



Historic Building Recording at Greyfriars Bus Station Northampton January 2014

Report No. 14/26

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Illustrator: Amir Bassir



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Simon Hendy and John Hendy

GREYFRIARS BUS STATION, NORTHAMPTON

OASIS REPORT FORM

PROJECT DETAILS		OASIS molanort 1-170 626
Project title	Historic Building Recording at Greyfriars Bus Station, Northampton, January 2014	
Short description	<p>Northamptonshire Archaeology (now trading as MOLA) carried out a programme of historic building recording at the Greyfriars Bus Station and Greyfriars House in January 2014, prior to the demolition of the structure.</p> <p>A controversial building and an example of the brutalist architecture popular in the 1970s, the Greyfriars station was designed by ARUP Associates on behalf of the Northampton Borough Council and constructed in the mid 1970s to encourage growth and increase visitors to the town centre and the newly constructed Grosvenor Centre. Built with six levels including an underground concourse, ground level bus station, mezzanine, car park and three office levels, the structure utilised an innovative skeleton of post-tensioned, reinforced concrete trusses to carry the offices and car park over the station below.</p> <p>At the time of this survey, the three office levels and car park were derelict and in a state of disrepair whilst the concourse, bus station and mezzanine were still in use. The main areas of the building including the tower and associated walkway were accessed. The roof level plant rooms were deemed unsafe and were not entered.</p>	
Project type	Building recording and analysis	
Previous work	Unknown	
Future work	Unknown	
Monument type and period	1970s bus station and offices	
PROJECT LOCATION		
County	Northamptonshire	
Site address	Lady's Lane, Northampton	
NGR	SP 7532 6064	
Area	c0.8 ha	
PROJECT CREATORS		
Organisation	Northamptonshire Archaeology (now trading as MOLA)	
Project brief originator	Northampton Borough Council	
Project Design originator	Northamptonshire Archaeology	
Director/Supervisor	Amir Bassir	
Project Manager	Steve Parry	
Sponsor or funding body	Northampton Borough Council	
PROJECT DATE		
Start date	January 2014	
End date	February 2014	
BIBLIOGRAPHY		
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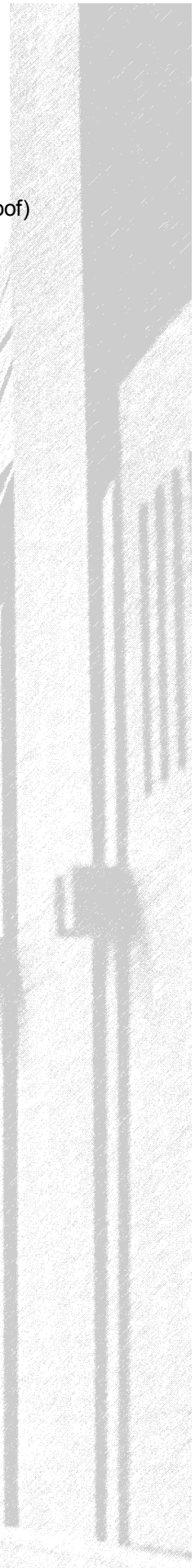
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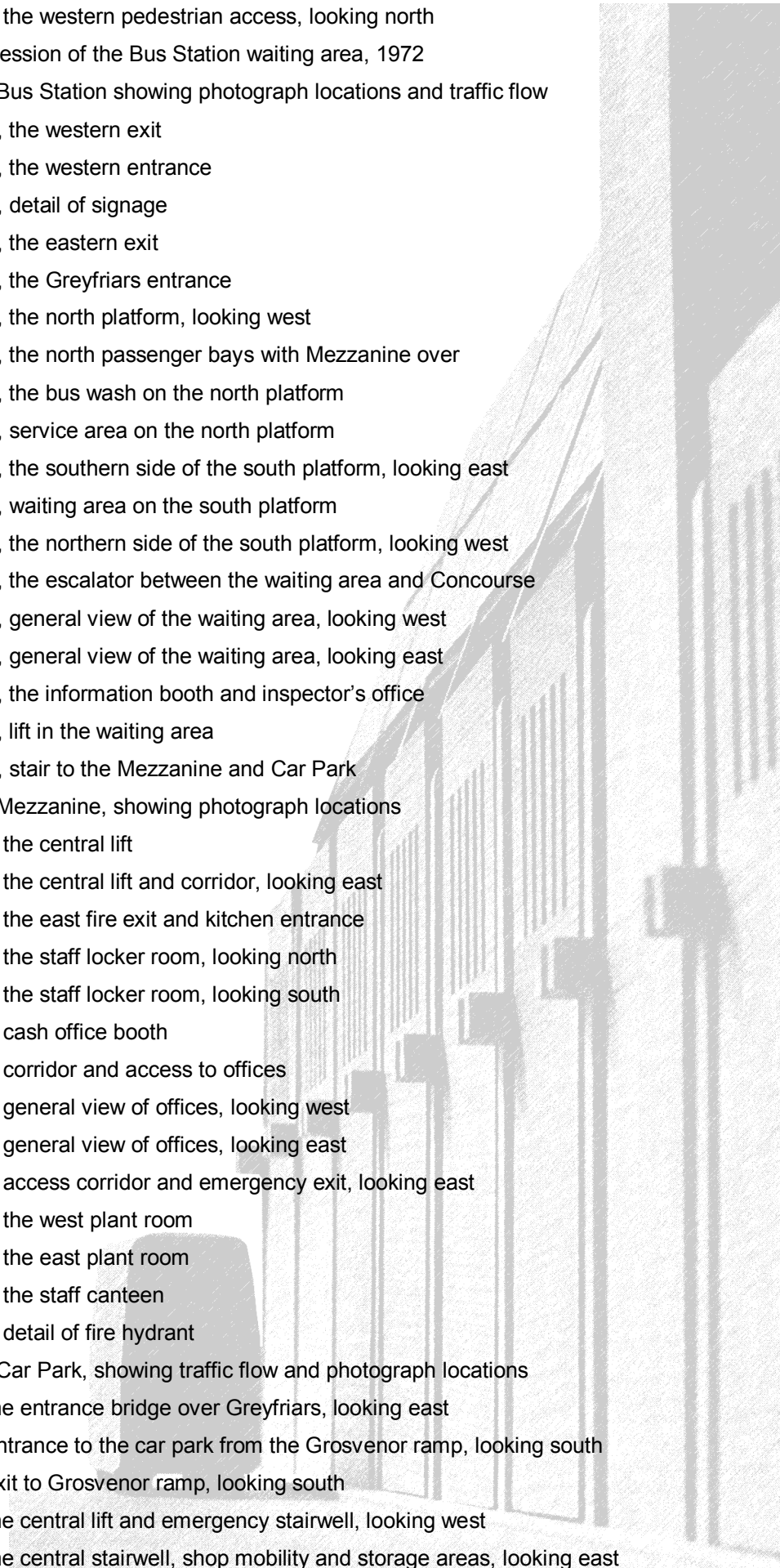
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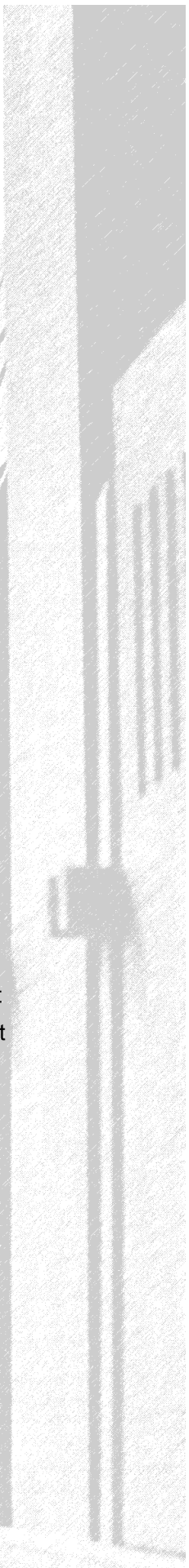
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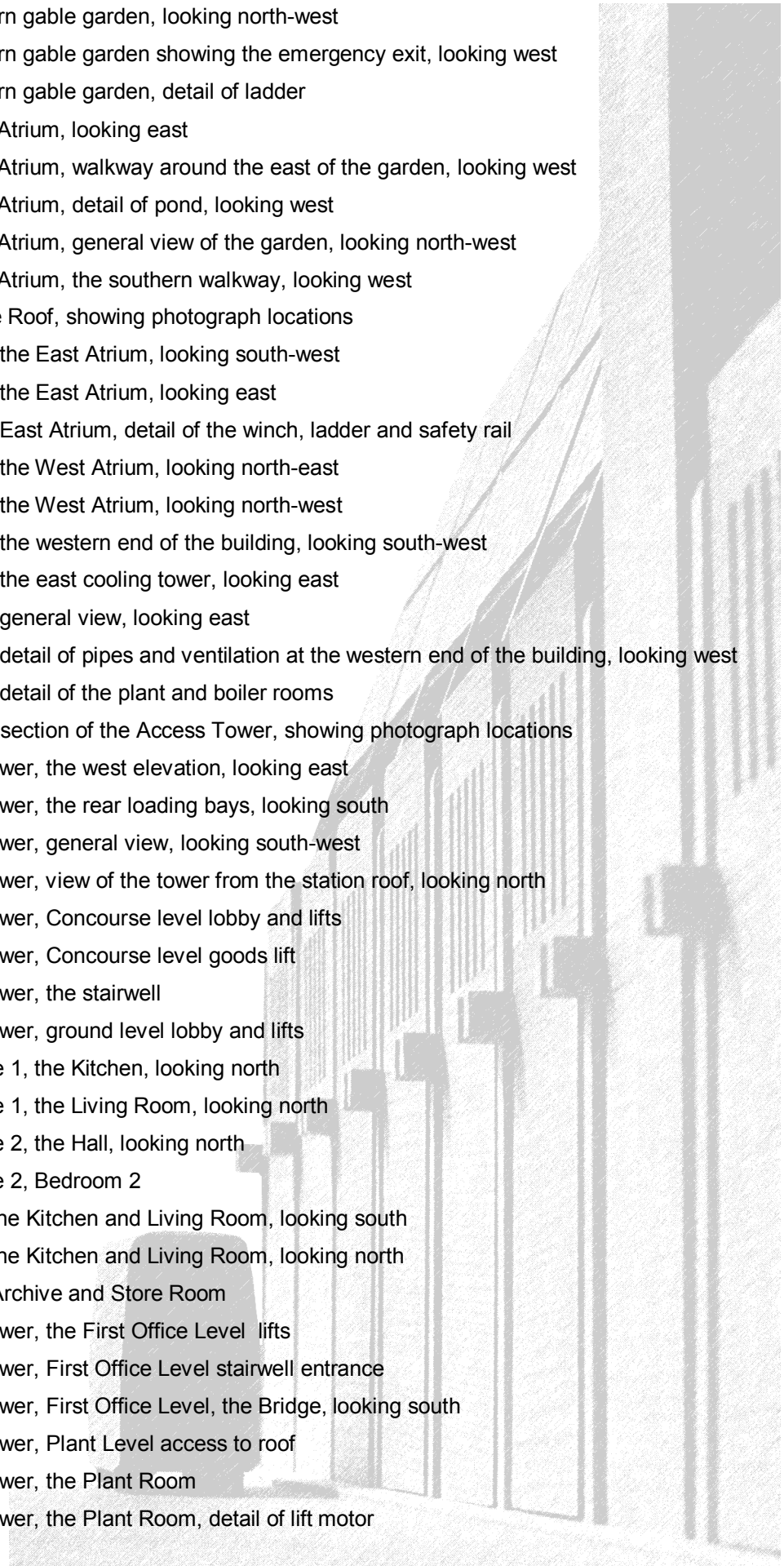


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**HISTORIC BUILDING RECORDING AT
GREYFRIARS BUS STATION
NORTHAMPTON
JANUARY 2014**

Abstract

Northamptonshire Archaeology (now trading as MOLA) carried out a programme of historic building recording at the Greyfriars Bus Station and Greyfriars House in January 2014, prior to the demolition of the structure.

A controversial building and an example of the brutalist architecture popular in the 1970s, the Greyfriars station was designed by ARUP Associates on behalf of the Northampton Borough Council and constructed in the mid 1970s to encourage growth and increase visitors to the town centre and the newly constructed Grosvenor Centre. Built with six levels including an underground concourse, ground level bus station, mezzanine, car park and three office levels, the structure utilised an innovative skeleton of post-tensioned, reinforced concrete trusses to carry the offices and car park over the station below.

At the time of this survey, the three office levels and car park were derelict and in a state of disrepair whilst the concourse, bus station and mezzanine were still in use. The main areas of the building including the tower and associated walkway were accessed. The roof level plant rooms were deemed unsafe and were not entered.

1 INTRODUCTION

Northamptonshire Archaeology (now trading as MOLA) was commissioned in December 2013 by Northampton Borough Council to undertake a programme of historic building recording at the Greyfriars Bus Station, Northampton, Northamptonshire, (NGR SP 75521 60762, Figs 1 & 2). The work was carried out in response to a brief issued by the Northampton Borough Council (NBC 2013) ahead of the planned demolition of the Station as part of a scheme of development which will see the opening of the new North Gate Bus Station on the site of the former Fishmarket (Bassir and Upson-Smith 2012).

The station is located in the town centre between Lady's Lane and Greyfriars with access to the Upper Mounts and Horse Market to the east and west. An underground concourse level connects the station to the Grosvenor Centre to the south and to a connecting tower north of Lady's Lane.

Much of the detailed technical information contained in this report is sourced from the original proposed scheme design by Arups Associates, dated to 1972 and supplied by the Northampton Borough Council. The photographs showing the construction of the station were taken by Mr John Hendy and kindly supplied to the author by Mr Simon Hendy (<http://www.shendy.co.uk/>).

2 OBJECTIVES AND METHODOLOGY

The objectives of this recording as stated in the brief were:

- To provide a basic photographic record of the building as it survives today;
- To produce or re-produce plans of the existing building;
- To demonstrate the use and functioning of all aspects of the building (car park, office and bus station);
- To use plans of the building, the original design brief and readily available secondary sources to assess the building within its social and historic context.

