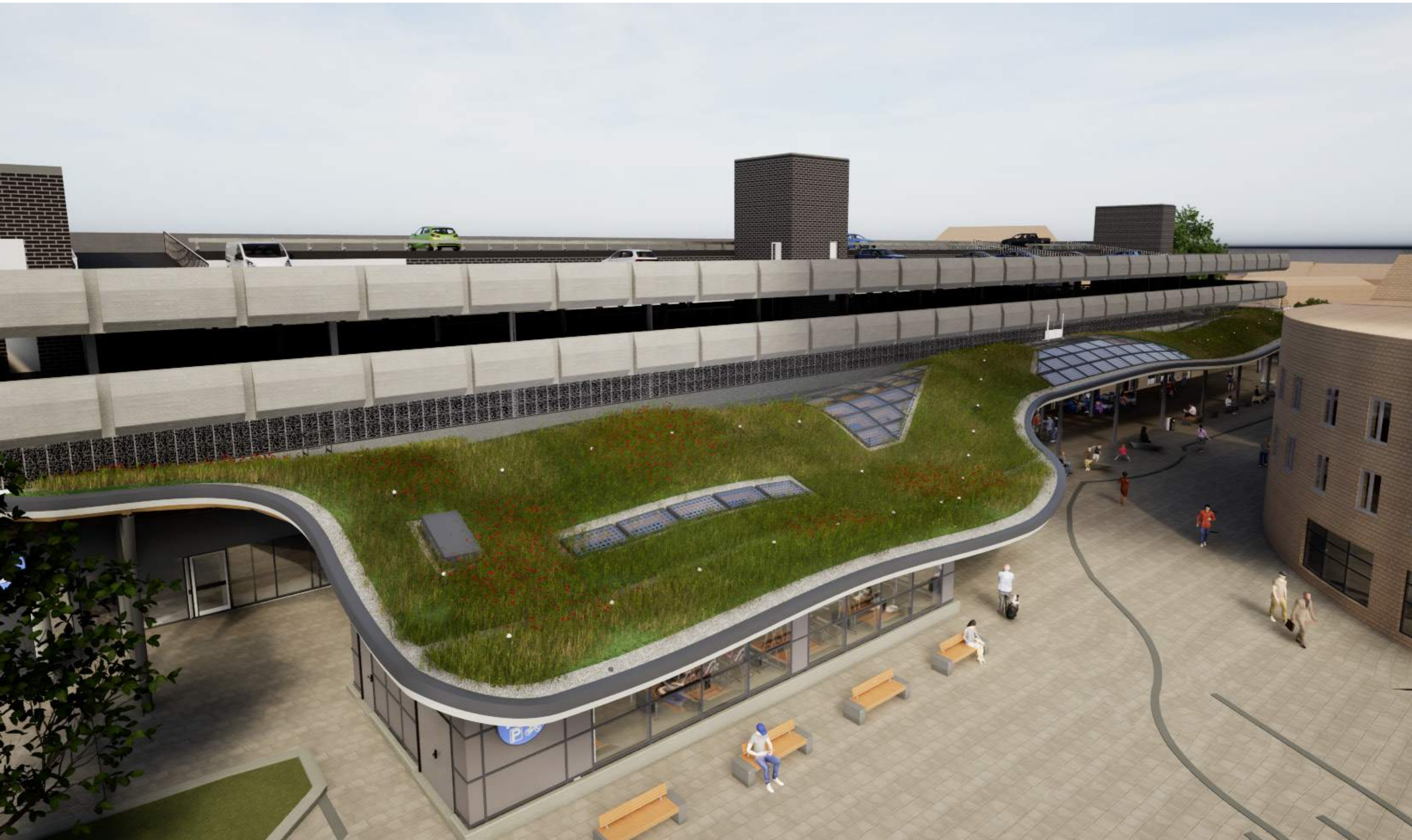


## Huddersfield Bus Station

Design & Access Statement

2023.00190.000

Kirklees Council Planning Authority  
June 2024



## Project Team Phase 1

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P1	WIP	24/05/24	IZ	RD	Preliminary issue
P2	WIP	07/06/24	IZ	RD	Preliminary issue
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P6	S2	02/08/24	IZ	RD	Planning Submission
P7	S2	09/08/24	IZ	RD	Planning Submission

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1.0

# Introduction

As a key transport hub in Kirklees, the station provides connections within the local area and across the region. It is one of the busiest bus stations in West Yorkshire, with over 37,000 users per day on average in 2018-19.

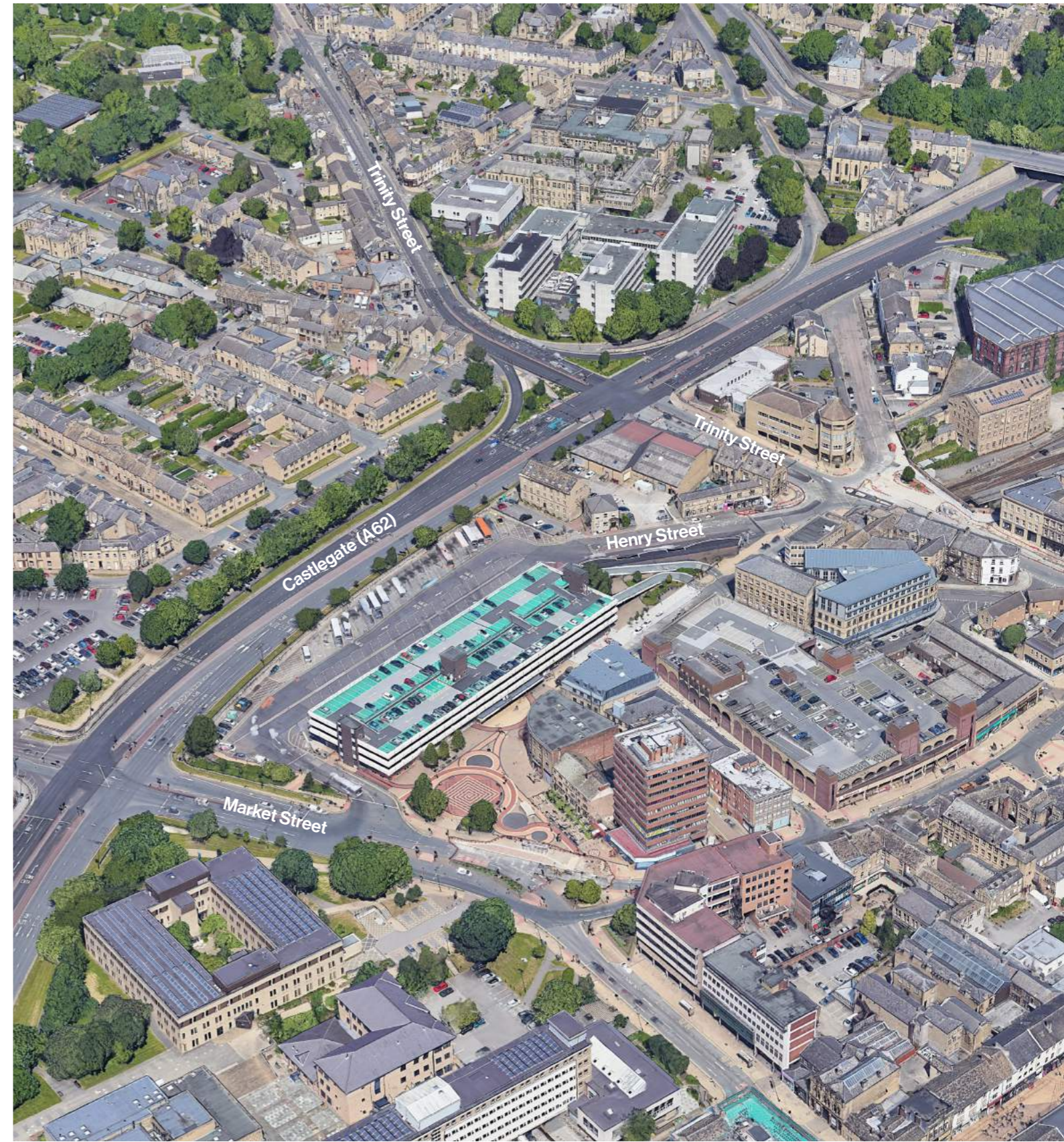
The Huddersfield Bus Station regeneration aims to deliver a modern, fit for purpose facility that serves as a public transport gateway to the town centre. As a key transport hub in Kirklees, the station provides connections within the local area and across the region. It is one of the busiest bus stations in West Yorkshire, with over 37,000 users per day on average in 2018-19.

Responses to the 'Huddersfield Blueprint' public consultation in 2019 highlighted concerns about the station's appearance and accessibility. Some parts of the bus station are dated and need modernising to improve its appearance and the facilities for people living, working in, and visiting Huddersfield.

The proposed regeneration will be delivered in two phases. Phase 1 includes a full interior refurbishment of the bus station with some reconfiguration of existing staff areas, changes to the bus DIRO stands and bus circulatory area, and improvements to the approach to the bus station from Henry Street.

Phase 2 involves the construction of a new external canopy to the entrance, rejuvenating the public realm space at Macaulay Square, creating a new cycle hub, and adding screening to the car-park level above the Upperhead Row entrance.

This Design & Access Statement has been prepared by AHR Architects and SGP Architects to support the detailed planning application for the bus station regeneration. It describes the collaborative approach we have taken to ensure a phased delivery on site by each architect. Further details about the proposal can be found in the drawings and documents that accompany this application.



Aerial view of Huddersfield Bus Station



## 2.0 The Site

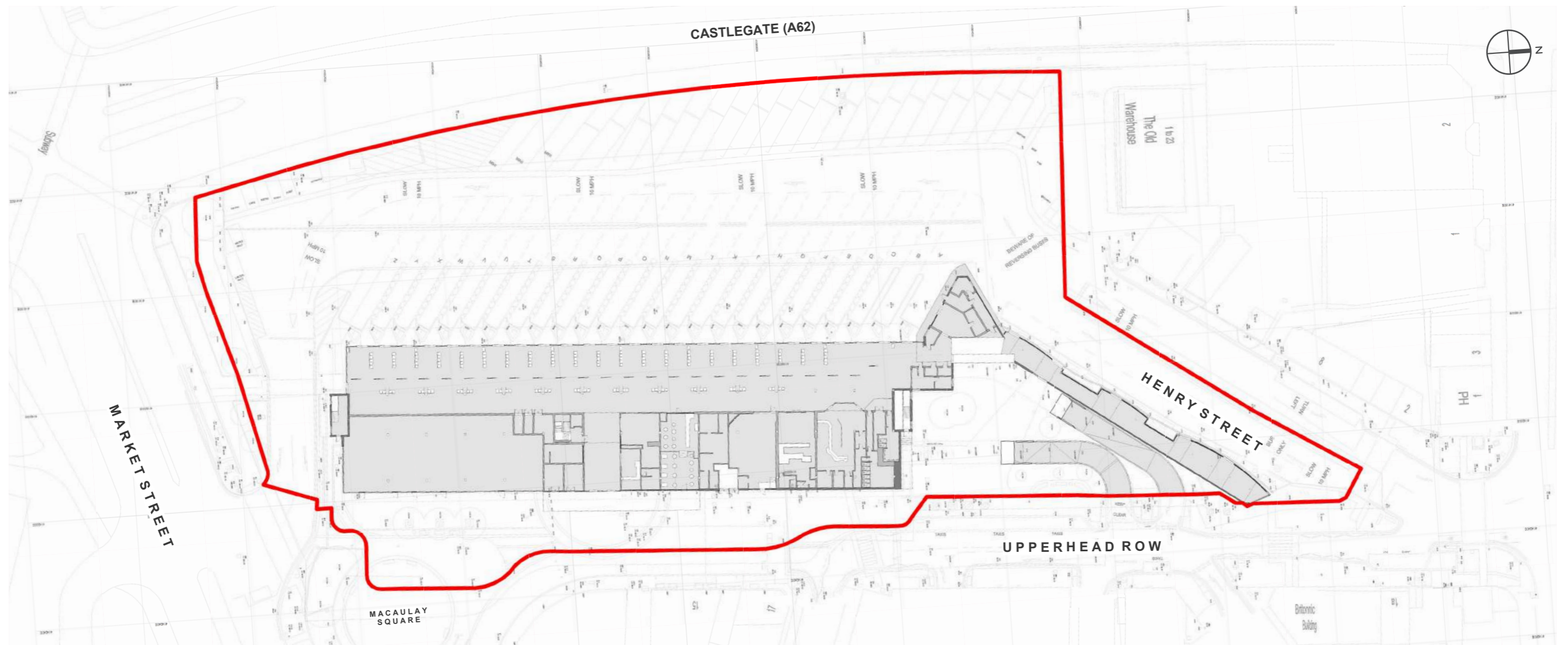
The existing bus station, located in the town centre of Huddersfield, West Yorkshire, was opened in December 1974. It is owned and managed by the West Yorkshire Combined Authority. The canopy site is situated in the external public realm area adjacent to the bus station on Macaulay Square.

The bus station is underneath a multi-storey car park and is situated adjacent the Castlegate Ring Road (A62), part of the wider ring road that surrounds the town centre. The station is bounded by Market Street to the south, Henry Street to the north (off Trinity Street) and Upperhead Row to the east.

The site includes the existing bus station DIRO stands and bus circulatory area, the alighting building adjacent to Henry Street, the landscaping areas immediately to the east of the bus station frontage and underneath the car-park access ramps, the

Upperhead Row entrance, and the public realm space outside the front of the bus station along Upperhead Row, extending down into Macaulay Square.

These areas are highlighted within the red boundary line on the Existing Site Plan drawing below.



