

# STOKE BUS STATION, STOKE-ON-TRENT



<b>LOCATION:</b> STOKE-ON-TRENT
<b>COMPLETION:</b> 2010 COMPETITION
<b>VALUE:</b> £12.0M
<b>SIZE:</b> 7,300M <sup>2</sup>
<b>SERVICE:</b> ARCHITECTURE, LANDSCAPE
<b>SECTORS:</b> URBAN REGENERATION, TRANSPORT
<b>CLIENT:</b> STOKE-ON-TRENT CITY COUNCIL
<b>STRUCTURES:</b> CURTINS
<b>SERVICES:</b> HILSON MORAN
<b>COST CONSULTANT:</b> GLEEDS
<b>SPECIALIST CONSULTANTS:</b> TRANSPORT: JMP

Austin-Smith:Lord was one of six architectural practices invited to participate in a limited design competition for the new Stoke bus station. The new bus station is not only an opportunity to improve transport connections but will also play a vital role in the regeneration of the cultural and civic quarter of Hanley, establishing a link to an improved public realm and commercial district.

It is intended to provide a focal point for future developments. The team worked closely in the four week design period to develop an exciting and innovative scheme that topped both the local council's public vote and the Architects' Journal's peer vote. The project also featured in the Urban Design category of the World Architecture News Awards 2010.

The relocation of the station to a new site within Hanley City Centre allows improved connectivity for buses and other traffic, while providing a prominent location at one of the key entry points to the area's proposed redevelopment precinct. A wide urban analysis was undertaken, culminating in a strategy which simplifies and supplements the existing transport network, while encouraging pedestrian connections by resolving problems of safety and accessibility.

The unique station layout allows for a safe and efficient drive-through access that separates buses from pedestrians and connects the station to a proposed new public square.

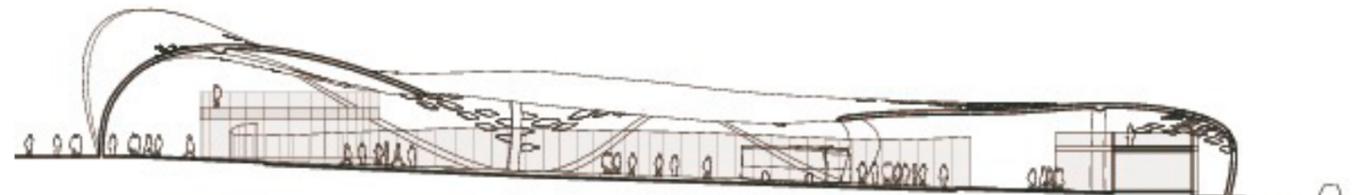
The design takes inspiration from the culture and heritage of the local pottery industry in the form of a sweeping shell-canopy that responds to the movements and flows of its context to provide an uplifting space as well as shelter for transport users. The architectural concept is based on large-span shell structures with a limited number of contact points on the ground.

Much of the concourse is open with cantilever glass screens supported off the raft foundation. The concept follows the traditional approach of thin lamella reinforced concrete shells with integral ribbed thickenings supported on an arched primary structure.

The station enclosure provides shelter from rain and snow while meeting sustainable aspirations through the use of natural ventilation, rainwater harvesting, and air-source heat pumps.



- Site plan
1. New bus station
  2. Staff facilities
  3. Passenger facilities
  4. Waiting area
  5. Public square



0 5 10m  
Long section

0 50m