The Station was recorded in accordance with the English Heritage procedural document of 2006 *Understanding Historic Buildings: A guide to good recording practice*. Specific items include:

Written Account: 1, 3, 4, 5, 6, 7, 8, 9, 11, 12, 15, 17, 18, 20, 21, 22

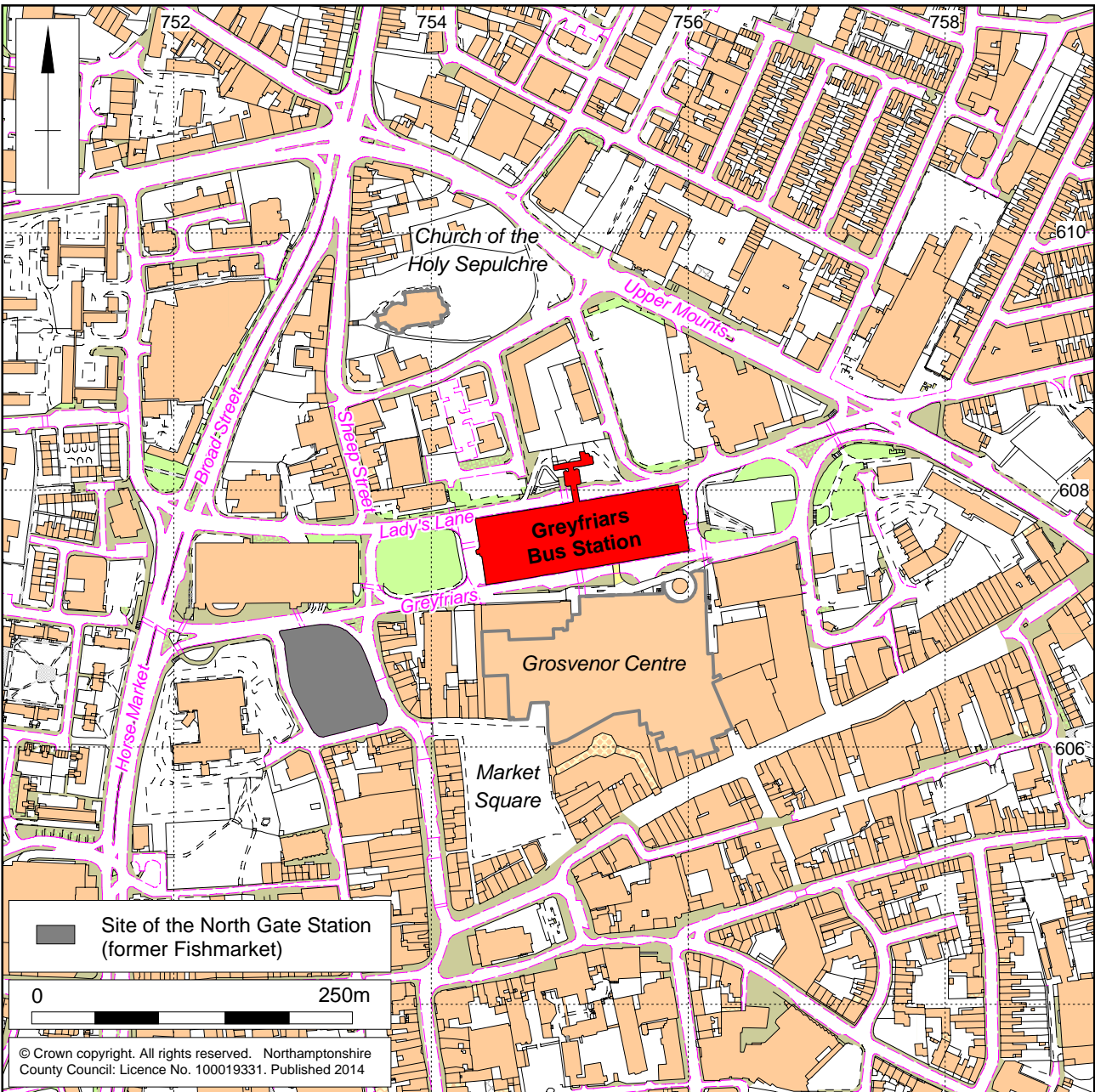
Drawn Record: 2, 4, 6, 8, 9, 12

Photographic Record: 1, 2, 4, 6, 8, 9

Level 2 building survey provides conclusions regarding the building's development and use but does not discuss in detail the evidence on which these conclusions are based. A measured plan and other drawings are produced as appropriate. The written account includes an account of the structure, fabric and layout of the building as well as a description of phases of development.

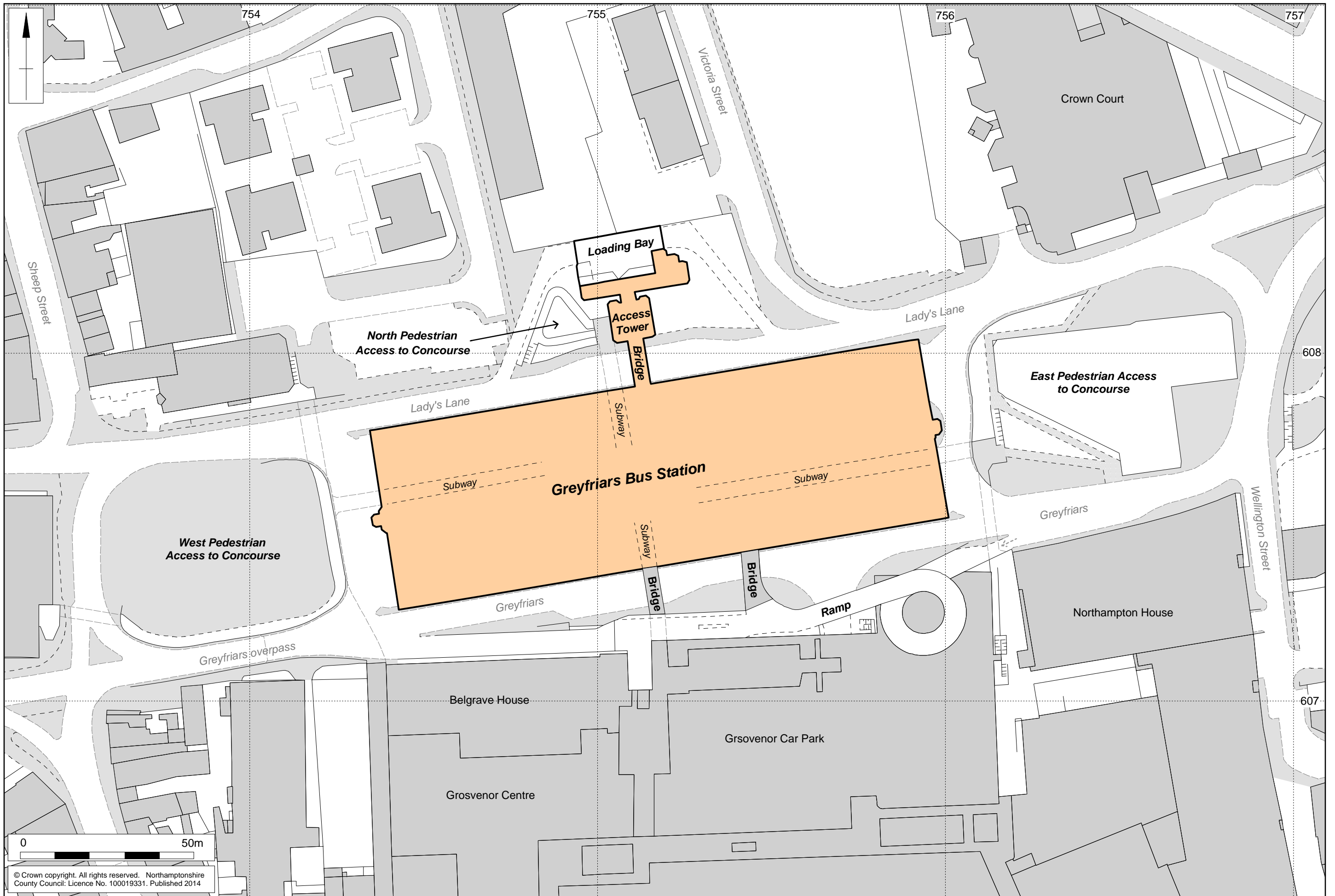
Site recording comprised the following elements:

- A comprehensive photographic survey of the building in its present condition comprising general and detailed shots taken in black and white with a high quality camera as well as digital photographs for reporting purposes. All principal exterior elevations were photographed and the interior was photographically recorded including any significant structural and decorative details;
- The existing drawn record as provided by the Northampton Borough Council was annotated and checked for accuracy and to include any features of architectural or historic interest. These drawings are used to demonstrate the use and function of the building including vehicular and pedestrian traffic throughout;
- Written notes on the building's construction and development, present and former use.



Scale 1:5000

Site location Fig 1



Scale 1:1000

Plan of the survey area Fig 2

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Aerial view of the Greyfriars Bus Station (image from GoogleEarth) Fig 3

3 HISTORICAL BACKGROUND

In the post-war decades, many towns were designated as “New Towns” to be developed and expanded in order to accommodate a predicted increase in population. Northampton was part of a third wave of New Towns, chosen for its central location and easy access to major transport links such as the M1, which was opened in the late 1950s, and its rail link to London. The Northampton Development Corporation, set up in 1968, was tasked, in conjunction with the local council, to redevelop the town. This redevelopment saw the creation of new housing estates and retail parks rapidly expanding the borders of the town. Many older buildings in the town centre were demolished and old street patterns altered to accommodate new developments such as the Greyfriars Bus Station and the Grosvenor Centre along with multi-storey carparks such as the Mayorhold.

4 DESIGN AND CONSTRUCTION

Arup Associates were appointed in November 1971 to carry out feasibility studies for the new bus station development and final design proposals were submitted in late 1972. Planning constraints, which were considered in the design and implementation of the project, were pedestrian and vehicular access, the height of the development and the size of the site.

Proposals for pedestrian access consisted of underpasses at the east and west ends of the station linking the offices to the Grosvenor Centre with connections to the bus station and an underpass below Lady’s Lane which would link the offices to the north of the site. Pedestrian access at surface level was discouraged for safety reasons by the exclusion of pavements alongside the station.

To allow for efficient vehicular access, parallel roads (Lady’s Lane and Greyfriars) were created immediately to the north and south of the station. These roads would allow buses to enter and leave the station without affecting regular traffic flow around the structure. Access to the car park level was via bridge links from the Grosvenor Centre car park across Greyfriars to the south.

Groundworks began in 1972 and the station was opened in 1976 at a final cost of 7.25 million pounds. The offices remained unoccupied until 1981 when the Dutch engineering firm Lummus were persuaded to relocate their offices from London to Northampton on a five year, rent free contract. Following the withdrawal of Lummus in 1986, Barclaycard moved into the offices, eventually taking over all three floors. Barclaycard moved out Greyfriars House in 1997, moving into new offices in Brackmills and the offices were once again left empty.

The Station became unpopular with many bus users due to its dark and uninviting interior and the rise in crime and drug use, particularly in the concourse levels and subways, though the indoor waiting areas were welcomed. The building also suffered from continued structural deterioration and damp problems with mineral and chemical deposits leaking through from the uppers levels and causing damage to vehicles in the car park.

The Greyfriars Bus Station is a locally controversial building once labelled as an “architectural folly”, “jaws of hell” and voted third most hated building in Britain on Channel 4’s “Demolition” series in 2005. At the same time, it is an example of the Brutalist architecture popular in the mid 20th century characterised by the use of concrete in dominant blocky forms. The nearby Carlsberg factory dating to around the same time is another example of this style of construction. Greyfriars Bus Station is also of interest due to its use of an innovative, precast, post-tensioned reinforced concrete superstructure which allowed for a rapid construction.

“The clear spans of 21 metres across the bus lanes will be bridged by flat arches in the depth of the car park level, having prestressed ties in the car park floor. It is proposed to precast and post-tension the ties at ground level and hoist them up in the columns. Sections of floor will be hung between the ties. The arches and their columns supports are at 7.5 metre centres throughout the length of the building. The first office level slab consists of heavy compression members for each arch with sections of coffered slab spanning between them longitudinally down the building. Above this level the office columns incline from the vertical and will be precast in storey height sections to obtain a good finish. The second and third office level floor slabs will be coffered and cast insitu, probably using concrete pumped from the ground level. In the first and second office levels a column on the main gridlines halves the main spans, but on the third office level there are clear spans, except beneath the roof plant rooms, the roof being a coffered slab similar to the floors below...”

The overall stability of the building, in both the transverse and longitudinal directions, will be provided mainly by the stiffness of the frame assisted by the lift and stair shafts which run between the ground and first office floor. Owing to the discontinuity of these structures above this level, the stability of the upper floors will be entirely dependent upon the action of the framework.” (Arup Associates, 1972)

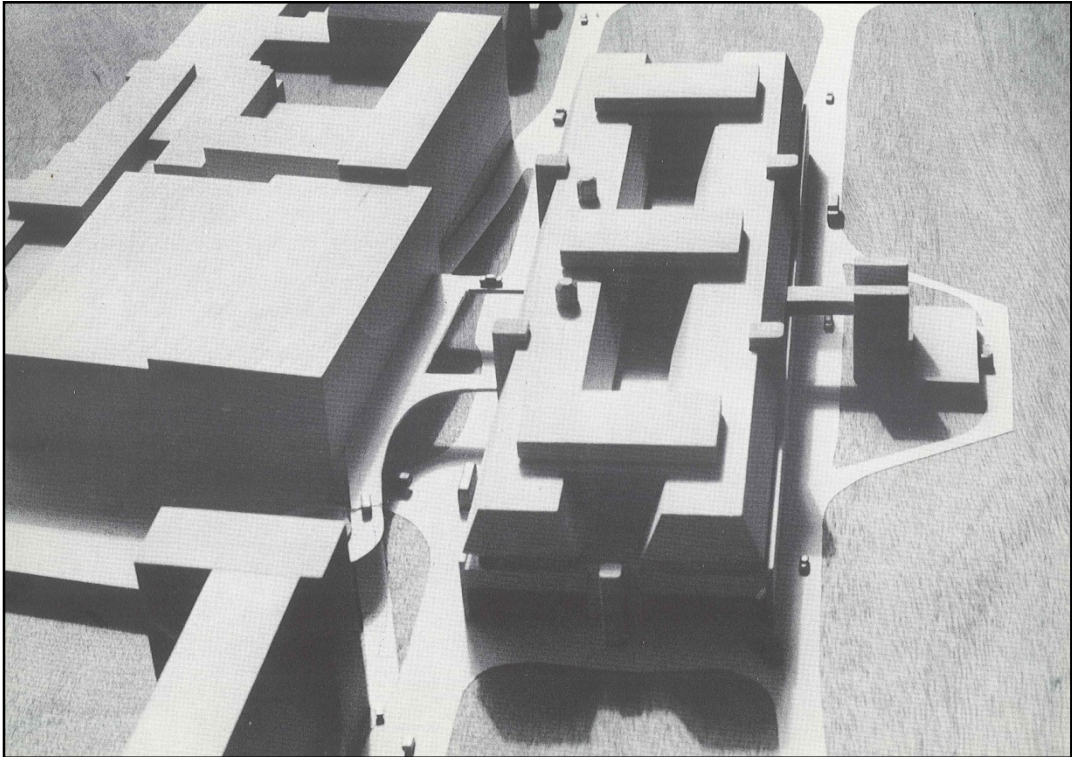
The long elevations to Greyfriars and Lady's Lane feature a rhythmic and symmetric arrangement of brickwork, concrete arches and ventilation slots. The three office levels feature full height windows of bronze tinted single glazing in bronze anodised aluminium frames.

The main Bus Station level has a central walkway and waiting area with bays facing north and south. A central escalator along with stairwells and lifts provides vertical pedestrian access to the concourse and upper levels. An information booth was also present at this level. Buses would enter from the east and west stopping at designated bays to allow passengers to embark and disembark.

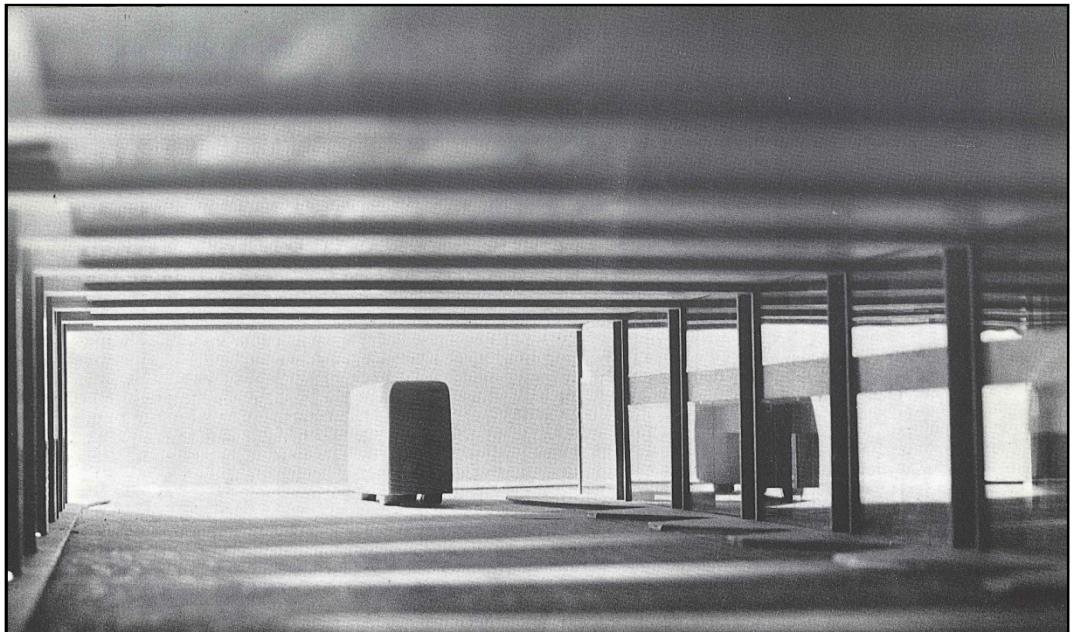
A mezzanine level over the central walkway area housed offices, computer rooms, ventilation plant and boilers. Administration for the bus station staff as well canteen, toilet facilities and lockers were also located on this level.