Existing site plan & red line boundary

### 2.1 Existing Public Realm Site

The public realm area runs from north of Upperhead Row into Macaulay Square to the south of the site, opposite the Plumbers Arms public house. There are several existing benches, lighting columns, bins and planted areas situated around the Macaulay Square area. Macaulay Square slopes down towards the east adjacent to Market Street, which meets High Street. There are significant views to the bus station / multi storey car park from all directions, in particular from High Street to the east.

To the north of the canopy scheme, alongside Henry Street, the site includes an area of landscaping consisting of existing vegetation, trees and metal railings. Much like the bus station itself, this area feels outdated and in need of a fresh approach.

The materials present in the public realm (Upperhead Row and Macaulay Square) consist of various colours of block sett paving forming red, tan and grey patterns, creating a border line between the square and the space immediately in front of the adjacent shops and pub.

The area in front of the Bus Station entrance onto Upperhead Row features an existing canopy that has seen better days and the area around here is understood to attract antisocial behaviour, making the bus station and this area of public realm somewhere a lot of the public would avoid if not needing to travel by bus.



View from Macaulay Square looking towards the bus station



Existing bus station main entrance



View from the north entrance on Upperhead Row



View from Henry Street looking towards the bus station

### 2.2 Existing Bus Station

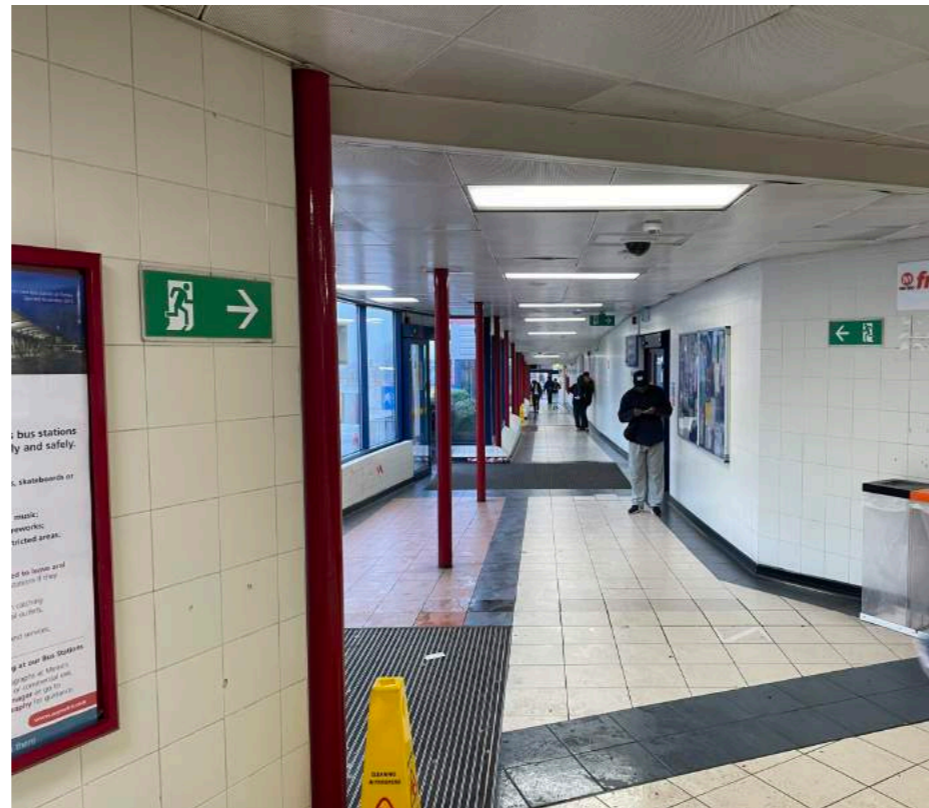
The bus station is situated in Huddersfield town centre, underneath a multi-storey car park, with entrances from Market Street to the south, Macaulay Square to the east, and Upperhead Row to the north. The station has 25 stands on the main concourse and three additional alighting-only stands along Henry Street.

The concourse is bounded on its west and south sides by a curtain wall façade, which floods the interior with light. A series of concrete columns with a tiled finish are evenly spaced along its length. The interior of the concourse is dated, showing visible signs of wear and tear on the tiled floor and walls. The ceiling consists of white metal plank tiles arranged in a curved, vaulted design along the concourse.

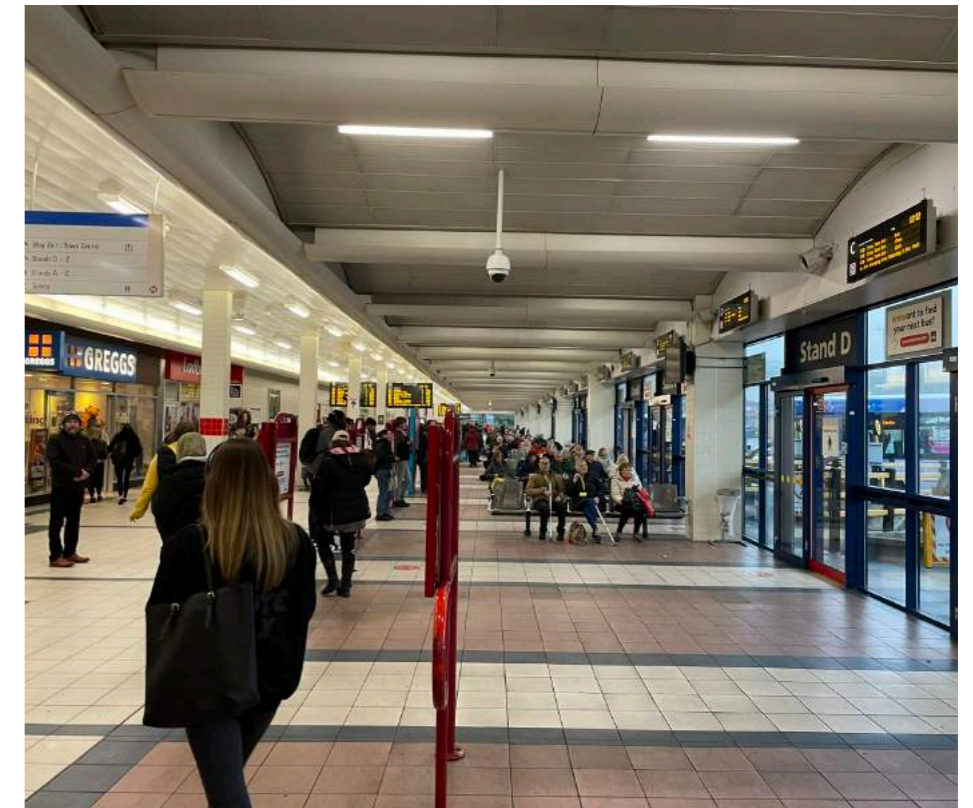
There are 3no. stair cores located to the south, north and centre of the bus station building, servicing all levels of the car park above. These stair cores are of a brick cavity wall construction with aluminium glazed windows and blanking panels that let light into the stair cores.

The car park levels above the station have painted off-white concrete walls around the perimeter which are half height and leave the car park levels open to the elements. This currently leaves opportunity for people to jump from here onto the existing canopy to the entrance below.

The ground floor frontage to the east and south elevations of the bus station has a number of Kirklees Metropolitan Borough Council offices. The existing frontages are to be replaced with new glazing and doors as part of the canopy scheme project.



View looking down the alighting area adjacent Henry Street



Existing bus station concourse



Existing Travel Centre entrance



Internal view of the existing Travel Centre

3.0

# Site Context & Connectivity

Huddersfield has a vast amount of historic architecture, with over 1600 listed buildings. The majority of these buildings use local sandstone materials.

### 3.1 Site Context

Huddersfield has a vast amount of historic architecture, with over 1600 listed buildings. The majority of these buildings use local sandstone materials. However, there is a wide variety of building styles in the town centre, from the grand Victorian stone buildings such as the Town Hall or the Library and Art Gallery building to the 1960s concrete hyperbolic paraboloid shells of the Queensgate Market Hall.

The immediate surrounding context to the bus station consists of several 2- to 3-storey sandstone buildings. The majority of these are to the east and north of the bus station, consisting of several shops and eateries and a Sainsbury's supermarket that features several stone arches with brick infill panels. At the other end of the site, to the south of Market St, is the Civic Centre consisting of 3 storey Council offices, a magistrate's court and the Huddersfield Job Centre.

The existing bus station and multi-storey car park building, constructed in the 1970s, is made of concrete and brick. In its current form, it negatively impacts the setting of the surrounding listed buildings. The area in front of the bus station entrance on Upperhead Row features an old, deteriorating canopy and is known to attract antisocial behavior. As a result, many people avoid this area unless they need to travel by bus.



Huddersfield Town Hall



Library & Art Gallery



Queensgate Market

### 3.2 Conectivity

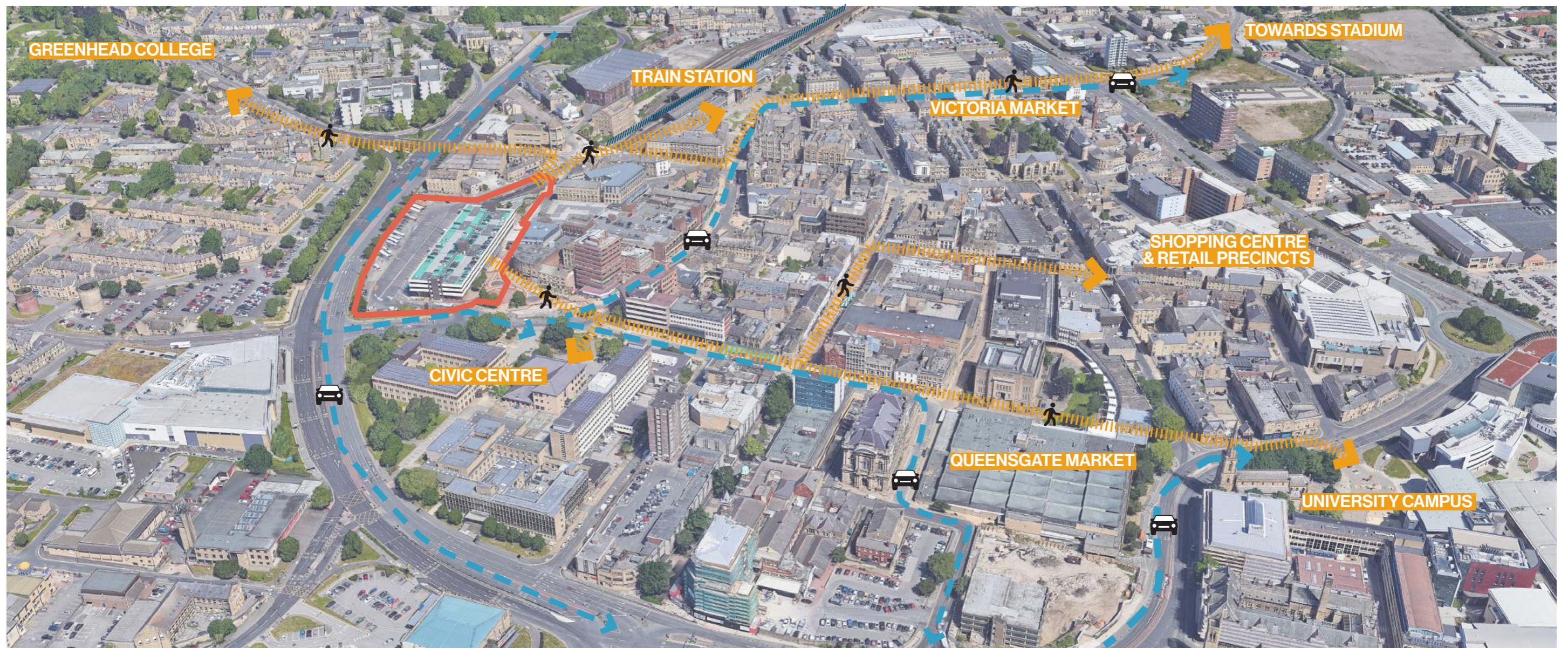
The bus station is well connected to the major roads in and out of Huddersfield from the surrounding area, linking towns and villages across West Yorkshire and beyond, and is also in close proximity to the Huddersfield Train Station, which is walking distance north of the site.

There are close links from the bus station to the retail, civic and employment areas within Huddersfield town centre. King Street and New Street, which are the main retail precincts in the town with access to shopping centres and arcades, are approximately a 5 minute walk to the east of the site.

There are also other streets (George St, Half-moon St and Dundas St) that lead from the bus station into the town centre, passing

shops and other commercial businesses. New Street leads north into the Victorian Market Place at the heart of the town centre, with major food outlets and a bank on the corners of the crossroads. Queensgate Market Hall sits to the southeast of the town centre and further east, beyond Southgate (A62), is a more industrial and commercially led area.

The John Smith's Stadium where the Huddersfield Giants play rugby league and Huddersfield Town play football, is further to the northeast. This stadium brings a lot of visitors from across the country to the town for sporting events; many of these visitors use the bus and train links and then walk from the town centre to the stadium.



