

# Norwich Bus Station - Case Study



*"The new bus station is a landmark which Norwich and the county as a whole can be proud of and will ensure that the public have the most high-tech and comfortable environment for waiting and to use."*

**Adrian Gunson** - Cabinet member for Planning and Transportation, Norfolk County Council.

*"The opening of the bus station is the biggest single element of our Public Transport Major scheme and this state-of-the-art facility will take public transport locally into the future."*

**Sam Ralph** - Director of Planning and Transportation, Norfolk County Council.

## Project Sheet

### Lead Designer

**Michael Spicer at NPS with Richard Jackson plc**  
Structural Engineer

### Principal Constructor

**Bluestone plc (Morgan Ashurst) with Newnham & Abel**

### Client

**Norfolk County Council**  
Planning and Transportation

**Construction Cost**  
£5.4 million

**Construction Programme**  
February 2004 – August 2005

**The brief** required a landmark building on this 'Gateway Site' in Norwich to provide a 21<sup>st</sup> century bus interchange which is both welcoming and gives an appropriate first impression of the City.

Forming an integral part of the Norwich PT Major transportation project, the bus station is the catalyst for the regeneration of an important social and commercial area of Norwich which was previously neglected. One million visitors per year now use the Travel Centre and six million passengers board buses here.

Funding was awarded November 2002, Planning consent granted December 2003, Demolition and Construction commenced February 2004, partial opening of the through road for the Park & Ride was achieved April 2005 and full operational opening in August 2005.

**A contemporary design** within a diverse historical setting – providing a sculptural foil against the backdrop of the 1960s Norwich Union towers, whilst challenging and respecting a conservation area context at the same time.

The built form derives wholly from function – providing a large covered area for people, supported by tubular columns. The focal point is the travel centre providing a sense of enclosure but as light and airy as possible – created by a wide glazed façade and translucent tensile fabric central canopy. At a lower level, glazed enclosures protect passengers from wind and rain and provide a comfortable and safe environment.

In addition to the **environmental benefits** the bus

station provides by removing 1200 buses a day from on-street bus stops, the design incorporates extensive energy efficiency measures:

- Low-E double glazed windows
- Low energy lighting is used and uplighters within the well of the atrium to maximise reflected light from the fabric and minimise light pollution
- Energy management control systems
- Natural gas, high efficiency, condensing boilers serving both weather compensated convective systems and air systems
- Air handling uses return air to pre-heat incoming fresh air
- Natural ventilation is utilised for main waiting areas, toilets and control room
- A single, direct fired hot water heater serves all tap outlets

Awards include the **RICS Regional Award for Community Benefit in 2006** and was shortlisted for the the National RICS Award for Community Benefit and won the **SCALA Building of the Year Award in 2006**, the **ISTRUCTE Award for Technical Excellence 2005-6**, the **LABC Built in Quality Award 2007 for Best structural Innovation**.



Version 1 – June 2012

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