A car park was created above the bus station and mezzanine level which was accessed via a ramp and raised bridges from the Grosvenor Car Park. This car park had space for approximately 300 vehicles. Pedestrian access was via a central lift and emergency exits and stairwells positioned on all sides.

Greyfriars House comprises three levels of offices with central garden atriums. These could be accessed by stairwells and lifts. A raised walkway over Lady's Lane connected the first office level to the Access Tower to the north. These offices featured large bronze tinted glass windows with views in all directions. Movable ladders allowed cleaners to access the full width of the windows.



Wooden scale model of the final design
(note cooling towers on south side of roof) Fig 4



Wooden scale model of the station platform Fig 5

*The following images are all copyright of John Hendy and taken in 1975
(<http://www.shendy.co.uk>)*



The east elevation with Access Tower in background Fig 6



The bus platform under construction, looking west Fig 7



View of the Greyfriars elevation under construction, looking west Fig 8



View into the subway through the platform floor Fig 9



The east elevation and Lady's Lane
viewed from the Mounts Fig 10



The east elevation under construction, looking north Fig 11

Town Centre Bus Routes

Legend:
 ▲ Bus Stops for routes shown
 APO Aighting Point Only
 BS Services terminating at bus station also stop here
 ■ Roads shown to assist location

SERVICES FROM BUS STATION

Service No	Destination	Stand	Service No	Destination	Stand
128	Cambridge	1	1	Weston Favell Centre	15
129	Newport Pagnell	3	3	Rectory Farm Estate	16
324	Market Harborough	2	306	Weston Favell Centre	16
326	Welford		300	Lumbertubs Estate	17
330	Stony Stratford	3	301	Lumbertubs Estate	17
331	Stony Stratford		12	Dallington Green	18
334	Stony Stratford		13	Links View Estate	18
332	Horton Gates	4	321	New Duston	19
333	Gayton	5	322	New Duston	19
335	Syresham		323	Whilton	
336	Buckingham	6	6	Newton Road	20
337	Buckingham		24	Chalcombe Avenue	A
338	Oxford		25	Chalcombe Avenue	A
340	Daventry	7	26	Obelisk Rise	B
341	Daventry		10	Kings Heath	B
342	Upper Weedon	22	22	Acre Lane	C
345	Daventry	8	2	Bushland Road	C
346	Daventry	9	10	Bushland Road	C
594	Coventry (Midland)	11	11	Parklands	D
595	Coventry (Red)	14	14	Parklands	D
402	Irthlingborough	11	4	Headlands	E
403	Ringshead		15	Headlands	E
404	Raunds	8	8	Five Bells	F
302	Moulton	12	9	Five Bells via St. James	F
339	Old		23	Midsummer Meadow	G
251	Corby Limited Stop	13			
256	Welford		26	Briar Hill	G
401	Wellingborough		18	Mere Way	H
304	Blackthorn Estate	14	19	Mere Way	H
363	Wollaston				
364	Wollaston				

For further details contact:
 United Counties Omnibus Company, Northampton Transport, St James Road, Telephone 36681 Telephone 51431

Published and Prepared by Northampton Borough Council. Printed by Belmont Press. April 1976.

UNITED COUNTIES
a NATIONAL bus company

WHERE TO CATCH YOUR BUS

Layout of GREYFRIARS Bus Station

BUS BOARDING POINTS IN THE DRAPERY

J 26	Obelisk Rise
K 13	Links View
L 8/10	Kings Heath
1	Bants Lane
6	Newton Road
M 9	Five Bells (Kingsthorpe) via St James
12	Dallington Green

Lower Concourse and Entrances/Exits

Route information leaflet, 1976 (Record Office ref: ZB796) Fig 12

5 HISTORIC BUILDING RECORDING

The photographic survey of the Greyfriars was carried out on the 14th and 15th of January 2014. This survey encompassed all areas of the building as well as the Access Tower and Concourse areas. The exteriors were photographed first followed by ascending levels beginning from the concourse and finishing at roof level. This report will describe the building in the same order.

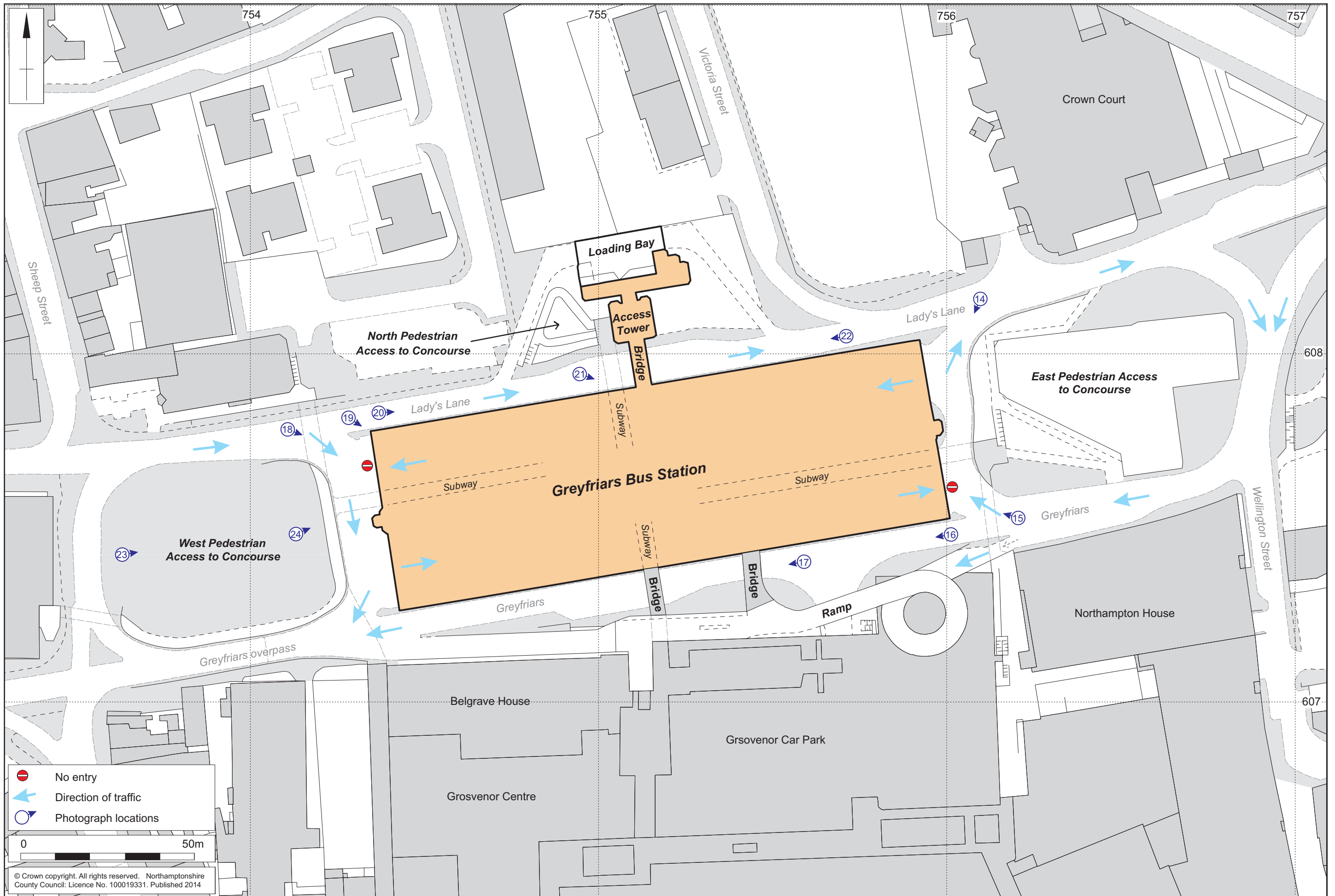
5.1 Exterior

The exterior of the building has a symmetry and rhythm prevalent throughout the design which is expressed in the concrete arches and columns, brickwork, ventilation slots and the tinted glass of the office levels (Figs 14-24). The structure as a whole has a blocky, fortress-like design and presents long, imposing elevations to Lady's Lane and Greyfriars.

The structure utilizes pre-stressed, reinforced concrete columns, trusses and flat arches. The columns were precast in one piece and lifted into position. Cavity brick walls are built up to first floor level with tall, parallel ventilation slots that serve to break up the uniform brickwork of the long elevations and provide visual interest as well as functionality. Above this, the office levels are fully glazed in bronze tinted glass.

Wide, square openings at the east and west of the building allow for the entrance and exit of buses through the station (Figs 14-19). Full height fire exits are positioned at the gable ends of the buildings between the entrances. The ground level has been reduced at the eastern and western ends of the building to allow for pedestrian access from ground level down to the subways.

A tall, square Access Tower on the northern side of Lady's Lane contains service lifts, pedestrian lifts and maisonettes as well as maintenance offices. An elevated bridge leads from the Access Tower and crosses Lady's Lane to the entrance lobby on the first Office Level (Fig 22). Raised concrete bridges which cross Greyfriars allow vehicular access to the Car Park level.



Scale 1:1000

Plan of the station, showing photograph locations and traffic flow Fig 13



Exterior, the eastern elevation, looking south - west Fig 14



Exterior, the east elevation, looking north - west Fig 15



Exterior, the Greyfriars elevation, looking west Fig 16



Exterior, the raised bridges over Greyfriars, looking west Fig 17



Exterior, the west elevation, looking east Fig 18



Exterior, detail of the superstructure around the western entrance Fig 19



Exterior, the Lady's Lane elevation, looking east Fig 20



Exterior, the bridge over Lady's Lane, looking east Fig 21



Exterior, the Access Tower and bridge, looking west along Lady's Lane Fig 22



Exterior, the west elevation, night view, looking east Fig 23

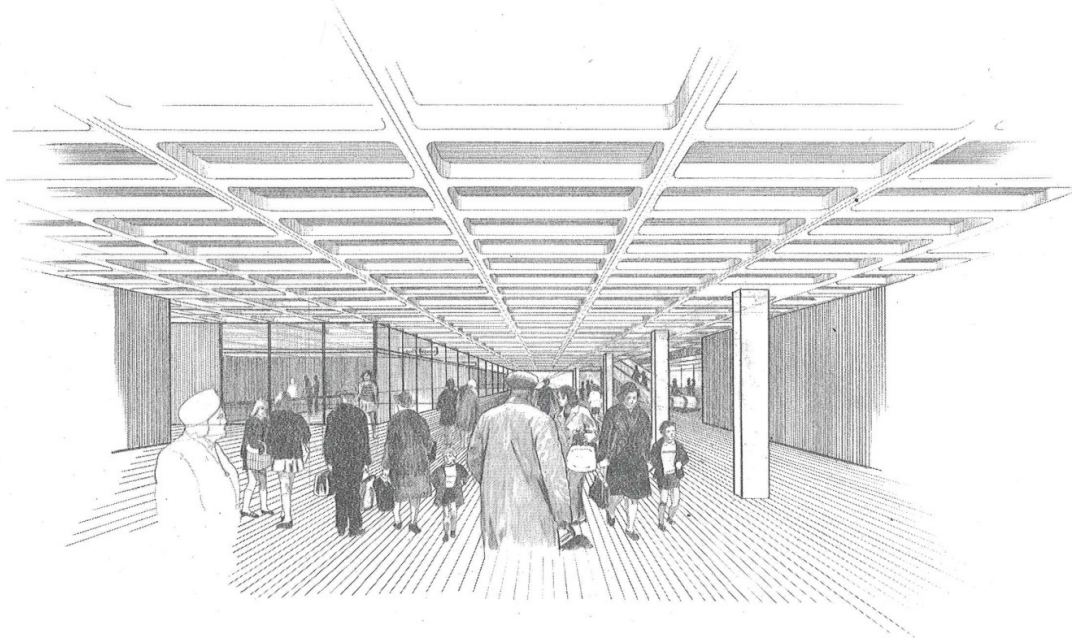


Exterior, the west elevation and subway entrance, night view Fig 24

5.2 Concourse

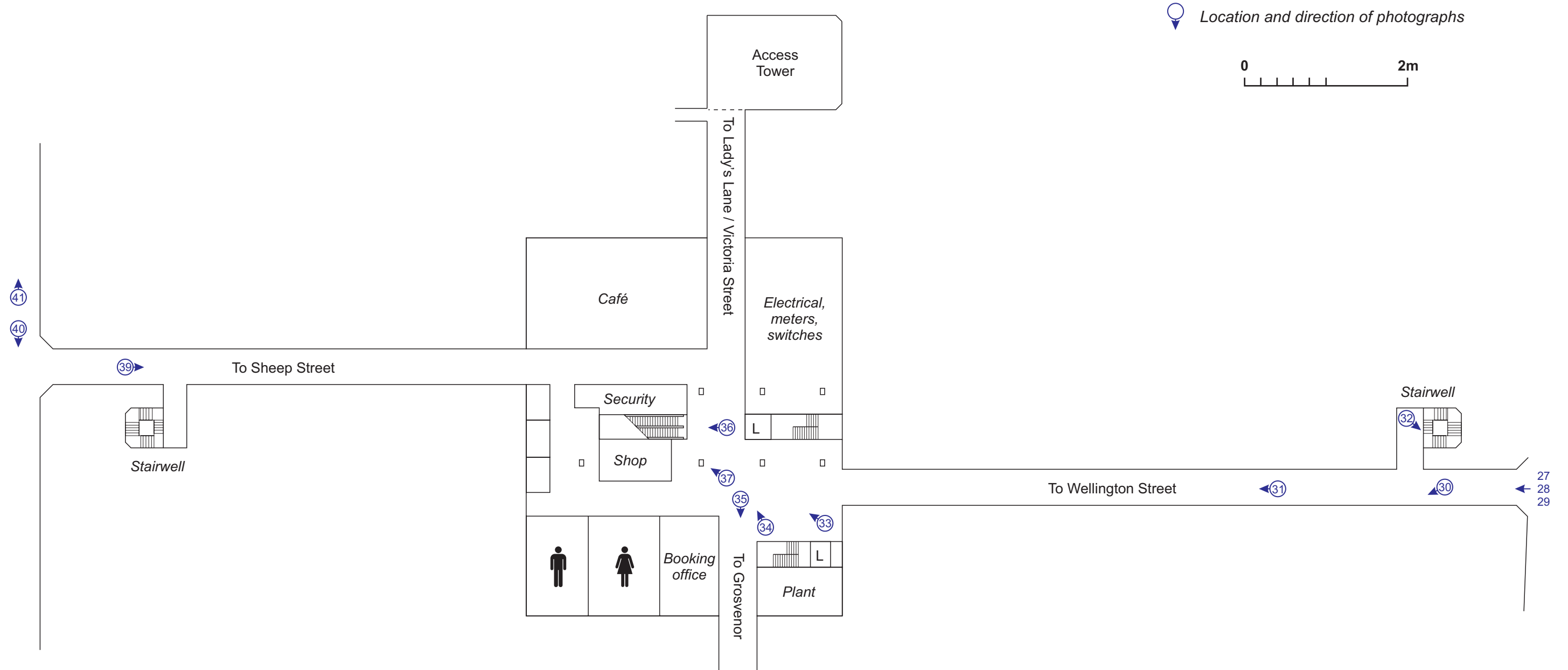
The concourse was designed as a collecting point for passengers with subways allowing for safe, convenient and covered pedestrian access between the bus station and surrounding area (Figs 26-41). There are four subway passages branching out in the main cardinal directions. The northerly passage leads under Lady's Lane to the Access Tower and Victoria Street, the southern passage connects to the upper floor of the Grosvenor Centre and allows access to the lifts leading to the Grosvenor Centre Car Park and the east and west passages lead respectively toward Sheep Street and the Market Square, and Wellington Street.