Aerial view showing key transport links from the bus station to key destinations

### 3.3 Adjacent Developments

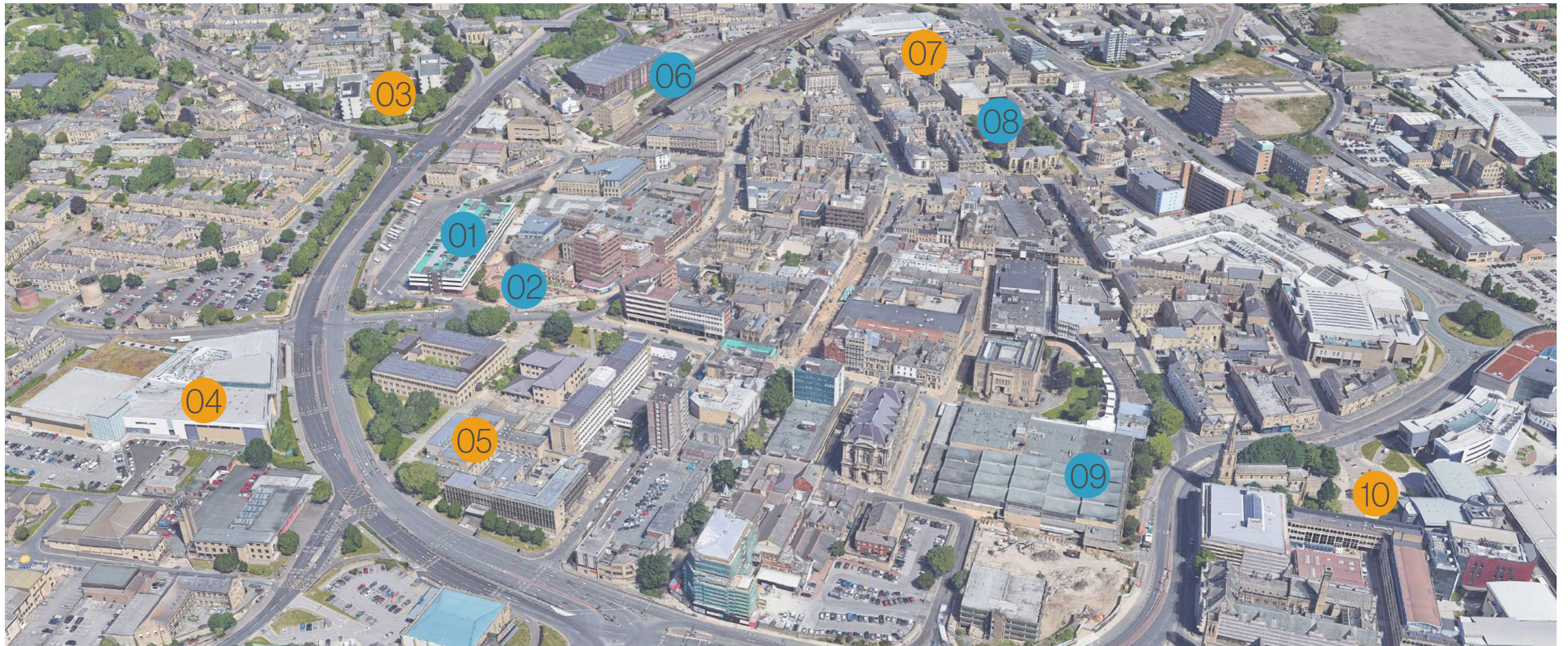
The north-east end of the town centre, near the train station, contains a number of historic and architecturally interesting buildings which are now in business and commercial use; a couple of note being the old Post Office building on Northumberland St, the former Empire Cinema Building, the former Mechanics Institute and the George Hotel that looks onto St George's Square.

To the northwest of the site and the town centre lies Greenhead Park and Green Head College, which sees a great number of students come to and from the town centre and make good use of the bus station. To the southwest of the site is the Huddersfield Leisure Centre, a more recent building with a contemporary material pallet and form.

The University of Huddersfield Campus lies to the southeast of the town centre, approximately 0.5 miles from the bus station. The campus has a variety of building styles, from the Canalside stone mill buildings to the recently built library building and the School of Art Architecture and Design (the Barbara Hepworth Building).

There are several developments proposed for the town centre of Huddersfield many of which are part of the Kirklees Metropolitan Borough Council's £250 million masterplan to revamp and create a 'cultural heart' of the town centre. These include the Kirklees Council Cultural Heart project, the Station to Stadium Enterprise Corridor, town centre redevelopment projects and ongoing projects at the University of Huddersfield Campus, among others.

01. Huddersfield Bus Station (Proposed)
02. Public Realm outside bus station (Proposed)
03. Trinity Mix Use Development (Existing)
04. Huddersfield Leisure Centre (Existing)
05. Magistrate's Court / Civic Centre (Existing)
06. Huddersfield Train Station / Car Park Gateway Development (Proposed)
07. Market Place - heart of the town's retail area (Existing)
08. St Peter's Garden and Northumberland St redevelopment (Proposed)
09. Queensgate Market Hall / link to University Campus (Proposed)
10. Huddersfield University Campus (Existing)



Aerial view illustrating key developments in and around the town centre

4.0

# Crime Prevention Strategy

Policy LP24, Design, of the Kirklees Local Plan states that, "Proposals should promote good design by ensuring the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features."

Chapter 8 of the NPPF relates to promoting healthy and safe communities. Paragraph 96 of the NPPF states that "Planning policies and decisions should aim to achieve healthy, inclusive and safe places which [ ... ] are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of attractive, well designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas."

Comments received by West Yorkshire Police during the pre-application discussions with Kirklees Council include reference to the most applicable Secured by Design guidance documents. The design of the Proposed Scheme presented in this planning application responds positively to the pre-application comments provided by West Yorkshire Police.

The Proposed Development is designed to incorporate appropriate lighting to assist users with navigation and to illuminate the legitimate routes and waiting areas. The lighting strategy aims to deter, delay, and detect criminal activity, in line with the Secured by Design / Police Crime Prevention Initiatives Guide to Lighting. Sight lines through the Site will also be maximised by use of glazed curtain walling on the proposed building elevations. The proposed building materials will also help to create an attractive setting and enhance the quality of the proposed public realm.

Active and passive surveillance of key external areas will be provided to deter threat actors and support identification following any security incidents with a particular focus on the Macaulay Square canopy area, Upperhead Row, the bus bays, and staff parking / refuse areas. This will be achieved through the use of external lighting to illuminate areas for legitimate users and deter antisocial activities by illuminating faces.

The creation of a more welcoming and attractive external setting through the provision of soft and hard landscaping, including clear, logical routes through the site for bus users and people passing by will increase passive surveillance. Landscaping that is considerate, with well maintained heights and densities of vegetation, will promote passive surveillance without restricting video surveillance system visibility.

The proposed lighting scheme and intuitive wayfinding will be complemented by a CCTV strategy that is proposed to provide surveillance of the external public realm area, concourse, and key front of house areas such as the Travel Centre desk. This is shown on the Electrical Services Security Layout drawing (Ref. HBS-KZN-XX-00-DR-E-06800) submitted with this planning application.

Cycle parking has been located to enable natural surveillance from bus users and passers-by. This is considered to comply with the applicable Secured by Design guidance, namely Standards for Public Cycle Parking (June 2021).

It is considered that the Proposed Scheme design complies with Policy LP24 of the KLP and Paragraph 96 of the NPPF.

### Wider Security & Defence

Paragraph 101 of the NPPF states that, "Planning policies and decisions should promote public safety and take into account wider security and defence requirements by anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate."

Wider security and defence requirements have been considered during the design process and benches and other street furniture are located in order to act as obstacles to malicious threats, and to minimise the opportunity for criminal damage through robust design and anti-graffiti coatings.

It is considered that this provides an appropriate level of protection to users of the Bus Station and the general public and therefore complies with the above policy.

5.0

# Phase 1 Proposal

# 5.0

## Phase 1 Proposal

### 5.1 Key Aspirations

The key design proposals for the Bus Station scheme, developed through discussions with the client, the local authority, and other stakeholders, are as follows:

- Provide an enhanced customer experience throughout Huddersfield Bus Station, the entrance canopy area and surrounding public realm.
- Improve the sense of place within and around the bus station, providing a modern and attractive gateway experience.
- Improve connectivity and accessibility for all users at Huddersfield Bus Station to support increased bus use and provide integration with other sustainable transport modes.
- Make the bus station more energy efficient and sustainable.
- Improve external operational areas of the bus station, including interfaces with pedestrian routes and vehicular highways.
- Improve user safety and security inside and outside the station.

### 5.2 Bus Station Ground Level Layout

The bus station's internal layout has been developed through consultation with the West Yorkshire Combined Authority, which has also engaged with other stakeholders. The passenger concourse area has been redesigned with a new curtain wall façade along the south and west elevations, and new concourse seating that aligns with the proposed DIRO arrangement. New glazed screens and security shutters will be installed to some shop fronts facing the concourse. The interior of the bus station will be completely revamped, featuring new tiled wall and floor finishes, and a new metal plank curved ceiling system that will run the entire length of the concourse at a high level, creating a bright and vibrant aesthetic, and improving the sense of place.

The existing Travel Centre, Security Office, and Drivers' Rest areas have all been reconfigured to meet client and stakeholder requirements, ensuring compliance with accessibility standards, and building regulations. New wayfinding signage and passenger information display screens will also be installed throughout the bus station to further assist customers and enhance their experience.

The exterior wall of the alighting building and a portion of the bus station façade facing Macaulay Square will be rebuilt using natural honed stone, creating a visual connection to nearby Victorian buildings that use locally sourced sandstone. External windows, doors, and curtain walling throughout the bus station will be replaced to improve its visual appeal. The alighting building will also feature dark grey standing seam metal cladding at high level to complement existing heritage assets which have dark slate roofs and traditional standing seam roofs, such as those found along Dundas Street to the east.

### 5.3 Bus Station Roof Plan

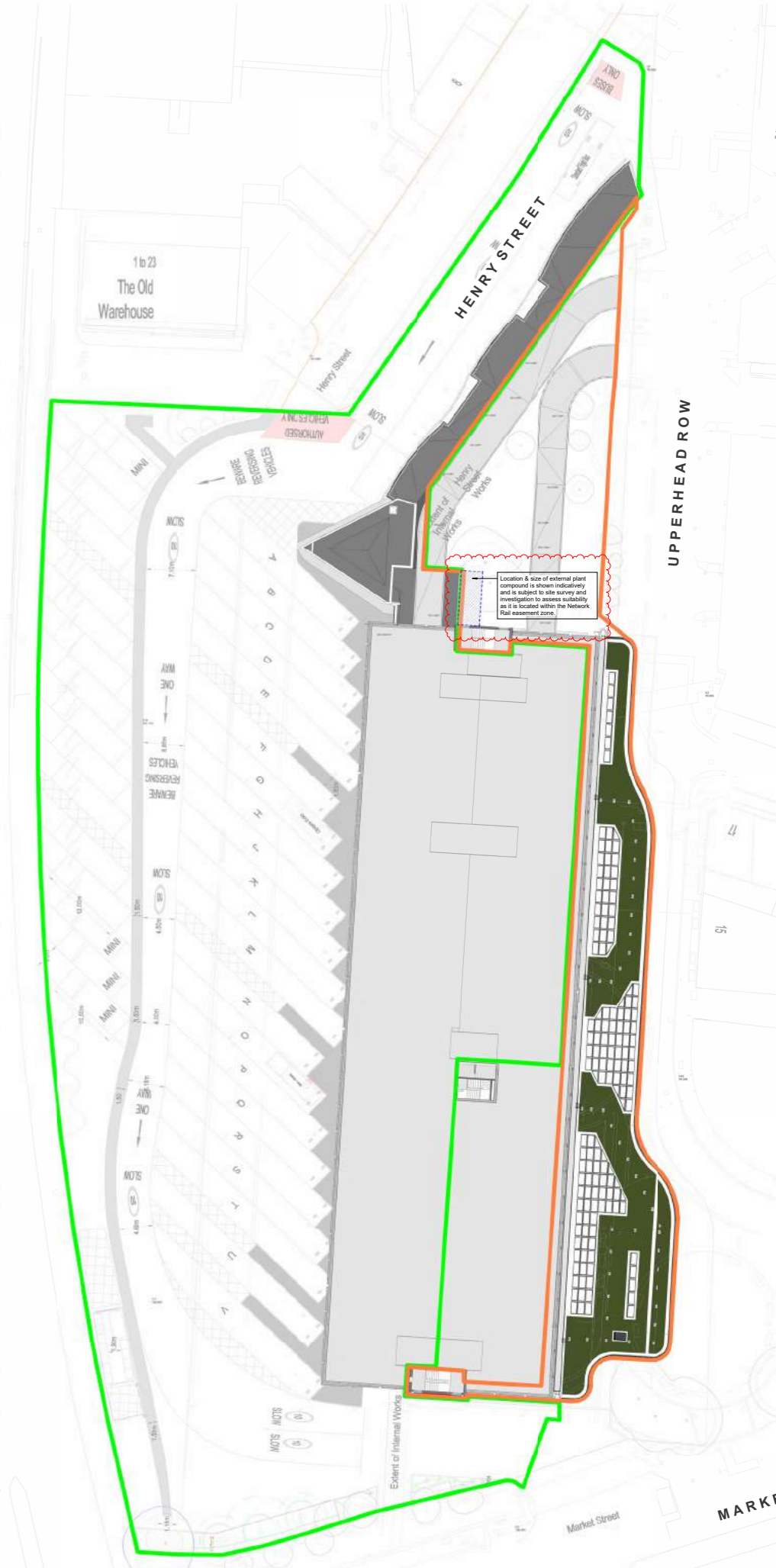
The roof covering over the Alighting area and Drivers' Rest area will be completely replaced with a new felt capping system that is both highly weathertight and durable. The existing glazed pyramid structure over the Drivers' Rest area will be demolished and replaced with a new flat roofing system.