The four passages converge beneath the bus station in a square area containing shops, cafes, travel offices, security office, telephones and lavatories (Figs 33-37). Vertical circulation between the Concourse, station platforms, car park and offices is provided by stairs, lifts and escalators.



Artist's impression of the Concourse, 1972 Fig 25

CONCOURSE PLAN





Concourse, eastern pedestrian access, looking east Fig 27



Concourse, the east subway entrance Fig 28



Concourse, view into the east subway Fig 29



Concourse. detail of signage in the east subway Fig 30



Concourse, the east subway, looking west Fig 31



Concourse, stairwell in the east subway Fig 32



Concourse, view of the Concourse, looking north-west Fig 33



Concourse, view of the Concourse, looking north Fig 34



Concourse, the Grosvenor exit Fig 35



Concourse, the west subway Fig 39



Concourse, the western pedestrian access, looking south Fig 40



Concourse, the western pedestrian access, looking north Fig 41

5.3 Bus Station and Platforms

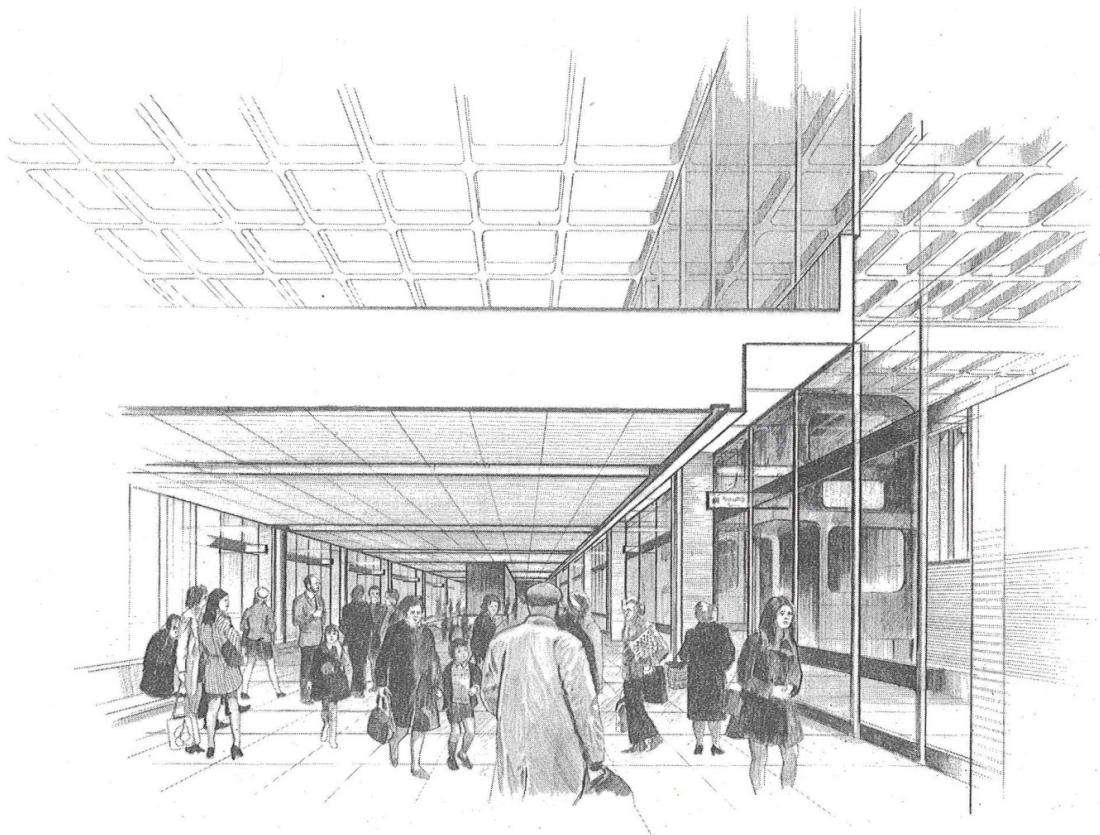
The bus station comprises parallel platforms separated by a central waiting area with bays allowing for passenger embarkation (Figs 42-61). Stairs, lifts and an escalator allow for vertical circulation of passengers between the station and the other floors.

The waiting area is a long, open plan space running east and west. Strip lighting, flush to the ceiling helps to compensate for the lack of natural light. Parallel rows of benches run most of the way down the room separated by the stairwells and escalator (Figs 54-58). An information booth and inspectors' office is located about midway along the room (Fig 59). The waiting area is separated from the platforms by sliding hardwood and glass doors. Printed and more recent LED displays are located at each passenger bay.

A bus washing area is located at the west end of the north bus platform with a maintenance area located a short distance away (Figs 43, 51 & 52). The southern platform is divided in two by a brick stub wall which runs most of the length of the platform, east to west (Figs 53-55). Taxis and express buses run from the southern side of the division and local buses from the north.

The station floor is of reinforced concrete over hardcore and coffered and ribbed concrete slabs overlie the concourse and subways. The platforms are lit by central ceiling lamps and lamps along the tops of the walls which cast a repeating pattern of conical orange light.

The Arups proposed plan of the station shows Express, Country and Town buses departing from specific bays (Appendix viii) though this configuration has since changed.

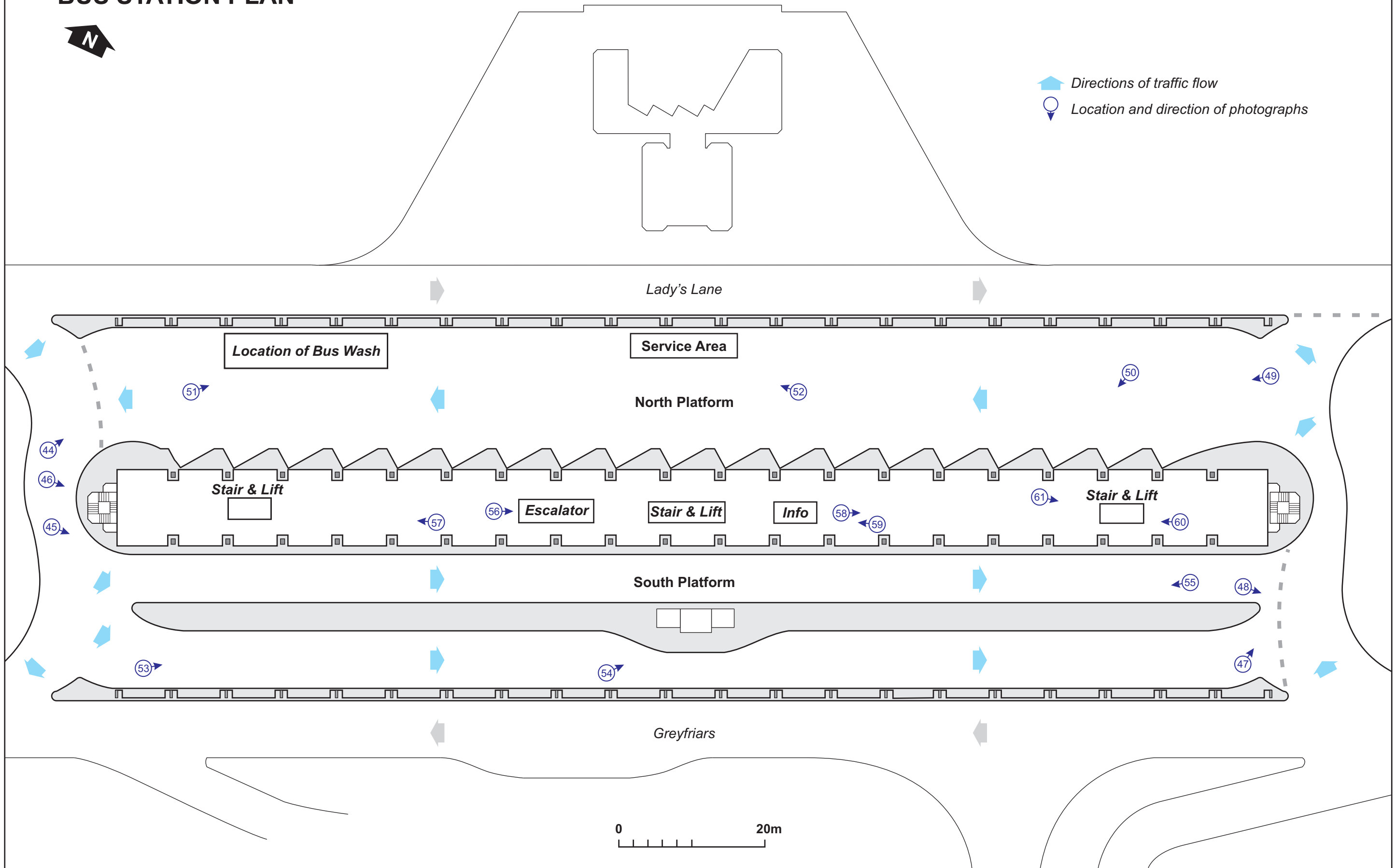


Artist's impression of the Bus Station waiting area, 1972 Fig 42

BUS STATION PLAN



- Directions of traffic flow
- Location and direction of photographs



Scale 1:500 (approximate)

Plan of the Bus Station, showing photograph locations and traffic flow Fig 43



Bus Station, the western exit Fig 44



Bus Station, the western entrance Fig 45



Bus Station, detail of signage Fig 46



Bus Station, the eastern exit Fig 47



Bus Station, the Greyfriars entrance Fig 48



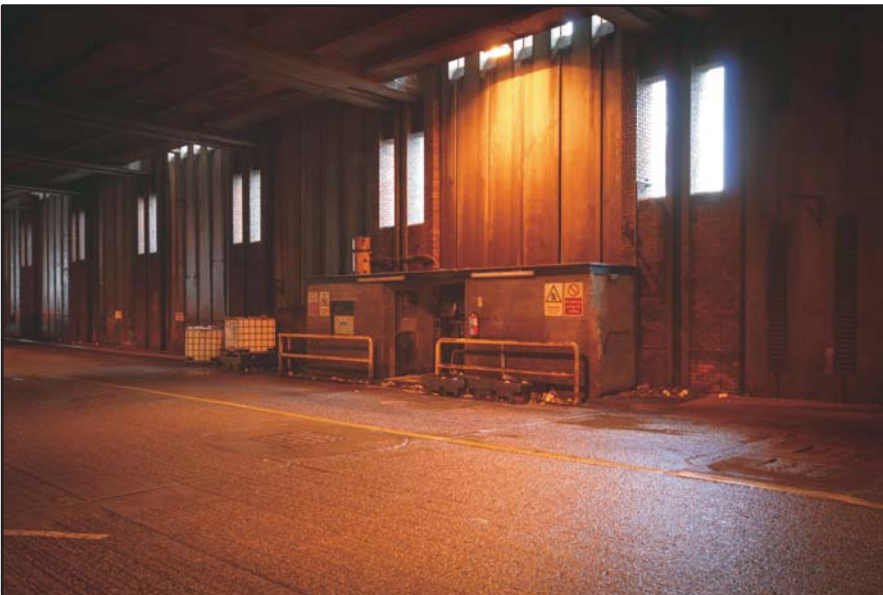
Bus Station, the south platform, looking east Fig 49



Bus Station, the north passenger bays with Mezzanine over Fig 50



Bus Station, the bus wash on the north platform Fig 51



Bus Station, the service area on the north platform Fig 52



Bus Station, the southern side of the south platform, looking east Fig 53



Bus Station, the waiting area on the south platform Fig 54



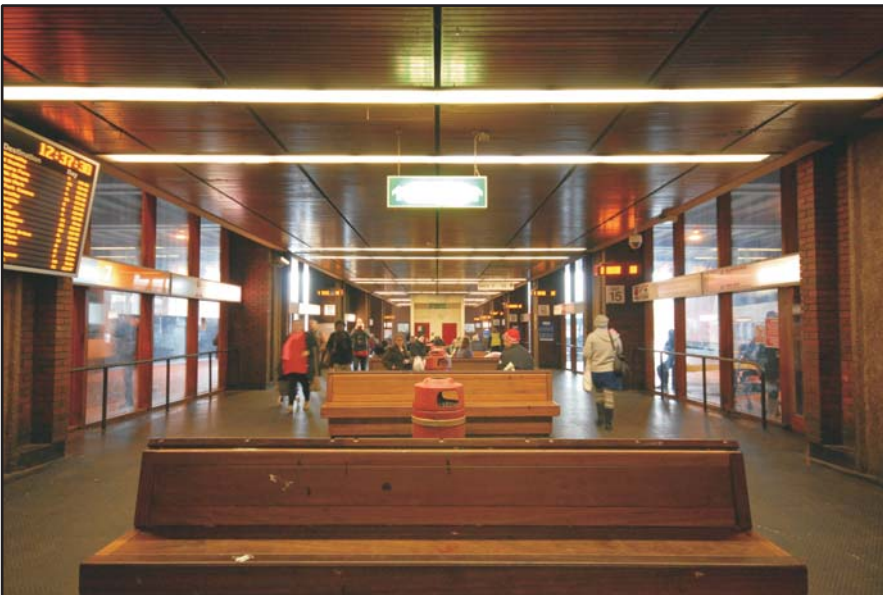
Bus Station, the northern side of the south platform, looking west Fig 55



Bus Station, the escalator between the waiting area and Concourse Fig 56



Bus Station, general view of the waiting area, looking west Fig 57



Bus Station, general view of the waiting area, looking east Fig 58



Bus Station, the information booth and inspectors' office Fig 59



Bus Station, lift in the waiting area Fig 60



Bus Station, stair to the Mezzanine and Car Park Fig 61

5.4 Mezzanine

The mezzanine occupies the same space as the station level waiting area below (Figs 62-76). It is a purely functional space, housing administration offices, computer server rooms and maintenance rooms for the bus station as well as cash office, general offices, lockers, canteen and lavatory facilities for the bus station staff. Plant rooms for ventilation and heaters are located at the east and western ends of the level (Figs 73 & 74).

The layout of the Mezzanine as seen during this survey was different to that shown on the proposed scheme of 1972 (Appendix Fig vii). This drawing has been revised to show these changes (Fig 62). These differences largely consisted of a repositioning of the male and female WCs and of the control and computer offices at the west end of the building. The east-west corridors were also placed on the north side of the building rather than on the south as shown on the proposed plans.

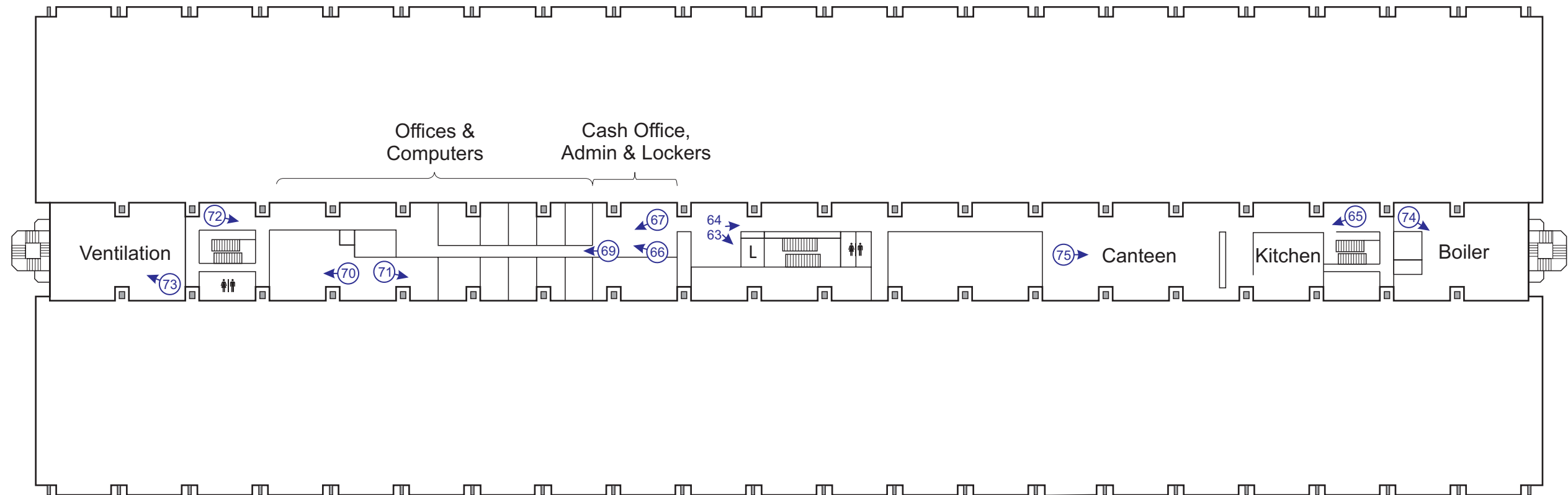
Rows of bronze tinted windows line the length of the north and south walls and look out onto the bus platforms. Fluorescent lighting throughout the level compensates for the lack of natural light within the station.

Stairwells and lifts connect the Mezzanine to the surrounding levels. Emergency fire hydrants are located beside the stairwells (Fig 76).

MEZZANINE PLAN



 Location and direction of photographs





Mezzanine, the central lift Fig 63



Mezzanine, the central lift and corridor, looking east Fig 64



Mezzanine, the east fire exit and kitchen entrance Fig 65



Mezzanine, the staff locker room, looking north Fig 66



Mezzanine, the staff locker room, looking south Fig 67



Mezzanine, cash office booth Fig 68



Mezzanine, corridor and access to offices Fig 69



Mezzanine, general view of offices, looking east Fig 70



Mezzanine, general view of offices, looking west Fig 71



Mezzanine, access corridor and emergency exit, looking west Fig 72



Mezzanine, the west plant room Fig 73



Mezzanine, the east plant room Fig 74



Mezzanine, the staff canteen Fig 75



Mezzanine, detail of fire hydrant Fig 76

5.5 Car Park

The car park was closed in 2007 and was found to be derelict at the time of this survey.

A pair of concrete bridges cross over Greyfriars and provide entrance and exit via the Grosvenor car park. These are supported by precast columns on the south side of Greyfriars. The bridges connect to the southern edge of the car park from where vehicles circulated. Originally designed with space for 316 vehicles, the layout of the car park was found in this survey to have been modified to accommodate automated barriers which divided the western end of the car park which was reserved for office parking.

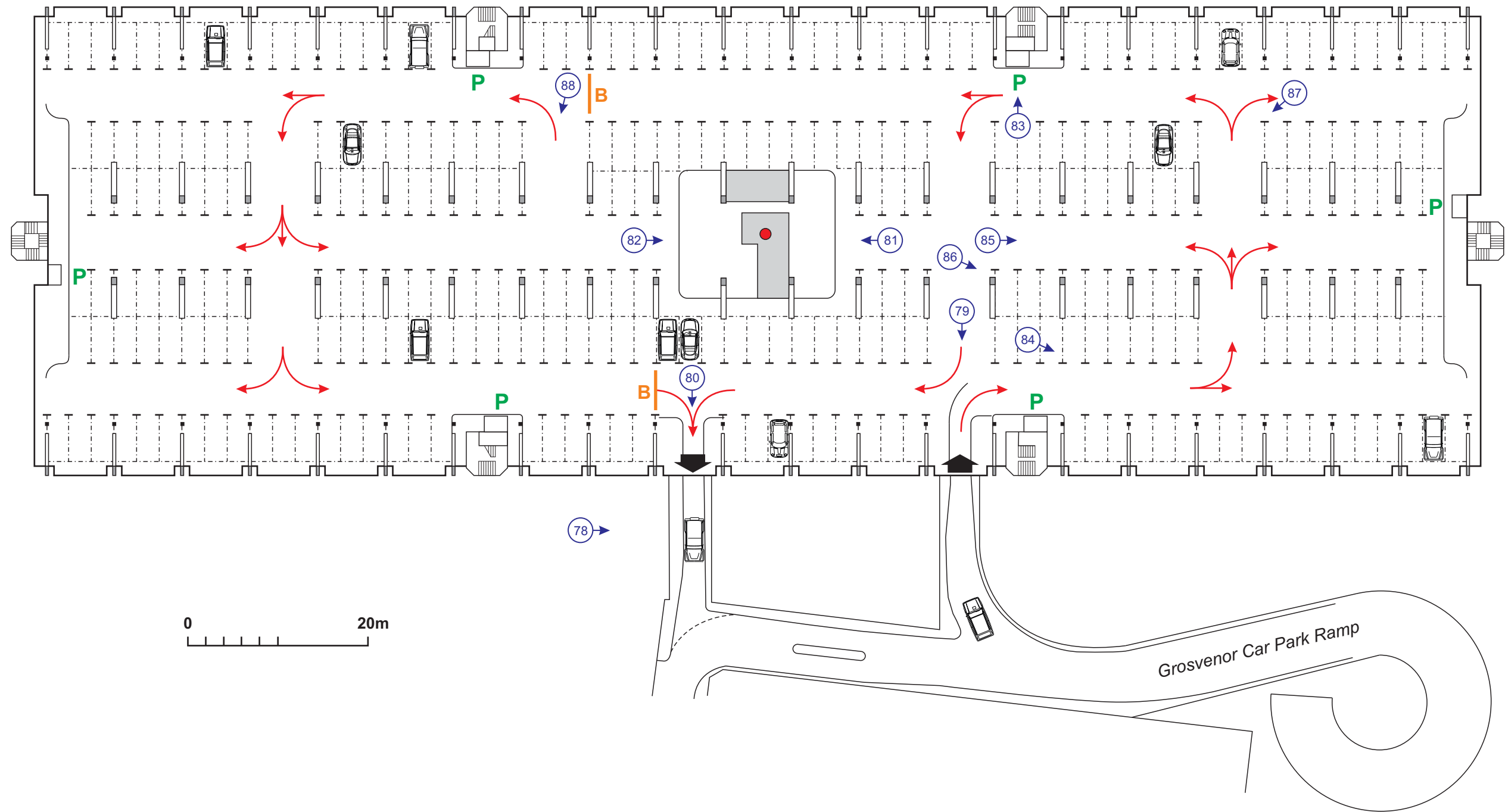
Pedestrian access was via a central lift and staircase with stairs and emergency exits placed at regular intervals. Pay and Display machines were positioned at each of these exists. A small room for mobility hire and storage is located centrally, beside the lift and central stair.

The strong, solid forms which are a defining feature of brutalist architecture are clearly seen in the robust concrete columns and flat arches which carry on the rhythmic design of the building's exterior.

CAR PARK PLAN



- Lift, stairs and shop mobility
- B Electronic barriers
- P Pay and Display points and Exits
- ↓ Directions of traffic flow
- Ⓢ Location and direction of photographs

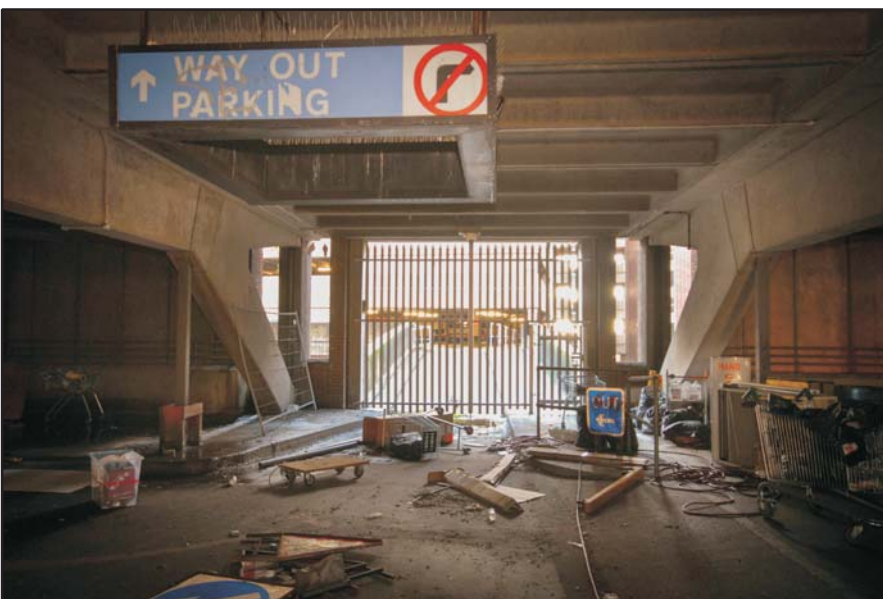




Car Park, the entrance bridge over Greyfriars, looking east Fig 78



Car Park, entrance to the car park from the Grosvenor ramp, looking south Fig 79



Car Park, exit to Grosvenor ramp, looking south Fig 80



Car Park, the central lift and emergency stairwell, looking west Fig 81



Car Park, the central stairwell, shop mobility and storage areas. looking east Fig 82



Car Park, Pay and Display meter Fig 83



Car Park, view of the car park, looking east Fig 84



Car Park, looking east along the central lane Fig 85



Car Park, detail of the concrete supports Fig 86



Car Park, general view showing turning kerbs Fig 87



Car Park, turning point, showing signage Fig 88



Car Park, detail of pipes on the ceiling Fig 89

5.6 The Offices

The office development was constructed in three levels arranged around two central atria with an approximate combined area of 212,000 square feet. The spaces between the atria serve as passages linking the north and south sides of the offices. The offices are designed in such a way as to provide a range of potential letting options. Three separate access options allowed a range of possible sub divisions. Main access to the first level is via the Access Tower north of Lady's Lane with a bridge connection between the two (Figs 93 & 94). Three stairwells provide access between the three office levels.

The first level is subdivided with offices, lobby and reception, dining area, kitchen and canteen (Figs 90, 93-95). The lobby and reception ceilings are decorated with a distinctive scheme of gold tinted metallic plates which are arranged in an alternating perpendicular grid pattern (Figs 94-96).

The second and third levels are more open plan with office divisions at the east and western ends of the levels (Figs 92, 91, 106-119). Lavatory facilities, fire hydrants and cleaning cupboards are located beside the three stairwells.

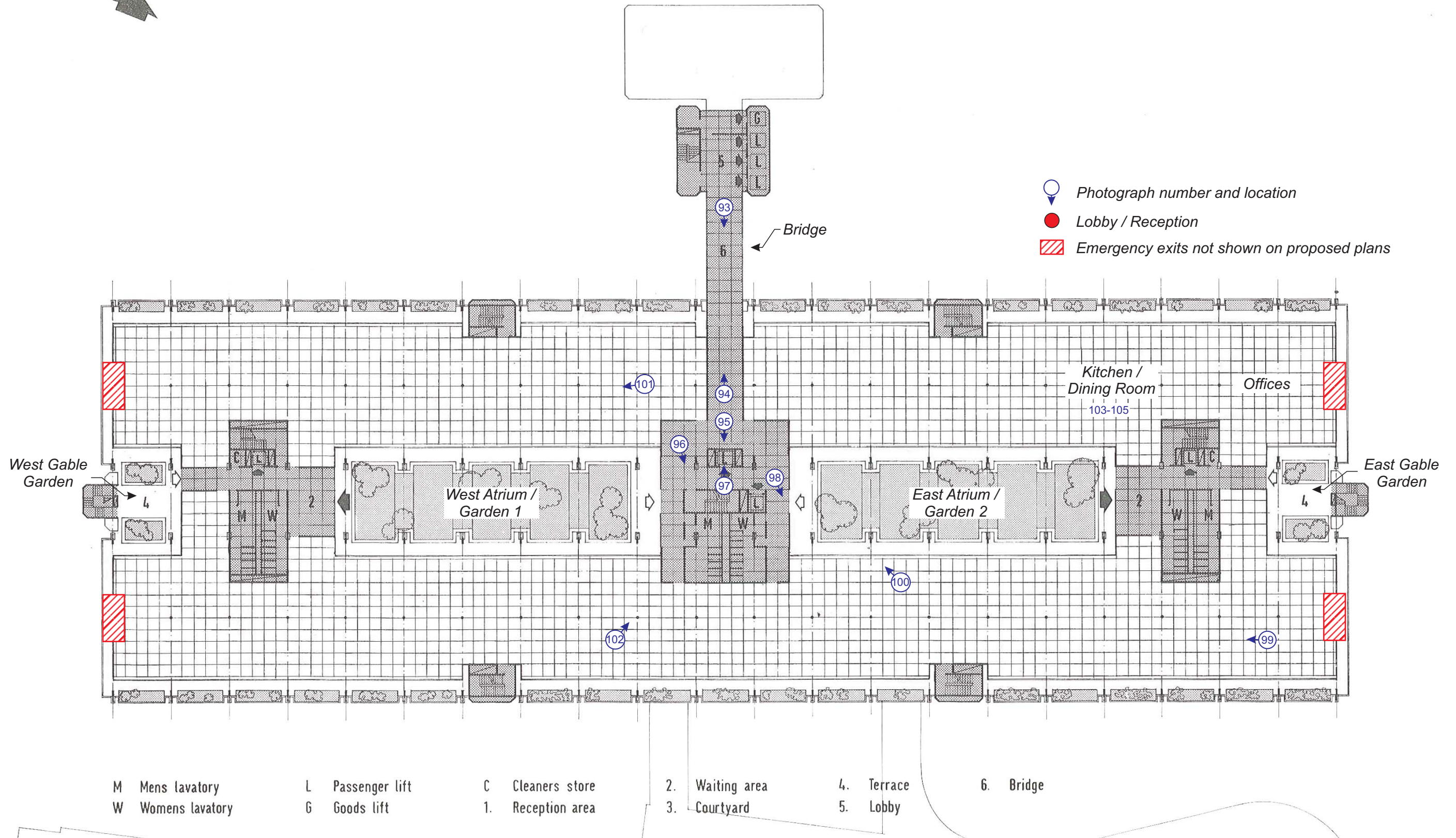
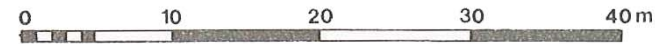
The second and third levels are largely open plan spaces divided by the central atria. The east and western ends of the levels are partitioned into enclosed offices.

A prominent feature of the office levels is the distinctive bronze-tinted, single-glazed windows. These are set within bronze anodised aluminium frames. At first office level these are sill to floor, and floor to floor on the second and third levels. Air conditioning throughout the levels compensated for the absence of opening windows.

The symmetry and rhythm of design shown on the exterior of the building is continued within the office space as seen in the rows of columns, square tiles of the suspended ceilings, windows and long strips of electrical sockets on the floor. These lines lead the eye and enhance the sense of space within the building.

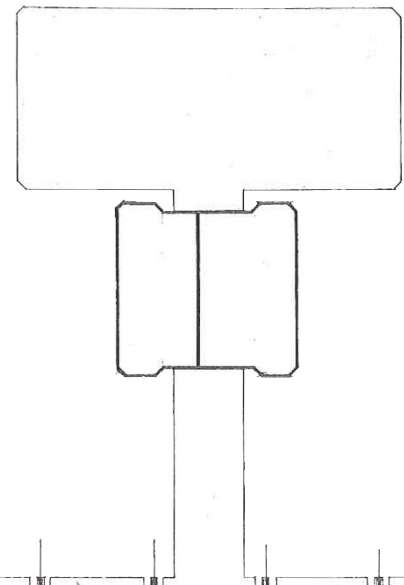
The Third Office Level in particular was found to be in poor condition with water damage, structural damage and mould. The office levels below were in a better condition though water damage and mould could be seen throughout.