**DEPARTMENT LEGEND:**

- Circulation
- Concourse
- Kirklees Tenant
- Plant
- Retail
- Shared Access
- Staff
- Store
- Travel Centre
- WCs
- WYCA Tenant



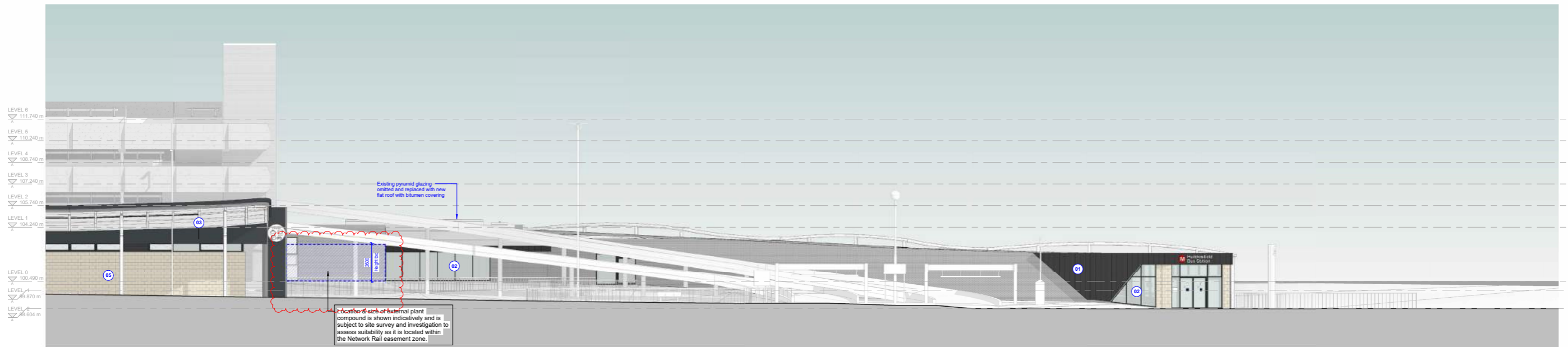
Proposed Ground Level Layout



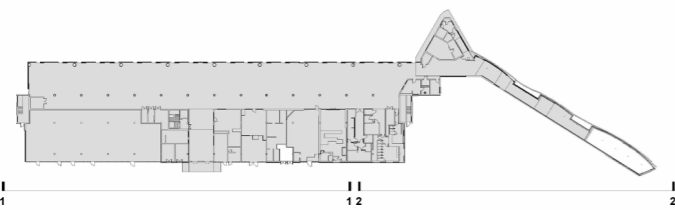
Proposed Roof Plan



01 GA East Elevation (Upperhead Row) - Proposed  
1:100



02 GA East Elevation (Upperhead Row) - Proposed  
1:100



SCALE 1:100  
0 2 4 6

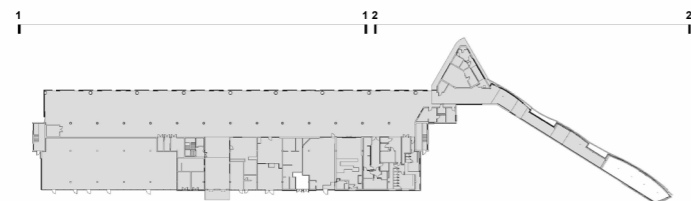
Materials Legend	
Key Value	Keynote Text
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02	New structural curtain wall glazing system (Dark Grey)
03	PPC metal soffit planks
04	Opaque insulated glass panel
05	Natural honed faced stone to replace existing brickwork
06	New Automatic sliding door with pocket screen (Anthracite Grey)
07	New PPC aluminium louvred door & frame (Dark Grey)
08	New PPC aluminium glazed door & frame (Dark Grey)
09	Clerestory glazing to incorporate windows & louvres
10	New PPC aluminium window system (Dark Grey)
11	Shop signage shown indicatively (tbc at a later date)



**01 GA West Elevation - Proposed**  
1:100

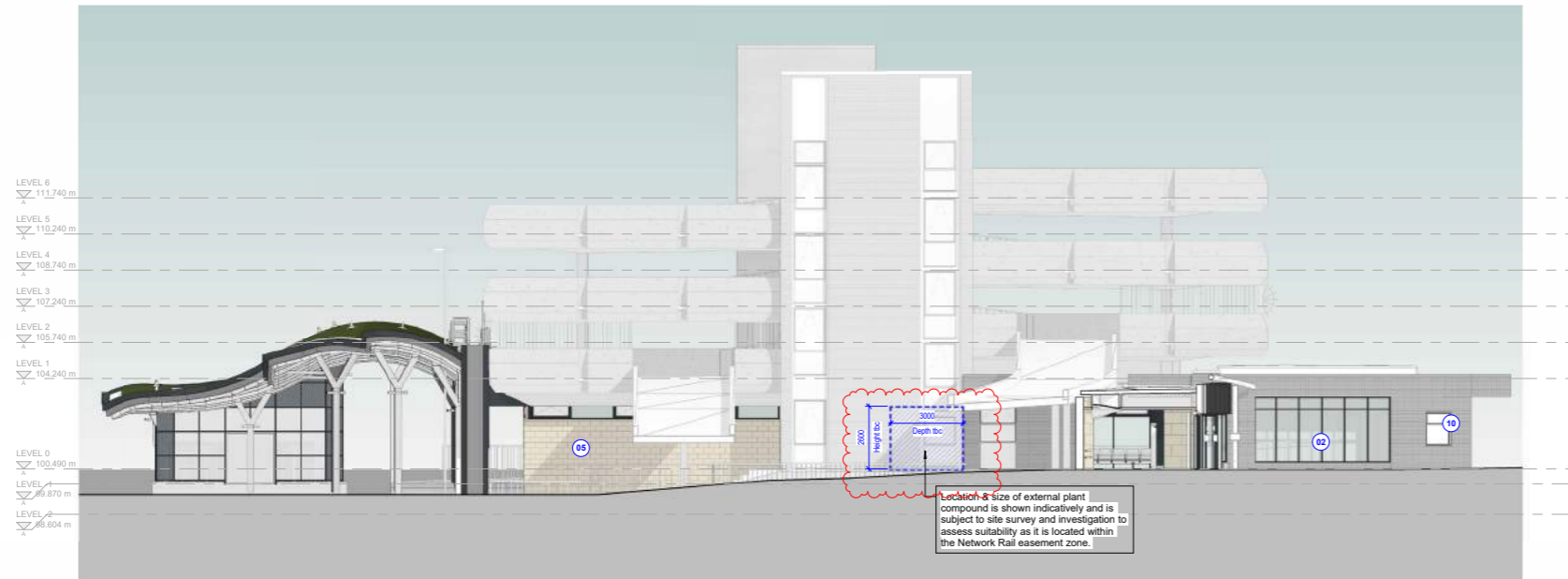


**02 GA West Elevation - Proposed**  
1:100



SCALE 1:100  
0 2 4 6

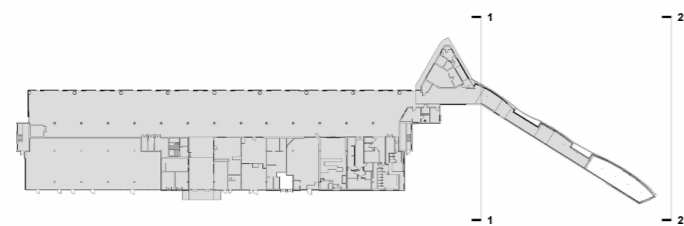
Materials Legend	
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08	New PPC aluminium glazed door & frame (Dark Grey)
09	Clerestory glazing to incorporate windows & louvres
10	New PPC aluminium window system (Dark Grey)
11	Shop signage shown indicatively (tbc at a later date)



**01 GA North Elevation - Proposed**  
1:100



**02 GA North Elevation - Proposed**  
1:100



SCALE 1:100  
0 2 4 6

Materials Legend	
Key Value	Keynote Text
01	Vertical ribbed PPC metal cladding (Dark Grey)
02	New structural curtain wall glazing system (Dark Grey)
03	PPC metal soffit planks
04	Opaque insulated glass panel
05	Natural honed faced stone to replace existing brickwork
06	New Automatic sliding door with pocket screen (Anthracite Grey)
07	New PPC aluminium louvred door & frame (Dark Grey)
08	New PPC aluminium glazed door & frame (Dark Grey)
09	Clerestory glazing to incorporate windows & louvres
10	New PPC aluminium window system (Dark Grey)
11	Shop signage shown indicatively (tbc at a later date)



**01 GA South Elevation - Proposed**  
1 : 100

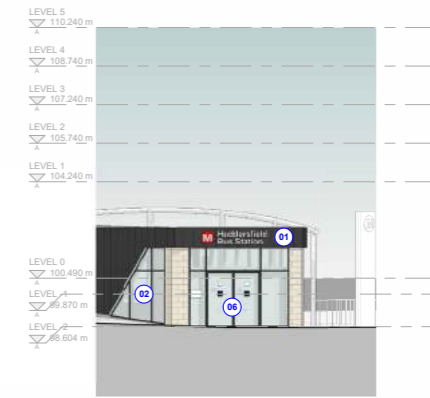


SCALE 1 : 100  
0 2 4 6

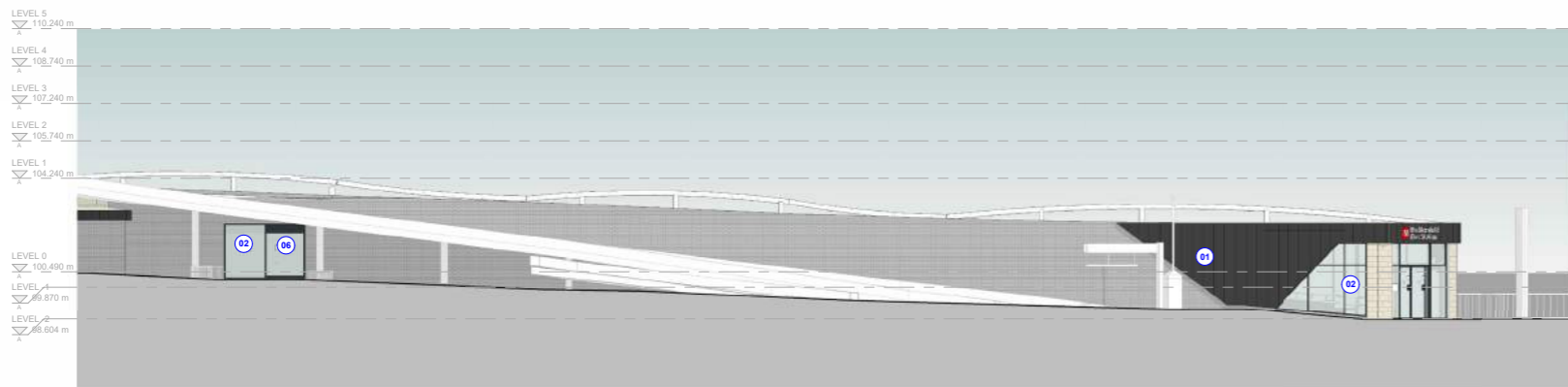
Materials Legend	
Key Value	Keynote Text
01	Vertical ribbed PPC metal cladding (Dark Grey)
02	New structural curtain wall glazing system (Dark Grey)
03	PPC metal soffit planks
04	Opaque insulated glass panel
05	Natural honed faced stone to replace existing brickwork
06	New Automatic sliding door with pocket screen (Anthracite Grey)
07	New PPC aluminium louvred door & frame (Dark Grey)
08	New PPC aluminium louvred door & frame (Dark Grey)
09	Clerestory glazing to incorporate windows & louvres
10	New PPC aluminium window system (Dark Grey)
11	Shop signage shown indicatively (tbc at a later date)



**01 GA West Elevation (Henry Street) - Proposed**  
1:100



**02 GA North Elevation (Entrance) - Proposed**  
1:100



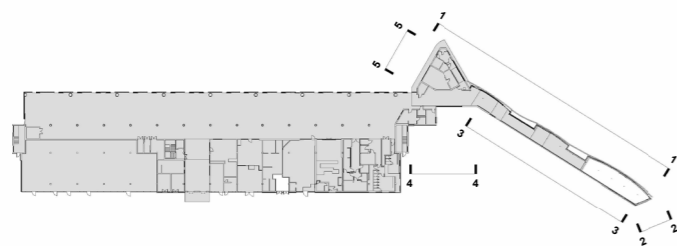
**03 GA East Elevation (Upperhead Row) - Proposed**  
1:100



**04 GA East Elevation (Upperhead Row) - Proposed**  
1:100



**05 GA South Elevation (Staff Welfare) - Proposed**  
1:100



SCALE 1:100  
0 2 4 6

Materials Legend	
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02	New structural curtain wall glazing system (Dark Grey)
03	PPC metal soffit planks
04	Opaque insulated glass panel
05	Natural honed faced stone to replace existing brickwork
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08	New PPC aluminium glazed door & frame (Dark Grey)
09	Clerestory glazing to incorporate windows & louvres
10	New PPC aluminium window system (Dark Grey)
11	Shop signage shown indicatively (tbc at a later date)



Internal visual of proposed concourse area



External visual of the Bus Station from Henry Street



Internal visual of the alighting area from the Upperhead Row entrance



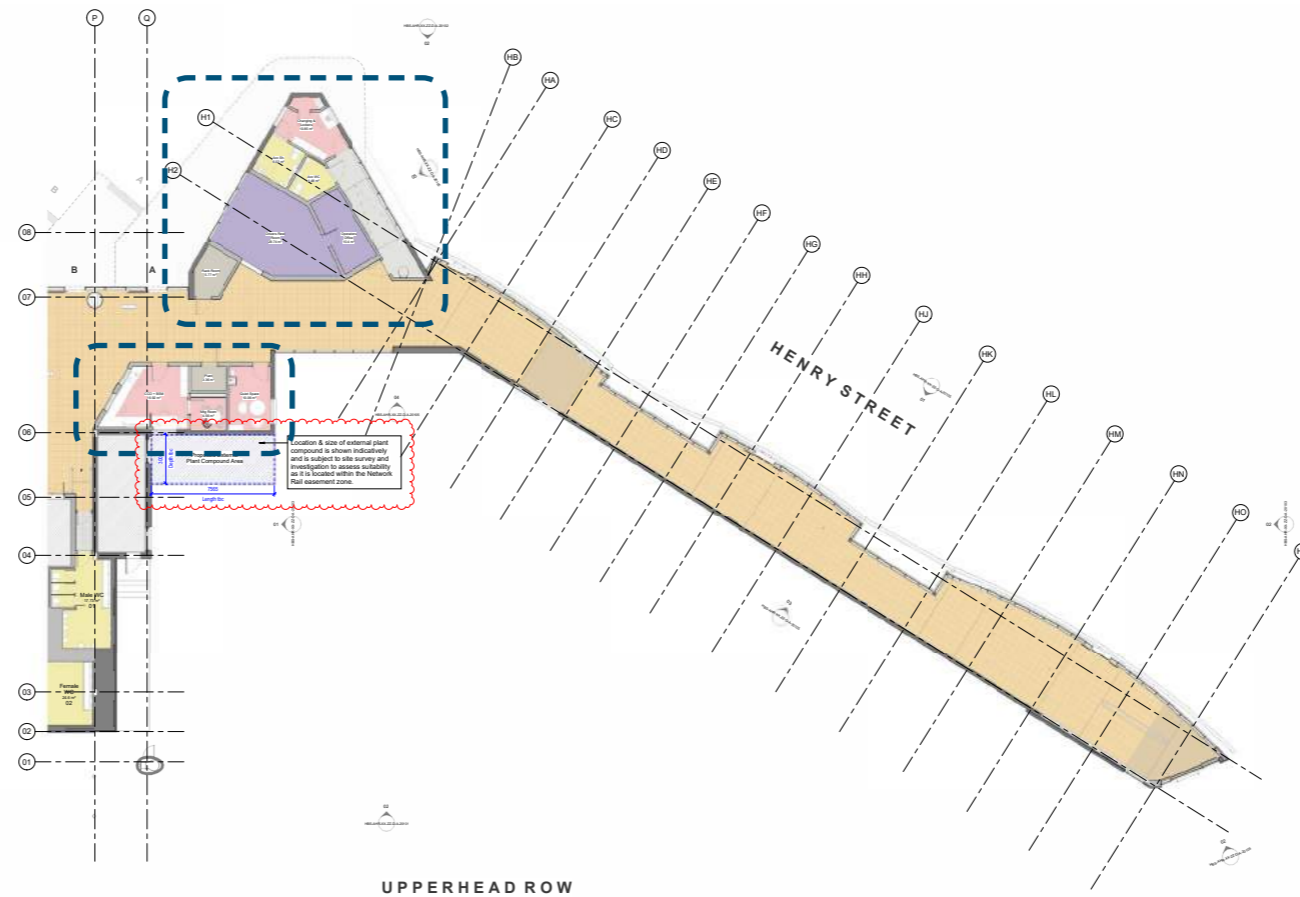
Internal visual of the proposed concourse area

5.4 Accommodation & Facilities

Internally, the staff accommodation and travel centre areas have been organized to maximize natural surveillance and daylighting where possible while fitting around the existing plant rooms, which are being retained. Ample space has been provided in front of the customer WCs to allow for passive surveillance from the concourse without feeling oppressive.

Rooms used by staff have been carefully planned to ensure controlled and secure access. In the fully enclosed bus concourse area, the DIRO bus stands will be segregated from the concourse by a full glazed curtain wall and automatic sliding doors linked to induction loops within the bus stands.

Adjacent to each bus stand will be fixed seating and a head-of-queue totem to provide stand identification and bus timetable information. Electronic passenger information display screens will offer real-time information at each stand and along the concourse.



5.5 Phase 1 Landscaping Works

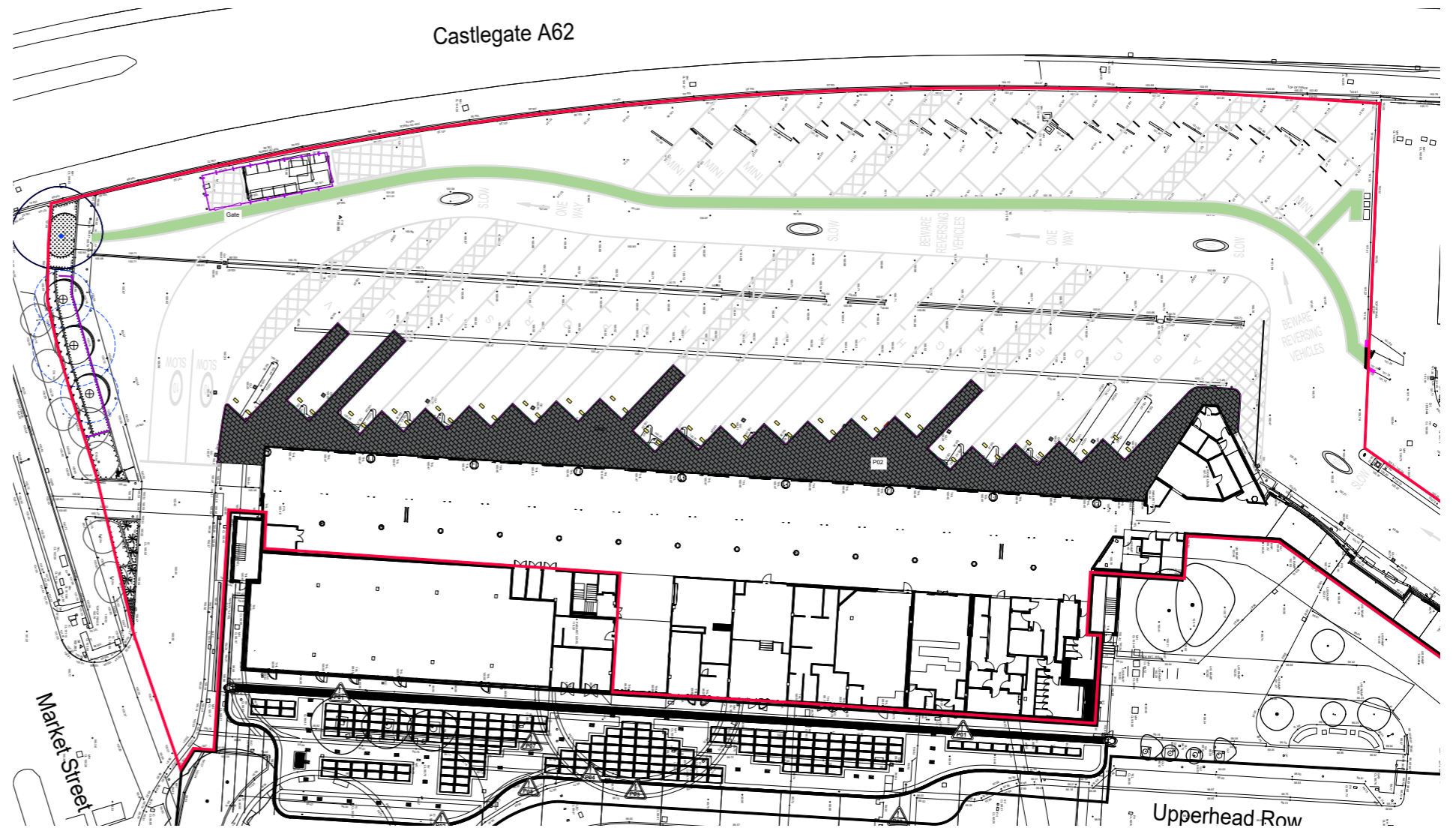
The scheme comprises of concrete flag paving to the bus concourse providing a functional and hard-wearing surface. The adjacent proposed kerbs are concrete with a granite aggregate finish creating an attractive and contemporary feel. In addition, there is a small area of block paving providing a functional finish, at the eastern edge of the soft landscaped area where it is too narrow for planting to be viable.

There is a small area of soft landscape to the southern boundary. This area comprises of 3no. existing trees which will be retained, giving a sense of maturity to the scheme. In addition, some existing vegetation within the root zone of these trees will also be retained.

New planting consists of 3no. trees which will help provide a greater sense of scale. A new Hornbeam hedge is proposed to further define the southern boundary, creating a more formal edge to the development. The proposed tree and hedge species are native to the UK to provide opportunities for birds and insects whilst giving year-round interest. Proposed low growing shrubs underneath the trees will provide a low maintenance groundcover whilst providing seasonal interest. Specimen ornamental grasses within the most easterly section of planting will provide texture and movement to bring a contemporary feel where it is most visibly prominent.

Enclosure & Furniture - The existing retaining wall along the western boundary will be retained. The bin store, situated on the western boundary, will comprise of a 2.4m high close boarded timber fence enclosure with a matching double leaf gate.

Vehicle and pedestrian barriers will be provided at each bus boarding point to ensure the concourse is protected from approaching vehicles and so that pedestrians are guided from the bus back to the concourse safely. Refer to the engineer's drawings for details.



5.6 Proposed Access

All main entrance doors will be automated and feature a contrasting color to their surroundings. New entrance matting systems and slip-resistant floor finishes will be installed throughout the bus station to improve traction and reduce the perception of the floors appearing "slippery." Handrails with a contrasting color to the surrounding wall finish will be provided to the alighting area due to the presence of several ramps along its length.

Wayfinding signage on the floor and walls will use simple terms or pictograms to provide clear instructions. Sound enhancement systems, audio alerts, and braille will be used throughout the bus station to assist customers who are visually impaired or hard of hearing. Floors, walls, and ceilings will avoid bold colors and complex geometric patterns to minimize confusion and disorientation, fostering a calm environment.

KEY

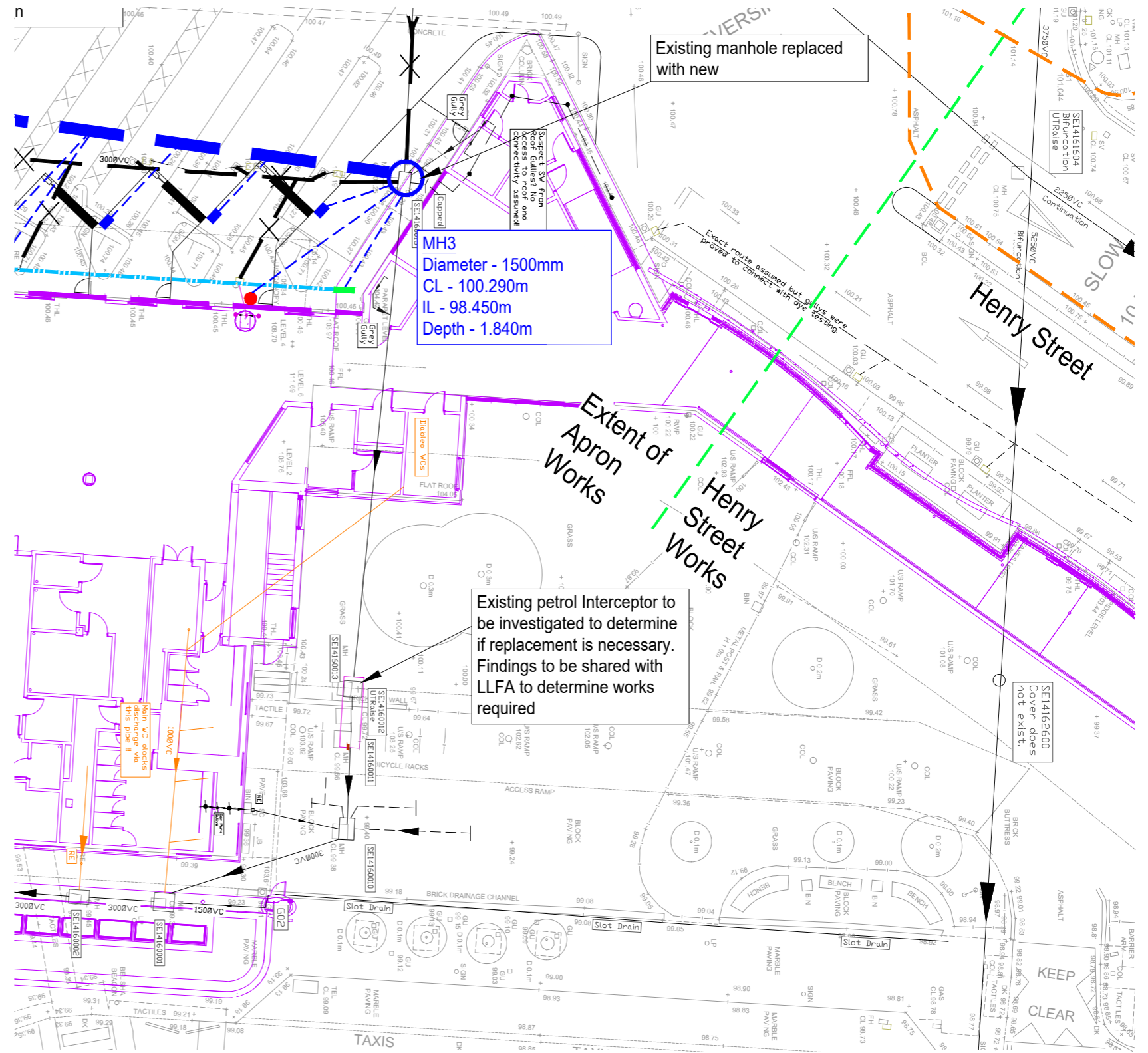
- Existing (Cat B\*) Tree to be Retained - see Arboriculture report 'Huddersfield Bus Station - BS 5837:2012 Arboricultural Report, Impact Assessment and Method Statement' produced by Ecus Ltd for further details
- Existing (Cat C\*) Tree to be Retained - see Arboriculture report 'Huddersfield Bus Station - BS 5837:2012 Arboricultural Report, Impact Assessment and Method Statement' produced by Ecus Ltd for further details
- \* as defined by BS 5837:2012
- Existing tree as part of phase 2 - see Arboriculture report for further details
- Proposed Paving Type P01 - Asphalt for pedestrian loading
- Proposed Paving Type P02 - Concrete Flags; 600x400x50mm; Graphite colour; Mayfair by Tobermore or similar approved
- Proposed Paving Type P03 - Concrete Block Paving; 200x100x50mm; Silver colour; Fusion by Tobermore or similar approved
- Proposed Kerb KB01 - Precast Concrete Road Kerb; HB2 125mm wide x 914mm with all necessary drop/transition kerbs, laid in accordance with engineer's specification
- Proposed Kerb KB02 - Conservation Style Kerb - Granite finish, 125mm wide x 914mm with all necessary drop/transition kerbs, laid in accordance with engineer's specification
- Proposed Traffic Sign - Shown indicatively, see Engineer's drawing X for further details
- Proposed Speed Induction Device - Shown indicatively, see Engineer's drawing X for further details
- Proposed Lighting pole - 6m column; see 'HBS-KCE-XX-XX-6310' produced by Kaizen Consulting Engineers for further details
- Proposed Lighting pole - 10m column; see 'HBS-KCE-XX-XX-6310' produced by Kaizen Consulting Engineers for further details
- Proposed Close boarded Fence; 2.4m high; Pressure treated timber from FSC approved source; with chamfered capping rail; fixed in accordance with Engineers details
- Proposed Double Leaf Gate; 2.4m high; Close boarded; Pressure treated timber from FSC approved source; fixed in accordance with Engineers details
- Proposed Tree - Heavy Standard / Standard - see plant schedule for species and specification
- Indicative extent of tree's mature canopy spread (if it extends beyond tree graphic symbol)
- Proposed Root barrier - shown indicatively, ReRoot 1000 (Ribbed) by GreenBlue Urban (www.greenblue.com) or similar approved
- Existing Vegetation to be protected and retained. Cut to 1m height at the appropriate time for the species.
- Proposed Hedge Planting - see plant schedule for species and specification
- Proposed Herbaceous / Perennial Planting - see plant schedule for species and specification
- Proposed Specimen Shrub - see plant schedule for species and specification