FIRST OFFICE LEVEL

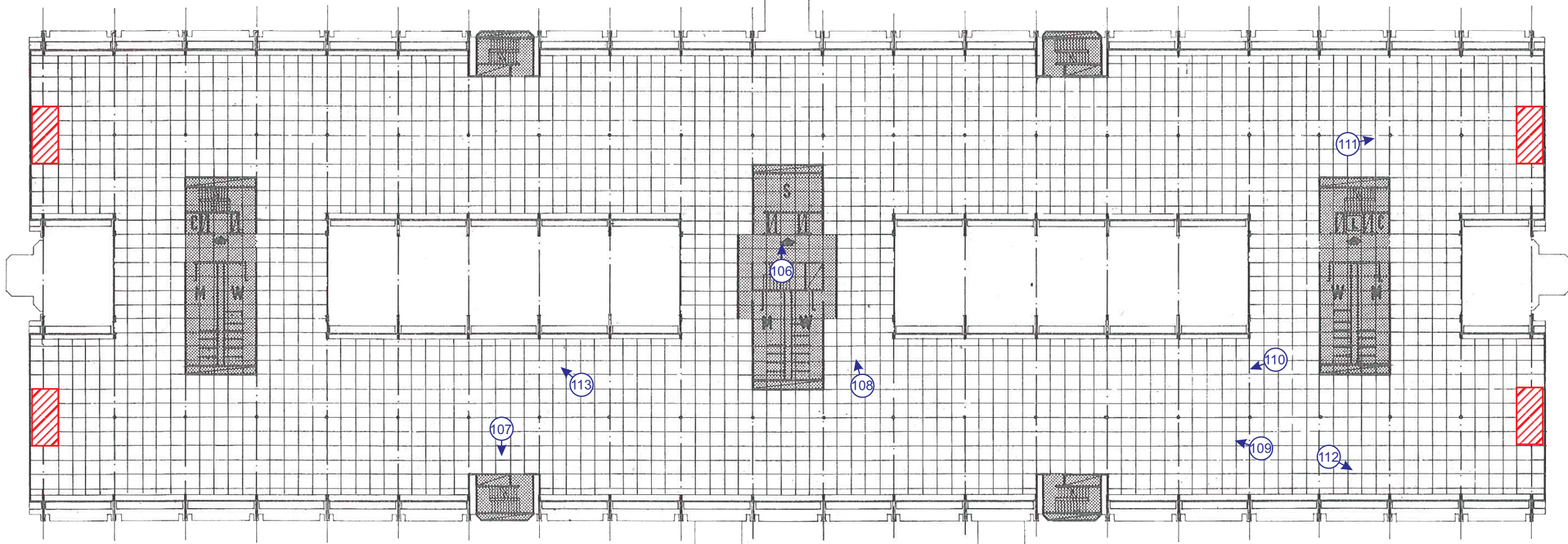


- | | | | | | | | | | | | |
|---|-----------------|---|----------------|----|----------------|----|--------------|----|---------|----|--------|
| M | Mens lavatory | L | Passenger lift | C | Cleaners store | 2. | Waiting area | 4. | Terrace | 6. | Bridge |
| W | Womens lavatory | G | Goods lift | 1. | Reception area | 3. | Courtyard | 5. | Lobby | | |

SECOND OFFICE LEVEL

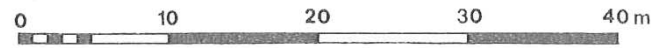




-  Photograph number and location
-  Emergency exits not shown on proposed plans

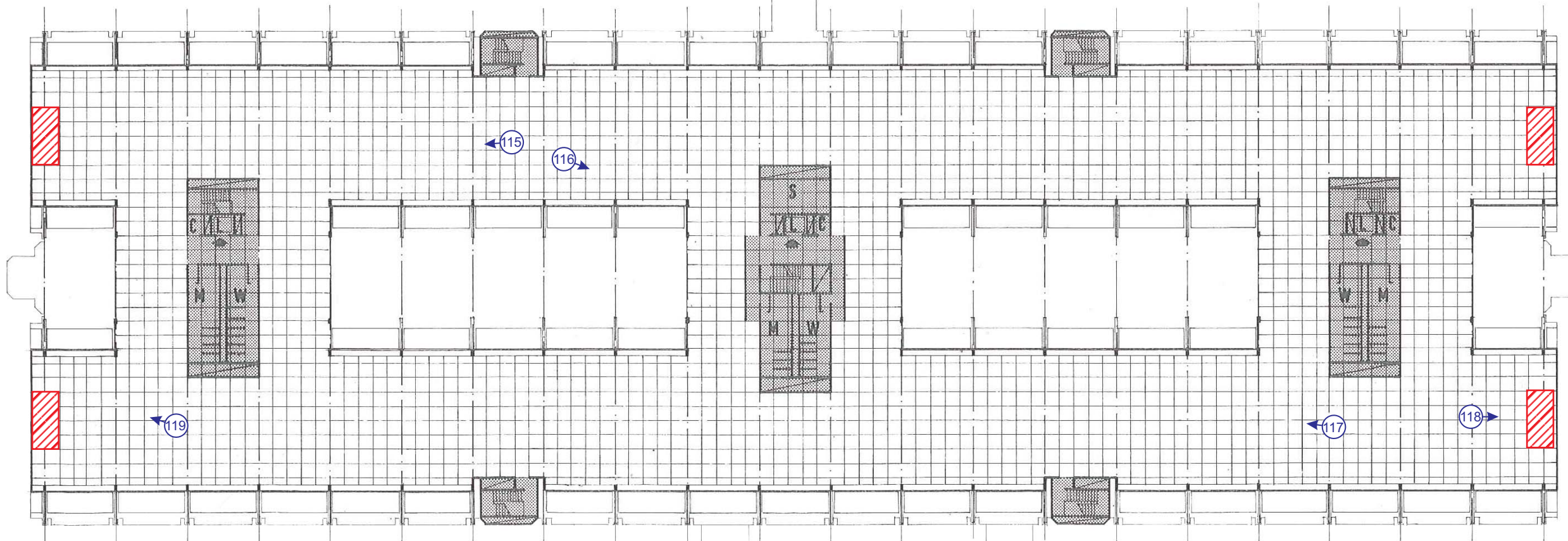


M Mens Lavatory L Passenger lift S Store
 W Womens lavatory C Cleaners store

THIRD OFFICE LEVEL



-  Photograph number and location
-  Emergency exits not shown on proposed plans



M Mens Lavatory L Passenger lift S Store
 W Womens lavatory C Cleaners store



The Bridge, view toward the First Office Level Lobby Fig 93



The Bridge, view toward the Access Tower Fig 94



First Office Level, Reception and Lobby, looking south Fig 95



First Office Level, the lobby area, showing electric cupboards Fig 96



First Office Level, the lobby lift Fig 97



First Office Level, lobby access to the East Atrium Fig 98



First Office Level, general view of the office space, looking west Fig 99



First Office Level, office partition Fig 100



First Office Level, view of the office space, looking west Fig 101



First Office Level, general view of office partitions Fig 102



First Office Level, the kitchens Fig 103



First Office Level, serving area Fig 104



First Office Level, dining area, looking west Fig 105



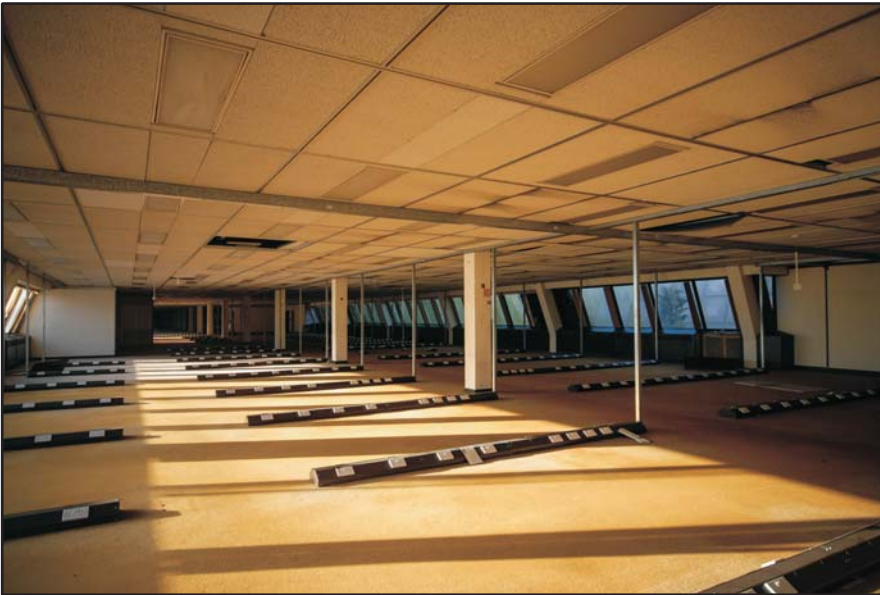
Second Office Level, lift, emergency exit and fire hydrant Fig 106



Second Office Level, stairwell to office space Fig 107



Second Office Level, doors to central access passage and exits Fig 108



Second Office Level, general view of the office space, looking north-west Fig 109



Second Office Level, general view of the office space, looking south-west Fig 110



Second Office Level, office partitions, looking east Fig 111



Second Office Level, detail of windows, looking south Fig 112



Second Office Level, detail of windows, looking north Fig 113



Second Office Level, detail of signage on columns Fig 114



Third Office Level, general view of the office space, looking west Fig 115



Third Office Level, general view of the office space, looking east Fig 116



Third Office Level, general view of the office space, looking west Fig 117



Third Office Level, the east emergency exit Fig 118

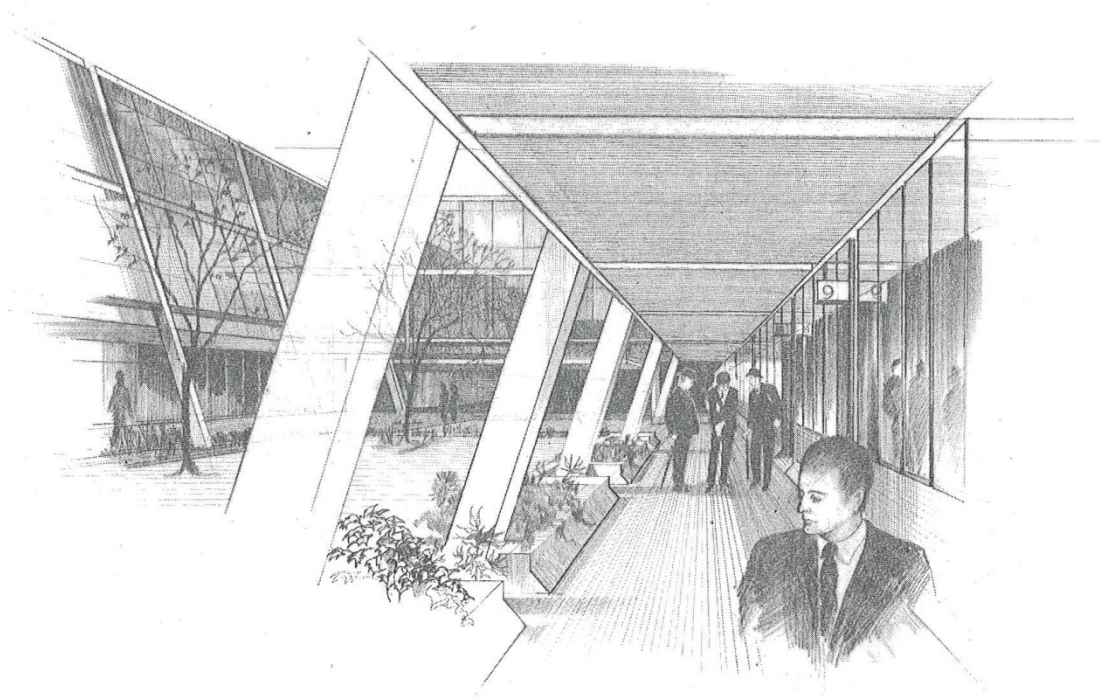


Third Office Level, detail of water damage and mould Fig 119

5.7 The Gardens and Atria

A locally famous feature of the Greyfriars Station is the office level gardens and atria which are accessible from the first office level (Figs 120-131). The two central gardens are rectangular in plan with walkways leading around rectangular areas of ponds and vegetation. A pair of smaller, more private gardens are located at the east and west gable ends of the first office level. Fire exits are located at the ends of the building and can be accessed through the two end gardens.

To allow for maximum light in the atria, the sides of the surrounding walls are inclined inward. The tinted windows also help to reflect light into the gardens.