Phase 1 Landscape Masterplan

5.7 Existing Petrol Interceptor

The interceptor remains a crucial component of the drainage strategy outlined in the final proposal. It is imperative that the interceptor functions properly and offers adequate protection to the local water connection to ensure compliance and efficiency. The current interceptor has been in operation for more than 20 years, surpassing its expected lifespan.

An in-depth inspection of the interceptor is scheduled before any external work begins to assess its effectiveness and to carry out remedial works required to meet the necessary standards for the site. Should the interceptor be found unsuitable for its intended purpose during this evaluation, a replacement will be installed.



6.0

# Phase 2 Proposal

**6.1 Key Aspirations**

The key design proposals for the Bus Station Canopy scheme, developed through discussions with the client, the local authority, and other stakeholders, are as follows:

- To create a contemporary sheltered canopy structure that forms a gateway to the bus station.
- To provide a rejuvenated and attractive public realm area that encourages more members of the public to use the bus station.
- To incorporate sustainable design approaches that promote biodiversity through the green roof and self-sufficient energy production through the use of solar panel glass.
- To provide a cycle hub that promotes the use of non-private vehicles, providing a sheltered and secure space to store bikes.
- To provide a screen / mesh to the car parking levels above the Upperhead Row bus station entrance to prevent public access to the canopy.

**6.2 The Canopy Ground Level Layout**

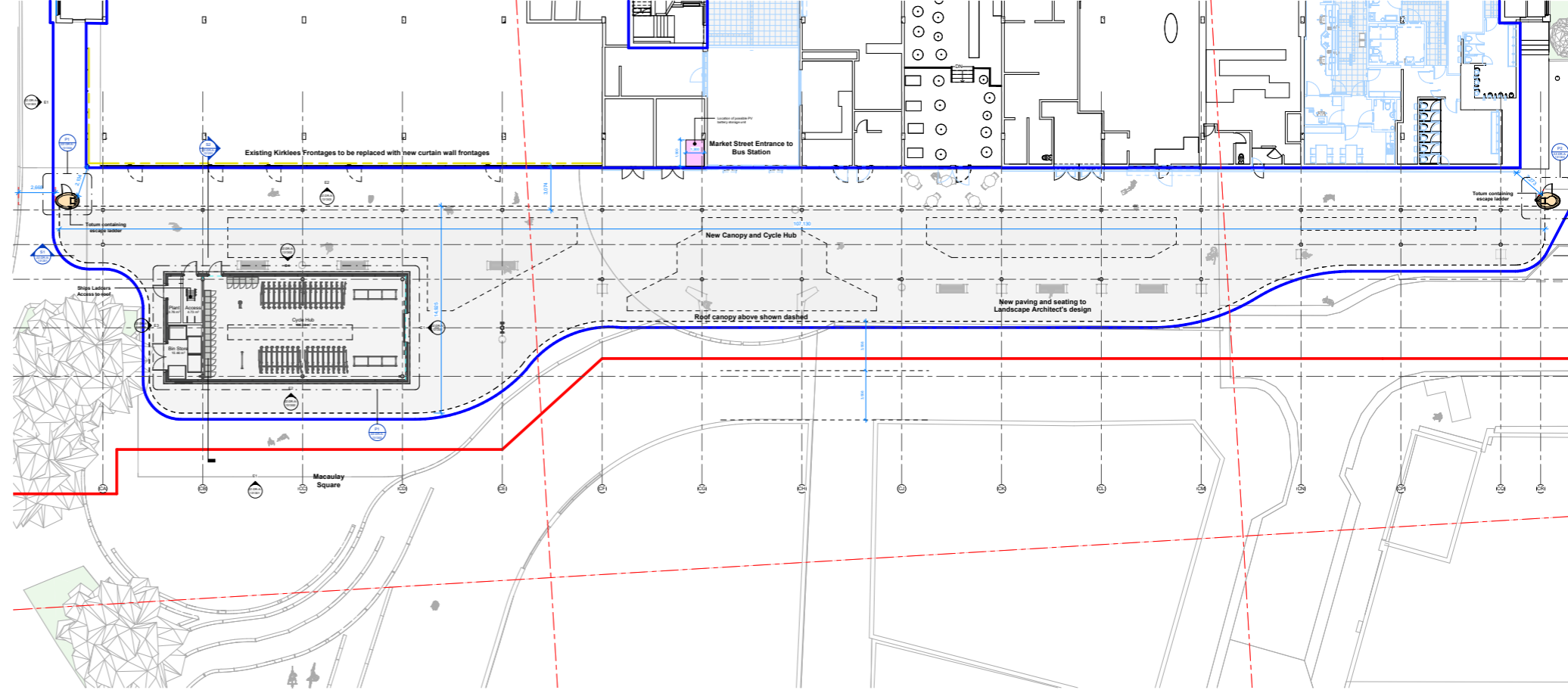
The layout of the canopy has been designed to run parallel with the front of the bus station, with the layout of the structural grid designed to minimise the number and position of columns, creating as much open space under the canopy as possible. The column grid has factored in the existing underground services information that has been provided to the design team.

The Cycle Hub design is an approx. 22m x 10m curtain wall enclosure and provides space to fit double storage cycle racks to maximise the bike storage capacity as well as space for non-standard cycle parking. There are double automatic security doors to the north elevation of the hub. CCTV coverage and lighting will be provided within this area. Internal space has been allocated for cycle lockers for helmet storage.

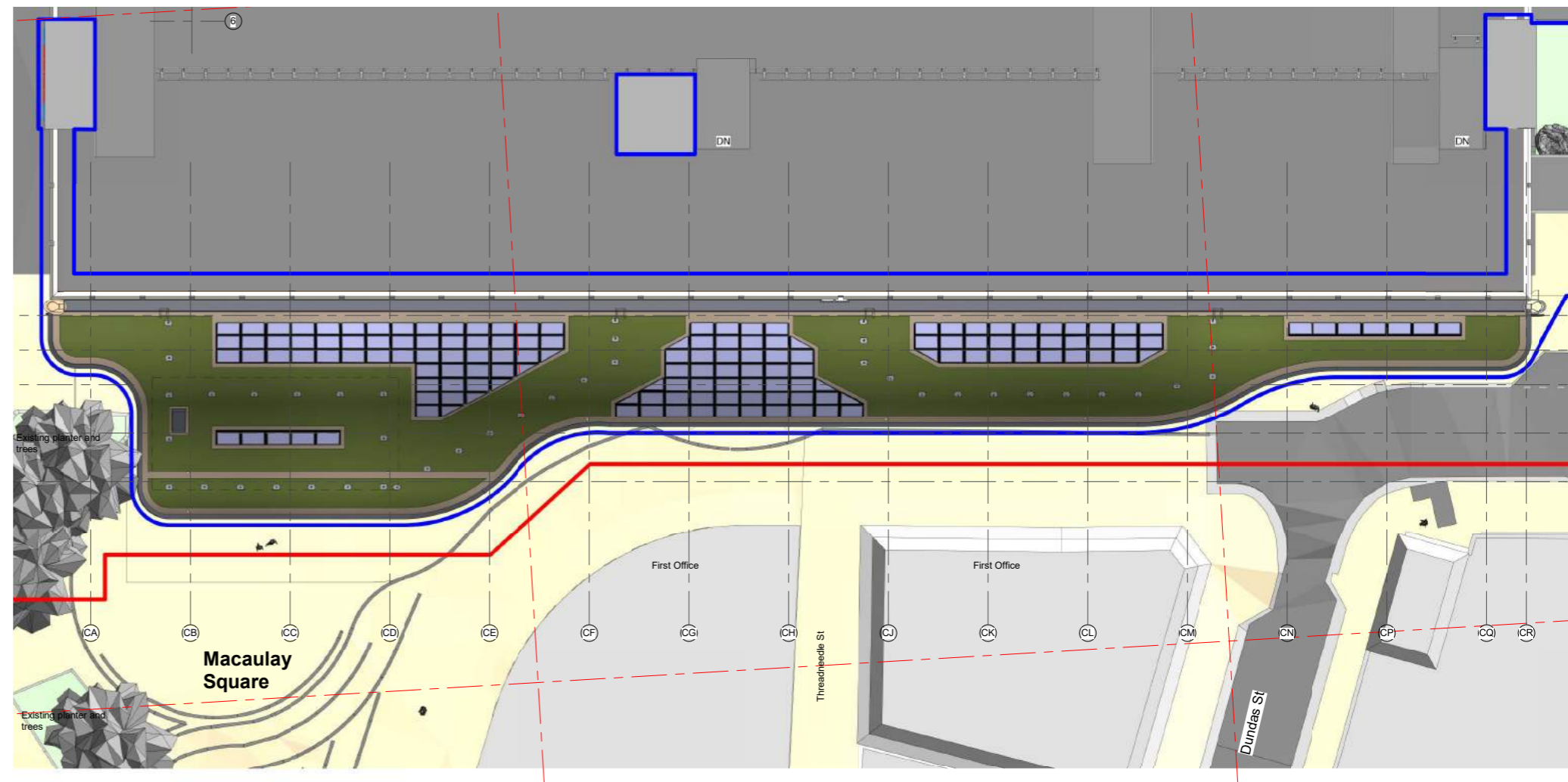
**6.3 The Canopy Roof Plan**

The proposed canopy design is a simple sinusoidal timber grid structure supporting a 'mostly' green roof that flows along the pedestrianised aspect of Upperhead Row, creating a sculptural presence in Macaulay Square. The canopy remains sensitive to the height and scale of the bus station behind it and serves as a transition space from the public realm to the bus station itself. The green roof has a significant surface area to allow for a contribution towards air quality and biodiversity.

The canopy roof plan highlights the different areas of infills to the lattice roof structure, a mix of glazing, photovoltaic panels and sedum roof finish.