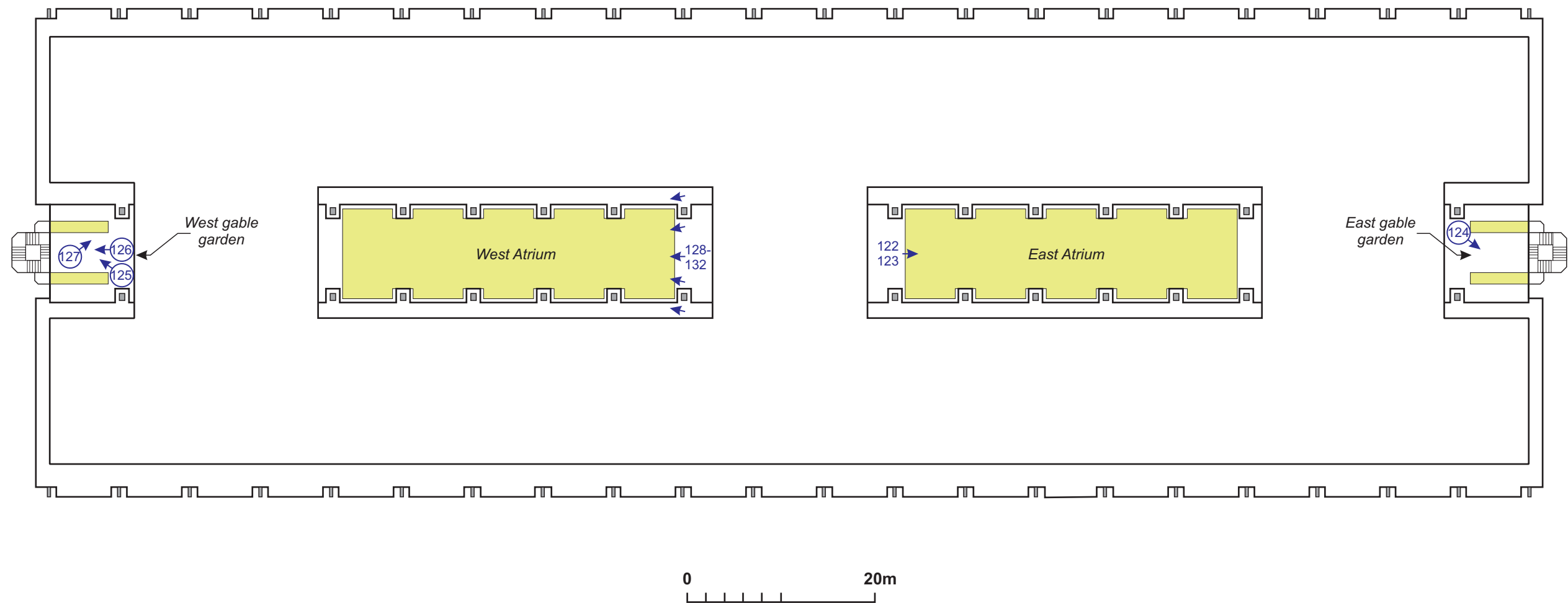


Artist's impression of the Gardens and Atria, 1972 Fig 120

GARDENS AND ATRIA PLAN

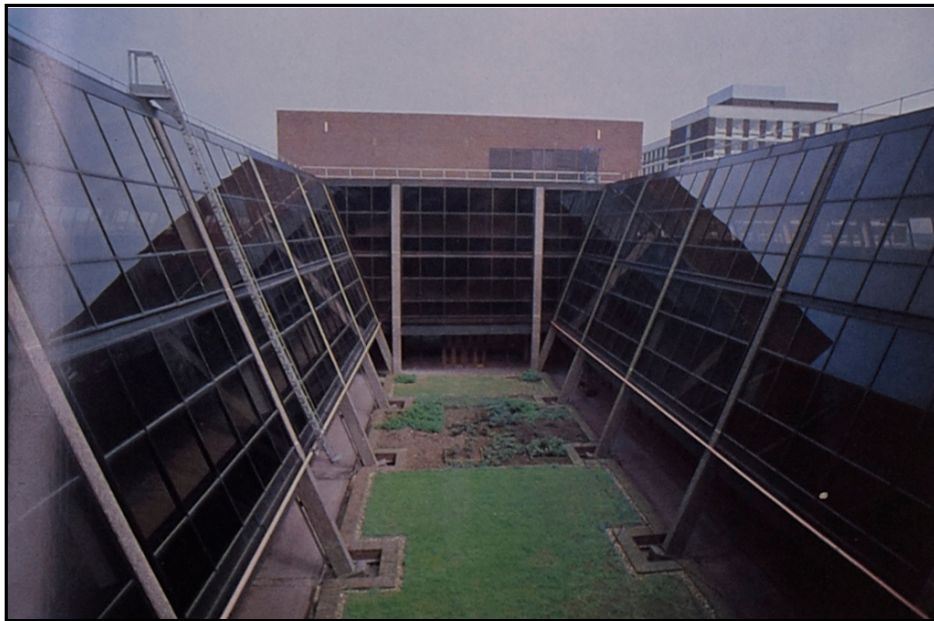


 Location and direction of photographs





The West Atrium, looking east, 1970s publicity photograph (King, H.B) Fig 122



The West Atrium, looking east, 1970s publicity photograph (King, H.B) Fig 123



The eastern gable garden, looking south - east Fig 124



The western gable garden, looking north - west Fig 125



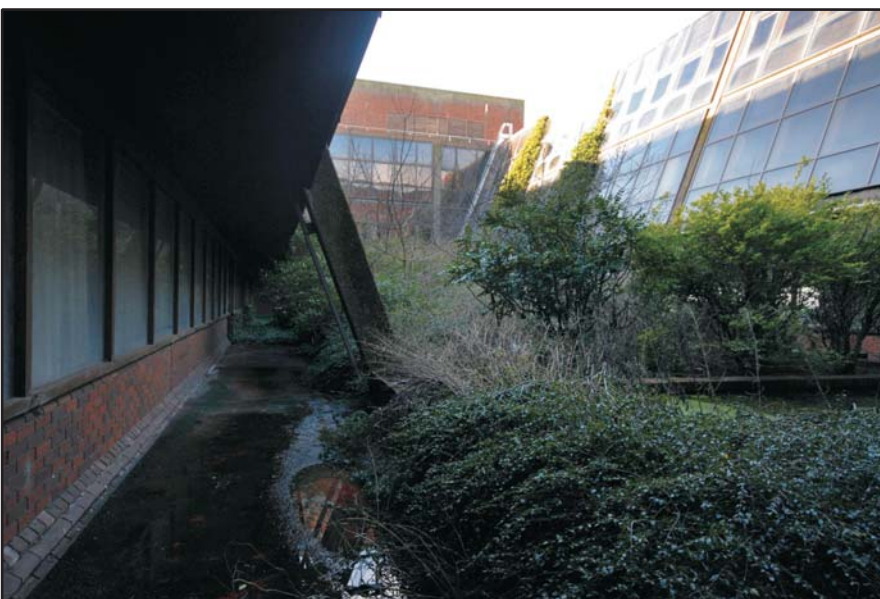
The western gable garden showing the emergency exit, looking west Fig 126



The western gable garden, detail of ladder Fig 127



The West Atrium, looking west Fig 128



The West Atrium, walkway around the east of the garden, looking west Fig 129



The West Atrium, detail of pond, looking west Fig 130



The West Atrium, general view of the garden, looking north-west Fig 131



The West Atrium, the southern walkway, looking west Fig 132

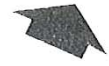
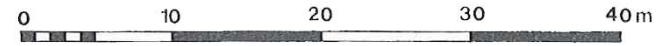
5.8 The Roof

The roof can be accessed from the third floor via a metal spiral stair located beside the central stairwell, between the two atria. Plant, boiler, tank and lift motor rooms are located at this level along with a pair of cooling towers. The cooling towers as shown on the plans of 1972 were originally proposed to be placed on the south side of the building but were installed instead on the north side. Likewise, the spiral stair was originally conceived as a standard stair though in the same location (Figs 133-143).

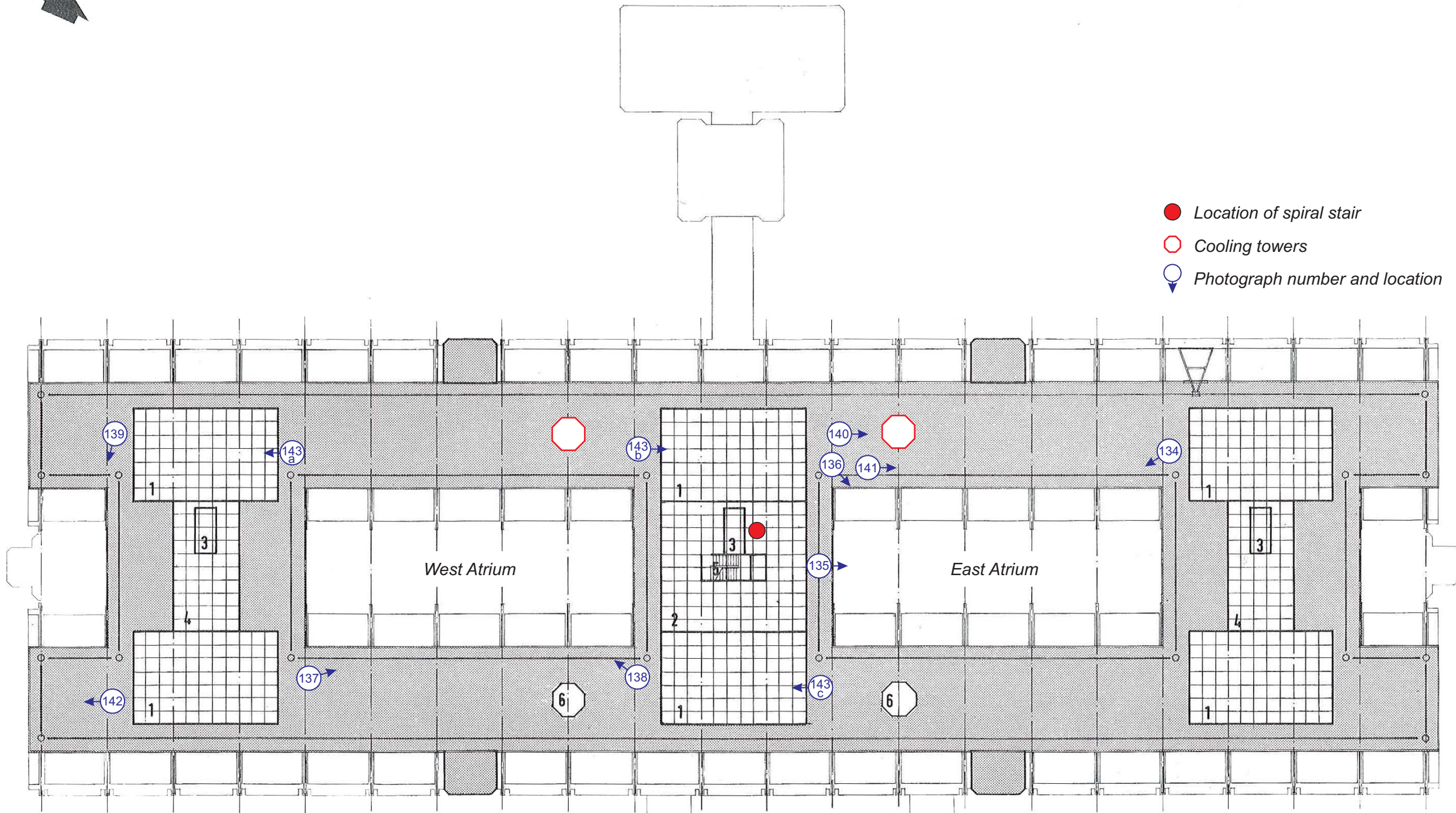
The plant rooms were not accessed due to health and safety concerns over a pigeon infestation, though photographs were taken through doorways where possible.

Non-slip walkways run around the roof surface and safety railings separate the roof edge and atria edges. Winches and moveable ladders are located on the north and south sides of both atria to allow access for window cleaning.

ROOF PLAN



- Location of spiral stair
- Cooling towers
- Ⓞ Photograph number and location



- | | | |
|----------------|--------------------|------------------|
| 1 Plant rooms | 3 Lift motor rooms | 5 Access stairs |
| 2 Boiler house | 4 Tank rooms | 6 Cooling towers |



The Roof, the East Atrium, looking south-west Fig 134



The Roof, the East Atrium, looking east Fig 135



The Roof, East Atrium, detail of the winch, ladder and safety rail Fig 136



The Roof, the West Atrium, looking north-east Fig 137



The Roof, the West Atrium, looking north-west Fig 138



The Roof, the western end of the building, looking south-west Fig 139



The Roof, the east cooling tower, looking east Fig 140



The Roof, general view, looking east, Fig 141



The Roof, detail of pipes and ventilation at the western end of the building, looking west Fig 142



The Roof, detail of the plant and boiler rooms Fig 143

5.9 Access Tower

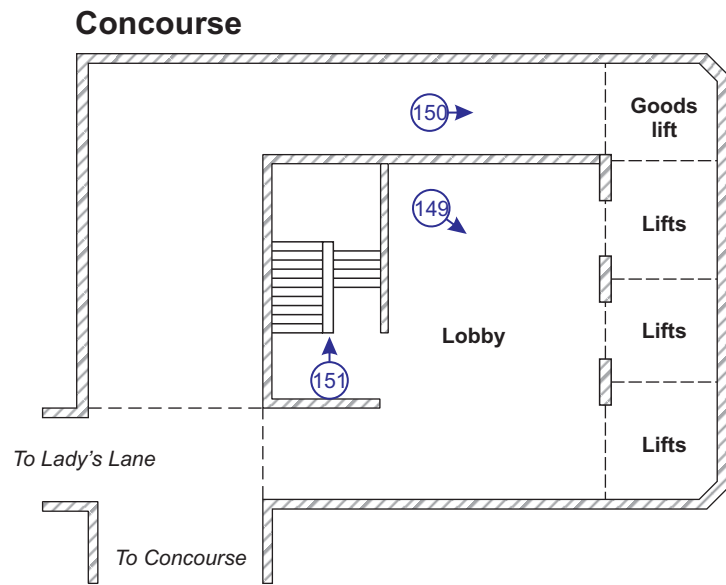
The Access Tower is a brick structure divided into seven levels with reinforced concrete floors and tie beams (Figs 144-165). A pair of columns on the south side of the tower support the raised walkway at first office level. A covered loading bay is located at the rear of the base of the tower at ground level (Fig 146).

Primary pedestrian access to the tower is from the Concourse and Ground levels from Lady's Lane. Lobbies are located on these floors from where three passenger lifts and goods lift rise to the upper floors. Emergency access is provided by a stairwell which rises the full height of the tower (Fig 151). The ground floor lobby was found to be filled with debris and rubbish which largely obscured the room (Fig 152).

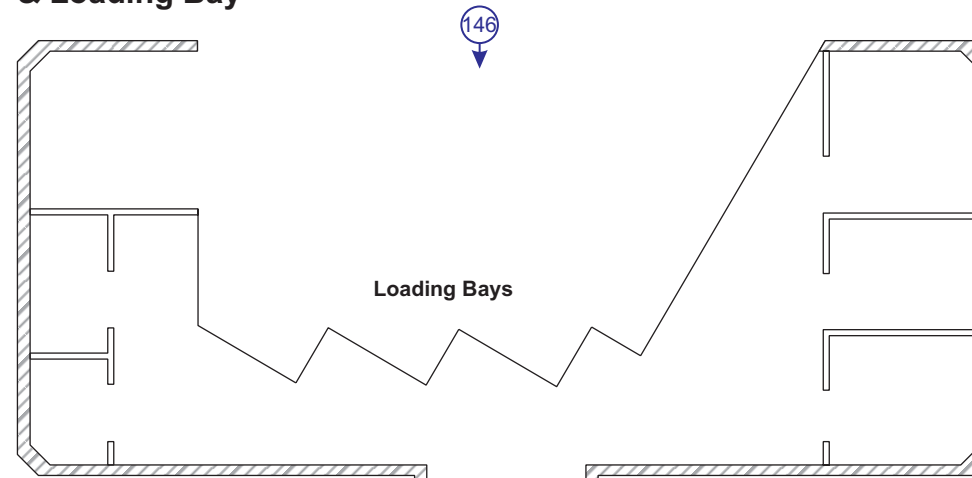
The tower contains two residential units, a three bedroom maisonette occupying two floors and a one bedroom flat contained on one floor above the maisonette (Figs 153-159). Permanent residential staff to carry out the day to day operation and maintenance of the station and office plant and services, were housed in the maisonette and flat. Proposed plans and maintenance plans seen on site show a central stair connecting the two maisonette levels located approximately central to the tower. This stair was not evident during the survey and it is probable that the stair was removed and the space converted into storage rooms. The rooms were found to be stripped of most furnishings and were used largely as storage.

The top level of the tower houses a plant room containing electrics, switch boards and lift motors (Figs 163-165). A ladder at this level provides access to the roof. The roof was not accessed during this survey though it was photographed from the Station roof level (Fig 148).