Proposed Canopy Ground Floor Plan



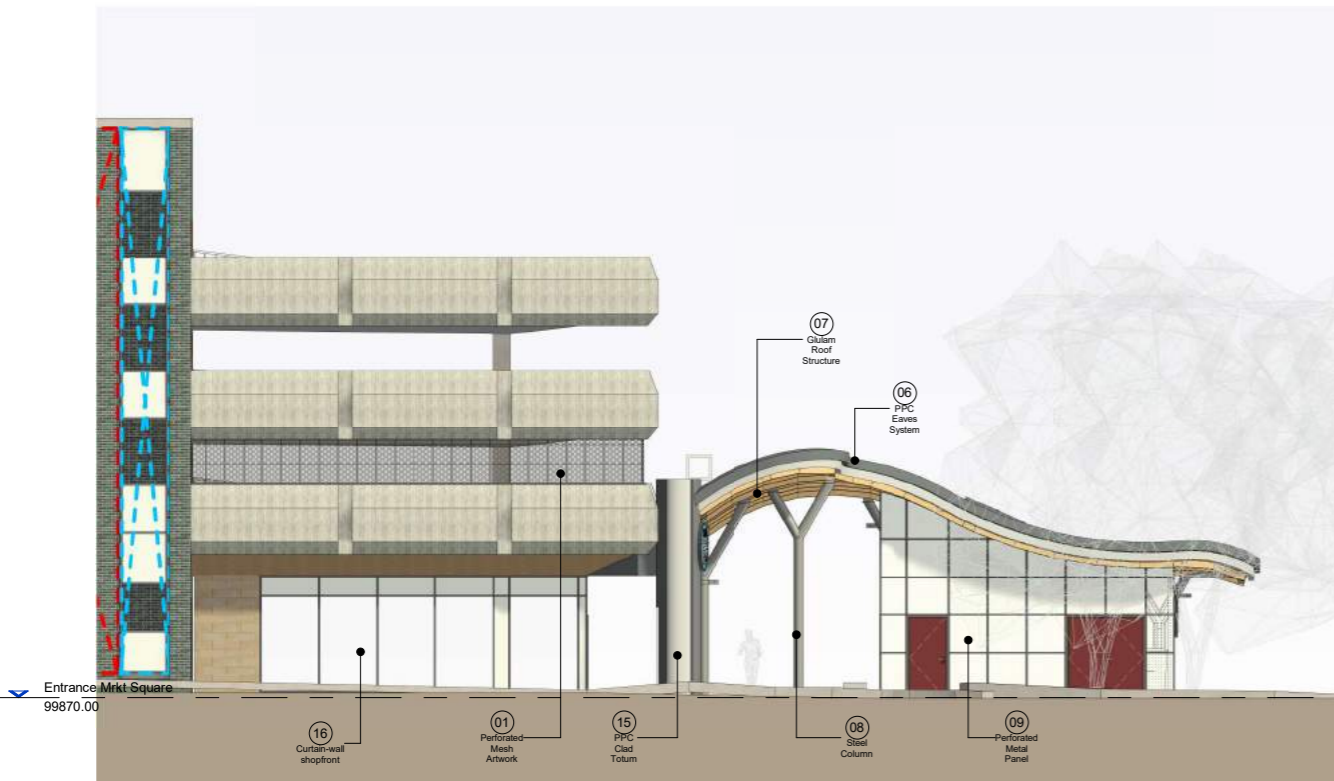
Proposed Canopy Roof Plan



**E1 East Elevation**  
Scale: 1 : 200

**Planning Materials Schedule**

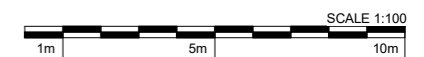
- "Light" Grey RAL 7035 Light Grey / LRV 57 / RGB 197/199/196
  - "Mid" Grey RAL 7004 Signal Grey / LRV 33 / RGB 155/155/155
  - "Dark" Grey RAL 7024 Graphite Grey / LRV 07 / RGB 70/73/79
1. Perforated Mesh Artwork / PPC Light Grey - Panels / PPC Dark Grey - Framing
  2. Gravel Margin - natural finish
  3. Sedum Roof - natural finish
  4. Mansafe System - natural finish
  5. PV Rooflights - PPC Dark grey - Framing & Flashings
  6. PPC Eaves System - Two colour laser line system. Upper - Dark Grey / Lower - Mid Grey
  7. Glulam Roof Structure - Structural Beams - natural finish - Plywood Soffit - natural finish
  8. Steel Columns - PPC Mid Grey
  9. Perforated Metal Panels - PPC Light Grey
  10. Laminated single glazed panel - Clear Glass - Tint TBC
  11. Decorative Cladding Panel - Rockpanel or EQ - Dark Grey
  12. Plank effect soffit - PPC Timber effect planks.
  13. Removable Grillage Walking Gutter Galvanised - natural finish.
  14. Stone Cladding - To match WYCA Scheme.
  15. PPC Clad Totum - PPC Dark Grey & Mid Grey
  16. Curtain Wall Shopfront - PPC Dark Grey - Frames PPC Light Grey - Doors & Spandrel
  17. Exposed Concrete Upstand - natural finish
  18. Utility Doors (Louver and Solid) PPC Dark Grey

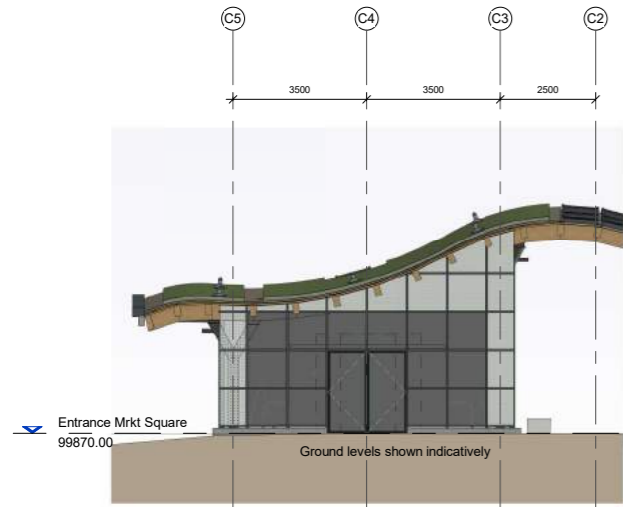


**E2 South Elevation**  
Scale: 1 : 100

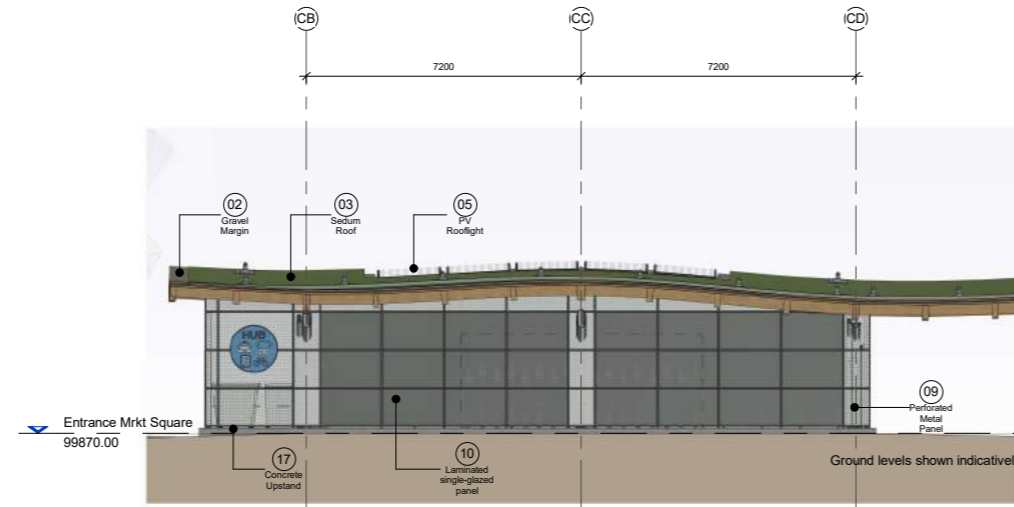


**E3 North Elevation**  
Scale: 1 : 100

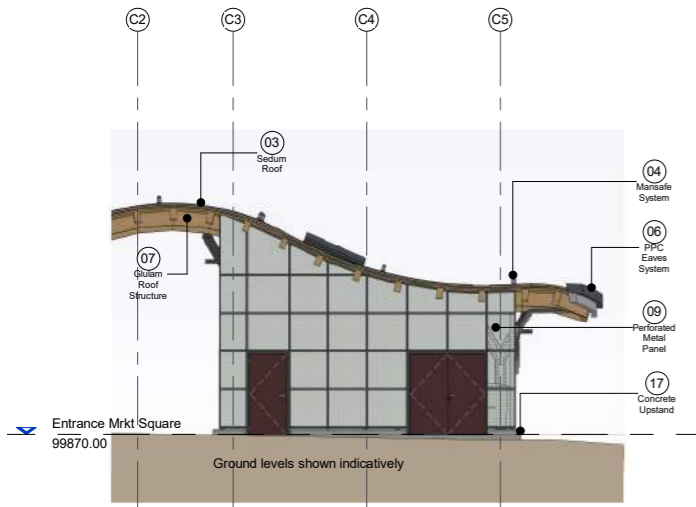




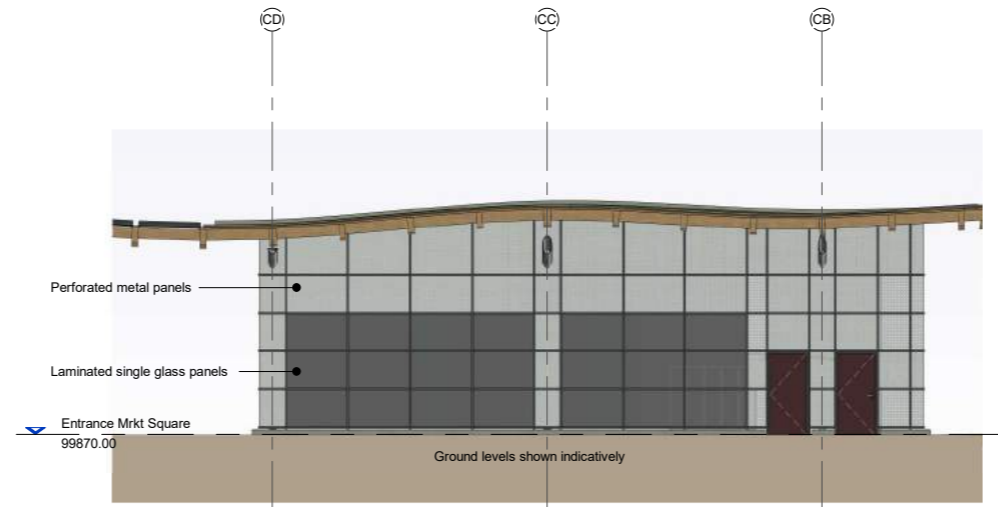
**E1 Cycle Hub Entrance (North) Elevation**  
Scale: 1 : 100



**E2 Cycle Hub Front (East) Elevation**  
Scale: 1 : 100



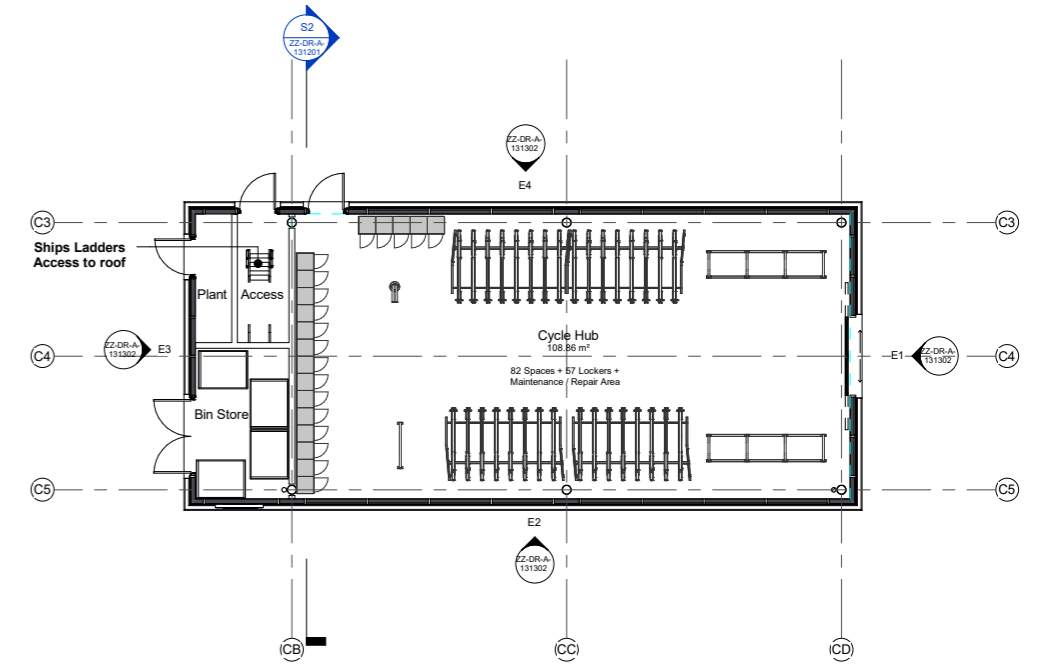
**E3 Cycle Hub South Elevation**  
Scale: 1 : 100



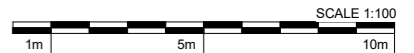
**E4 Cycle Hub Rear (West) Elevation**  
Scale: 1 : 100

**Planning Materials Schedule**

- "Light" Grey RAL 7035 Light Grey / LRV 57 / RGB 197/199/196
  - "Mid" Grey RAL 7004 Signal Grey / LRV 33 / RGB 155/155/155
  - "Dark" Grey RAL 7024 Graphite Grey / LRV 07 / RGB 70/73/79
1. Perforated Mesh Artwork / PPC Light Grey - Panels / PPC Dark Grey - Framing
  2. Gravel Margin - natural finish
  3. Sedum Roof - natural finish
  4. Mansafe System - natural finish
  5. PV Rooflights - PPC Dark grey - Framing & Flashings
  6. PPC Eaves System - Two colour lazer line system. Upper - Dark Grey / Lower - Mid Grey
  7. Glulam Roof Structure - Structural Beams - natural finish - Plywood Soffit - natural finish
  8. Steel Columns - PPC Mid Grey
  9. Perforated Metal Panels - PPC Light Grey
  10. Laminated single glazed panel - Clear Glass - Tint TBC
  11. Decorative Cladding Panel - Rockpanel or EQ - Dark Grey
  12. Plank effect soffit - PPC Timber effect planks.
  13. Removable Grillage Walking Gutter Galvanised - natural finish.
  14. Stone Cladding - To match WYCA Scheme.
  15. PPC Clad Totems - PPC Dark Grey & Mid Grey
  16. Curtain Wall Shopfront - PPC Dark Grey - Frames PPC Light Grey - Doors & Spandrel
  17. Exposed Concrete Upstand - natural finish
  18. Utility Doors (Louvered and Solid) PPC Dark Grey



**P1 Proposed Cycle Store Plan**  
Scale: 1 : 100

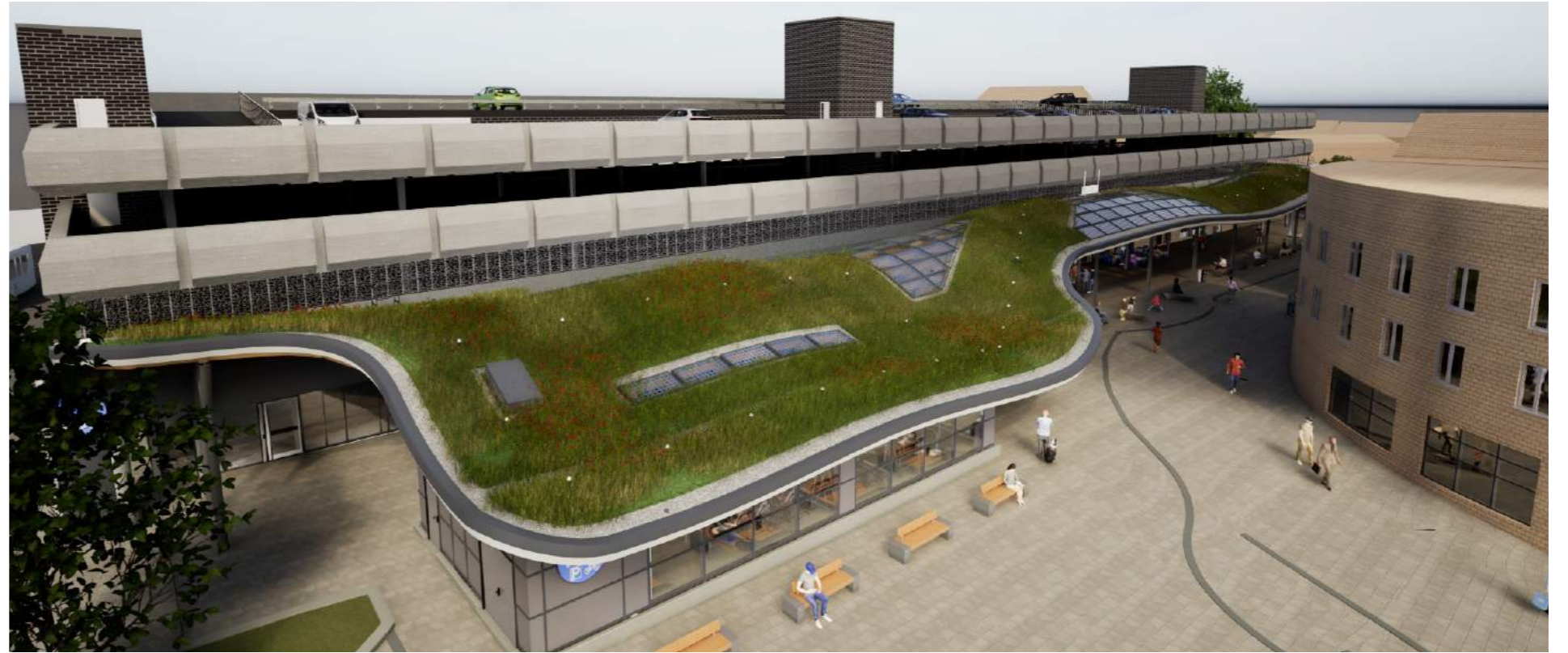


#### 6.4 Appearance & Scale

The following images in this section show the concept visuals developed for the new canopy scheme alongside images of the immediate site context buildings, showing how the proposed appearance and scale of the canopy has been informed by the local context.

The design ethos of this scheme is to provide a contemporary and striking appearance, using a palette of natural materials that will ultimately attract more people to the site and help them feel more comfortable using the bus station to travel around West Yorkshire.

One key building adjacent to the bus station is Sainsbury's, which adopts a mix bricked façade with arched stone colonnades. Whilst its key pedestrian access is situated on its east elevation off Market Street, it shares a vehicular access off Upperhead Row with the bus station's multi-storey car park. The Sainsbury's supermarket itself also provides car parking on its roof level.



Visual showing the canopy in context with the Bus Station and immediate context



Adjacent Sainsbury's as seen from junction of Market Street and Dundas Street

#### 6.4 Appearance & Scale

There is a student accommodation building, situated between Dundas Road and Threadneedle Street to the east of the bus station, that contains 48no. student bedrooms and 3no. apartments, with ancillary facilities. This by itself is a justification for the proposed works to the bus station, owing to the growing student culture that has expanded to this area of Huddersfield. The recently refurbished and extended building includes metal clad walls at the new third floor level and a dark grey metal-clad mansard roof above. These works set a design precedent in the amalgamation of contemporary architecture with an existing building fabric.

Further south, along Upperhead Row and into Macaulay Street Square, is a curving array of the three-storey retail units and the Plumbers Arms Public House, all with active frontages. These buildings look out onto the square in which the proposed 'piazza' is to be situated, along with the proposed canopy and integrated bike storage building. The new sculptural form of the canopy will aid in providing a new 'centre of attention' and concealing the multistorey car park's long grey concrete façade that currently dominates the square.

There are a number of Listed buildings in this area, including the Plumber's Arms – please refer to the Heritage Statement which accompanies this application for further information on how the proposed works will impact the setting of these Listed buildings.



Mixed use Building as seen from Upperhead Row



View north of retail units, Plumbers Arms and Kirklees House as seen from Macaulay Street Square

#### 6.4 Appearance & Scale

A key precedent for the Canopy is the Chester Bus Interchange Green roof. This is part of the ongoing £300 million Chester Northgate Redevelopment, which seeks to transform Chester by linking key buildings, reusing old buildings, providing new and improved public spaces and upgrading retail amenities – much like the intention for these bus station works.



Proposed Visualisation of Macaulay Street 'Piazza' looking at canopy structure as seen from east



Concept visual stood under the canopy at night



Concept visual of front entrance to the station from Upperhead Row



Concept visual looking south down Upperhead Row



Cycle hub as seen from the bus station entrance



Concept visual looking towards the front of the bus station from Macaulay Square

**6.5 Phase 2 Landscaping Works**

The proposed landscaping works, including the green roof to the canopy, is shown on the Landscape Architect's proposed drawings. It comprises of a mix of new hard and soft landscaping in the public realm area around the bus station, with some new seating areas, furniture and landscape features to define the new pedestrian approaches to each concourse entrance.

The plans show a large amount of soft landscaping to be retained around the site, including existing trees to the south, to soften the interfaces with the site boundary and break down potential large areas of hard landscaping.

**6.6 Kirklees Frontages**

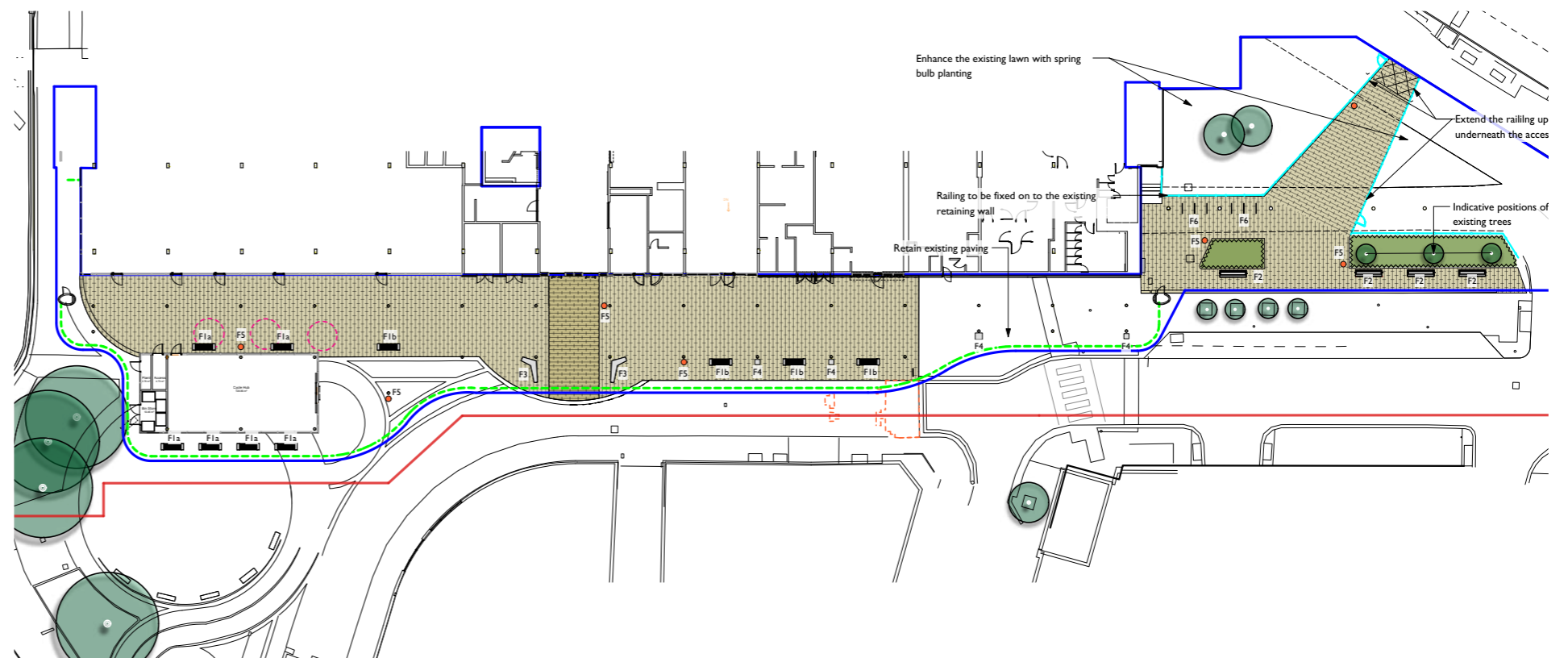
The offices and retail units under Kirklees ownership are to be replaced with new glazing and doors, to match the proposed new glazing to the retail units owned by WYCA to improve the overall appearance of the building and ensure continuity throughout the two schemes and Bus Station frontages.

**6.7 Proposed Access**

Access to the public realm beneath the canopy will be open to pedestrian and cyclists, with secure internal and external bicycle storage provided. There will be restricted access to vehicles, with controlled drop-down bollards proposed at key points around the site to block public vehicle access while allowing access for service and emergency vehicles when required.

Access for maintenance to the stair cores and canopy is explained within the SGP CDM Cleaning Access Maintenance Statement. Totems are proposed at either end of the canopy to aid access to and from the roof for cleaning and maintenance.

The landscape proposals around the building will ensure level access to the bus station for disabled users and families. Wayfinding signage will be provided to enable access to the bus station for a variety of users.



<ul style="list-style-type: none"> <li> Application Site boundary</li> <li> Canopy Scheme boundary</li> <li> Proposed canopy extent</li> <li> Existing tree - retained</li> <li> Existing tree - removed</li> </ul> <p><small>The size and the location of the tree are indicative and based on topographic surveys. (Arboriculture survey is required to determine the root protection areas for retained trees.)</small></p> <p><b>Proposed Hard Landscape</b></p> <ul style="list-style-type: none"> <li> H1: Granite paving</li> <li> H2: Replace tarmac with existing paving</li> </ul> <p><b>Proposed Street Furniture</b></p> <ul style="list-style-type: none"> <li> F1a: Seating Type 1A</li> <li> F1b: Seating Type 1B</li> <li> F2: Seating Type 2</li> <li> F3: Seating Type 3</li> <li> F4: Seating Type 4</li> <li> F5: Bin</li> <li> F6: Cycle stand</li> </ul>	<p><b>Proposed Boundary Treatment</b></p> <ul style="list-style-type: none"> <li> B1: Pedestrian Railing</li> </ul> <p><b>Proposed Soft Landscape</b></p> <ul style="list-style-type: none"> <li> S1: Ornamental Shrub Planting</li> </ul>	<p>F1a: Seating Type 1A</p>	<p>F2: Seating Type 2</p>	<p>F3: Seating Type 3</p>	<p>F4: Seating Type 4</p>
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Phase 2 Landscape Masterplan

7.0

# Consultation & Engagement

## 7.0 Consultation & Engagement

During design development, the following parties have been consulted through the outline design stage:

- WYCA internal stakeholders including operations (bus station management, facilities management, Health & Safety and travel information customer assistance.
- Kirklees Metropolitan Borough Council planning department
- KMBC highways officers
- KMBC Ward members
- Transforming Cities Fund
- British Railways
- West Yorkshire Police / Secure by Design

Public consultations have also taken place, with a particular focus on responses from members of the public using the existing bus station. Key points raised for consideration included:

1. Provide an enhanced customer experience at Huddersfield Bus Station by upgrading facilities and improving safety for everyone who uses the bus station.
2. Transform the interior and exterior spaces of the bus station to make it a modern and attractive gateway to Huddersfield.
3. Make it easier for everyone, including those with disabilities, to get to the bus station and use the facilities, with better connections to the town centre to encourage more people to travel by bus.
4. Make the bus station a greener, more energy efficient and environmentally friendly facility by adding solar panels and increasing green landscaping.
5. Improve the access routes to the bus station to make walking and crossing roads safer for people.
6. Make the bus station a more secure facility, to improve personal safety and encourage more people to travel by bus.

These consultations have been undertaken to gain support for and obtain feedback on the emerging design, potential architectural approach, and key security measures around the public realm area, and to gain outline support from the Local Authority Planning department and West Yorkshire Police.



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