ACCESS TOWER PLANS



Ground Level Access & Loading Bay



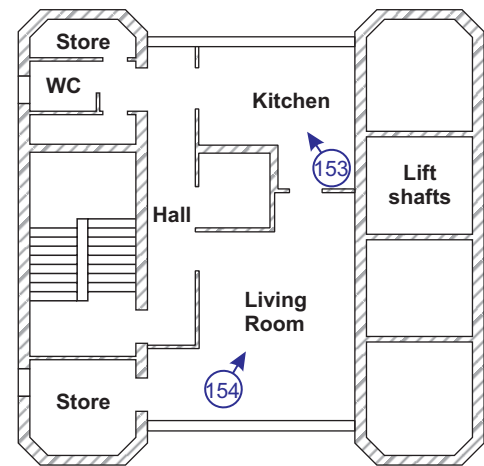
Location and direction of photographs

0 10m

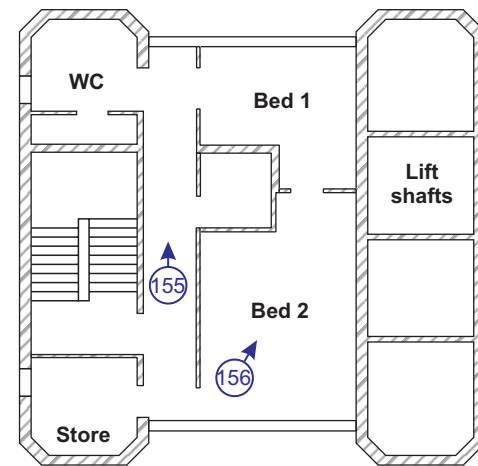


147

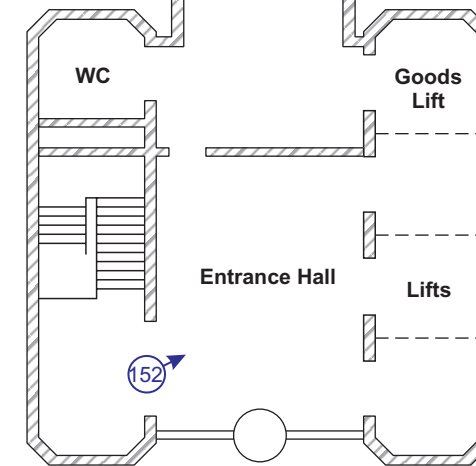
Maisonette 1



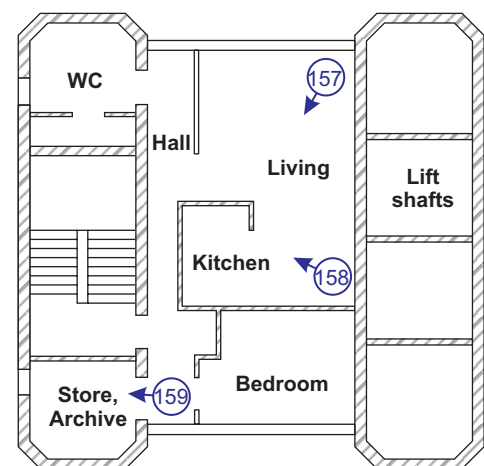
Maisonette 2



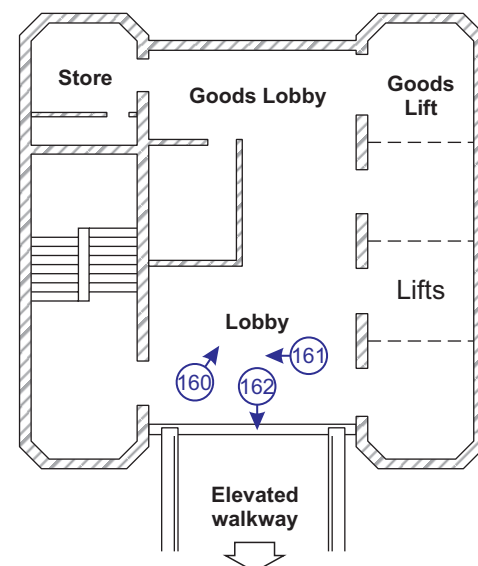
145



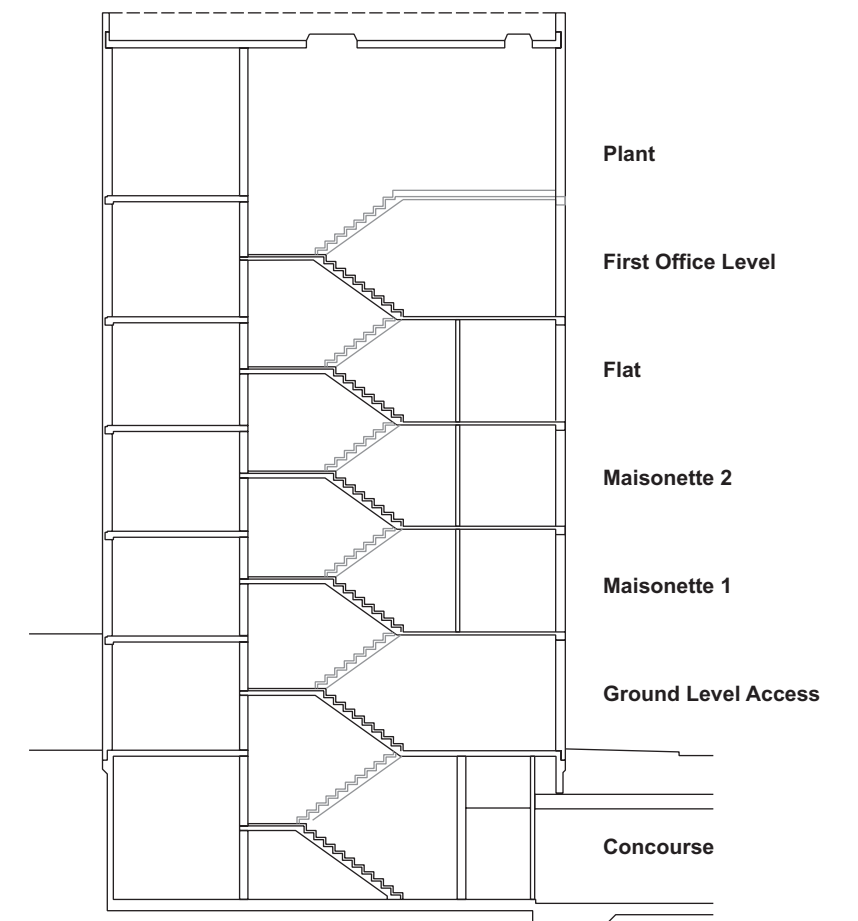
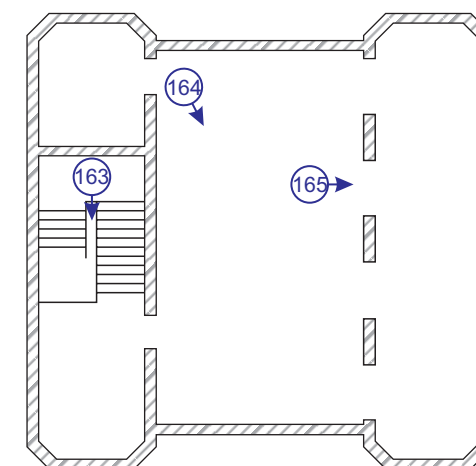
Flat



First Office Level



Plant





Access Tower, the west elevation, looking east Fig 145



Access Tower, the rear loading bays, looking south Fig 146



Access Tower, general view, looking south-west Fig 147



Access Tower, view of the tower from the station roof, looking north Fig 148



Access Tower, Concourse level lobby and lifts Fig 149



Access Tower, Concourse level goods lift Fig 150



Access Tower, the stairwell Fig 151



Access Tower, ground level lobby and lifts Fig 152



Maisonnette 1, the Kitchen, looking north Fig 153



Maisonette 1, the Living Room, looking north Fig 154



Maisonette 2, the Hall, looking north Fig 155



Maisonette 2, Bedroom 2 Fig 156



The Flat, the Kitchen and Living Room, looking south Fig 157



The Flat, the Kitchen and Living Room, looking north Fig 158



The Flat, Archive and Store Room Fig 159



Access Tower, the First Office Level lifts Fig 160



Access Tower, First Office Level stairwell entrance Fig 161



Access Tower, First Office Level, the Bridge, looking south Fig 162



Access Tower, Plant level access to Roof Fig 163



Access Tower, the Plant Room Fig 164



Access Tower, the Plant Room, detail of lift motor Fig 165

6 DISCUSSION

The Greyfriars Bus Station was built out of a need to expand and grow the town centre. The 1960s and 70s saw a major re-development and expansion of Northampton. New road systems and transport links were constructed to serve new or expanded housing estates as well as new businesses which were created in the town centre. Many older buildings in the town centre were demolished and old street patterns altered to accommodate new developments such as the Greyfriars Bus Station and the Grosvenor Centre along with multi storey carparks such as the Mayorhold.

The bus station was constructed in the Brutalist style which was popular in the 1970s and is largely associated with government sponsored public building projects. Brutalist architecture is focused largely on functionality and cost effectiveness, using materials which allow for rapid construction such as concrete, steel and glass. Notable brutalist structures of the period include Birmingham Central Library (completed in 1974), Preston Bus Station (completed in 1969) and Trellick Tower in London (completed in 1972). The Carlsberg brewery in Northampton is another example of Brutalist architecture and was constructed in 1973.

Though a criticised and often disliked building, its design and form generate mixed feelings and discussion which is surely one purpose of architecture. As a functional space the station has worked well: the transport network around it was well planned and the station is extremely spacious. The offices, likewise, were very light, spacious and easy to subdivide as necessity dictated. The stylistic choice of bronze tinted glass is still visually impressive and adds a great deal to the overall look of the building.

The office levels were intended to be continuously occupied, thus helping to pay for both the construction of the station and its continued maintenance. It is unfortunate therefore that these were unoccupied through much of the life of the building. The building has been subject to a gradual decline, both aesthetically and structurally, and demolition will allow the redevelopment of the site. The replacement new bus station has already been constructed on the site of the former Fish Market.

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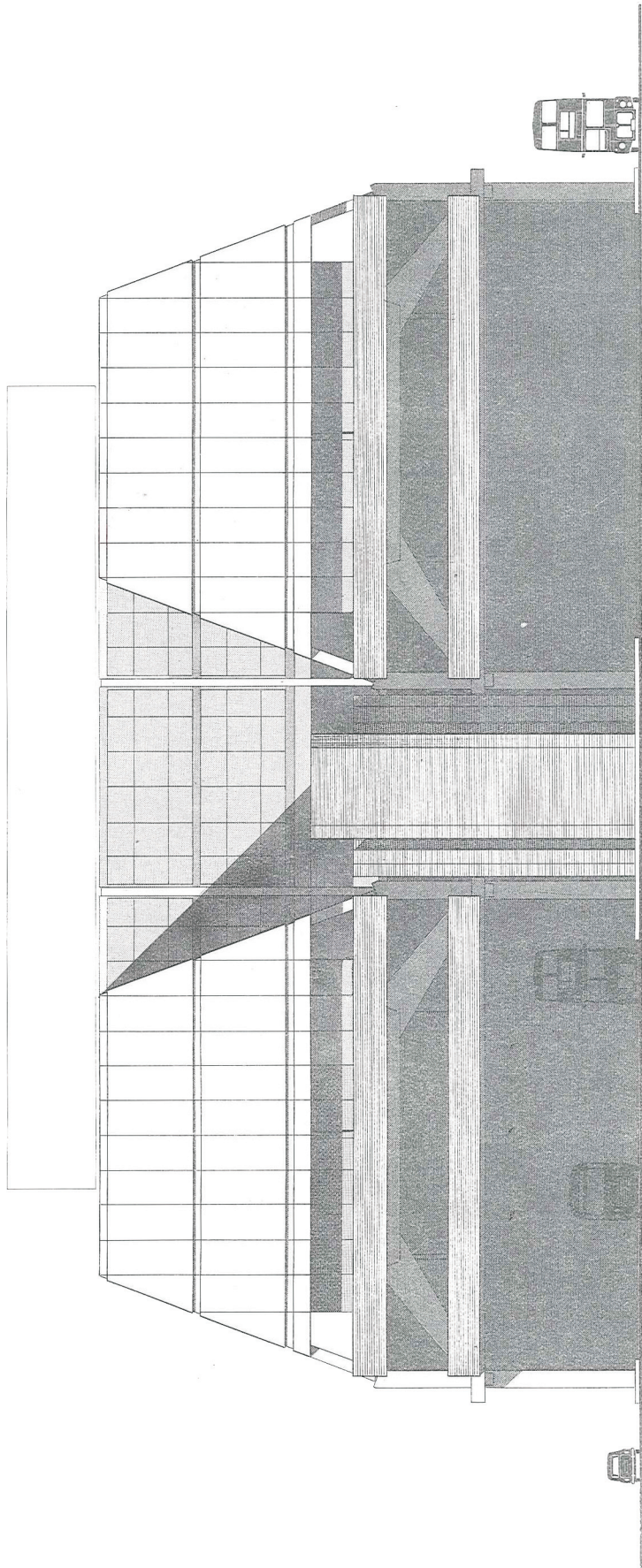
<http://www.shendy.co.uk/>

APPENDIX: ADDITIONAL FIGURES

- Fig i End Elevation
- Fig ii Elevation to Lady's Lane
- Fig iii Elevation to Greyfriars
- Fig iv Elevation detail
- Fig v Section 1
- Fig vi Sections 2 and 3
- Fig vii Concourse Level
- Fig viii Bus Station Level
- Fig ix Mezzanine Level
- Fig x Car Park Level



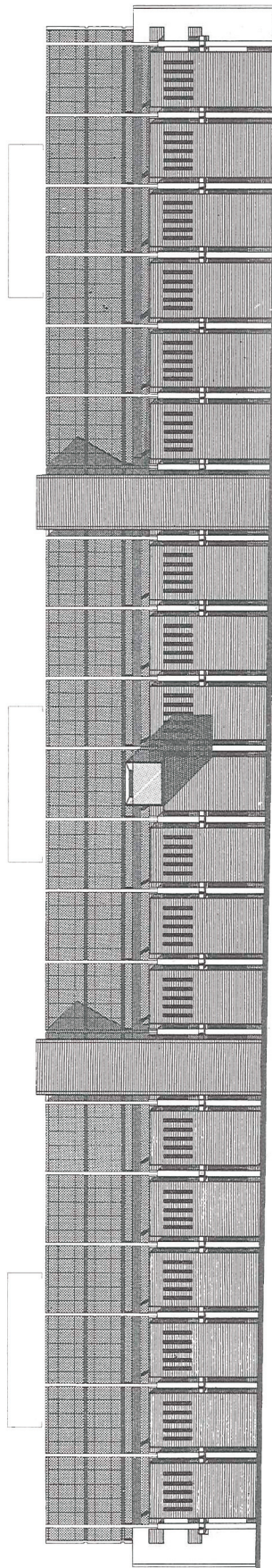
END ELEVATION



Not to scale

Fig i End Elevation

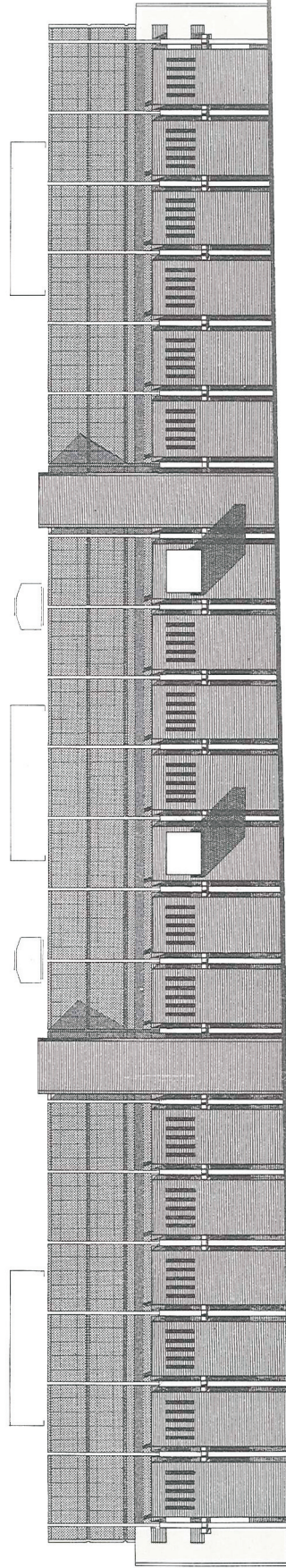
ELEVATION TO LADY'S LANE



Not to scale

Fig ii Elevation to Lady's Lane

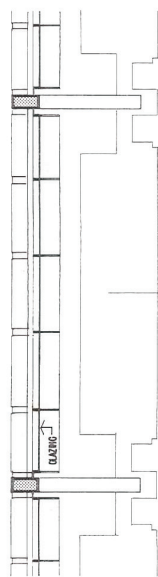
ELEVATION TO GREYFRIARS



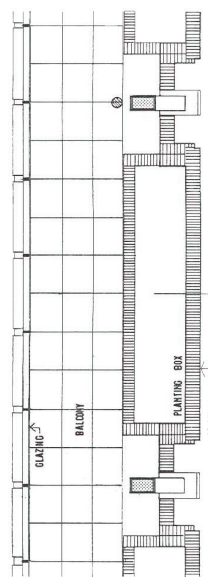
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Fig iii Elevation to Greyfriars

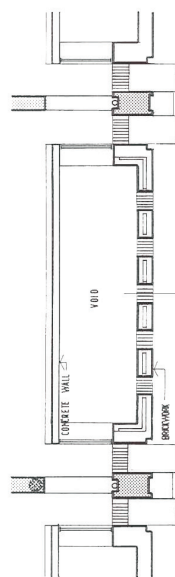
ELEVATION DETAIL



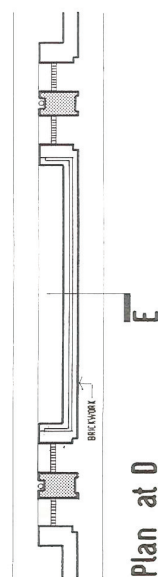
Plan at A



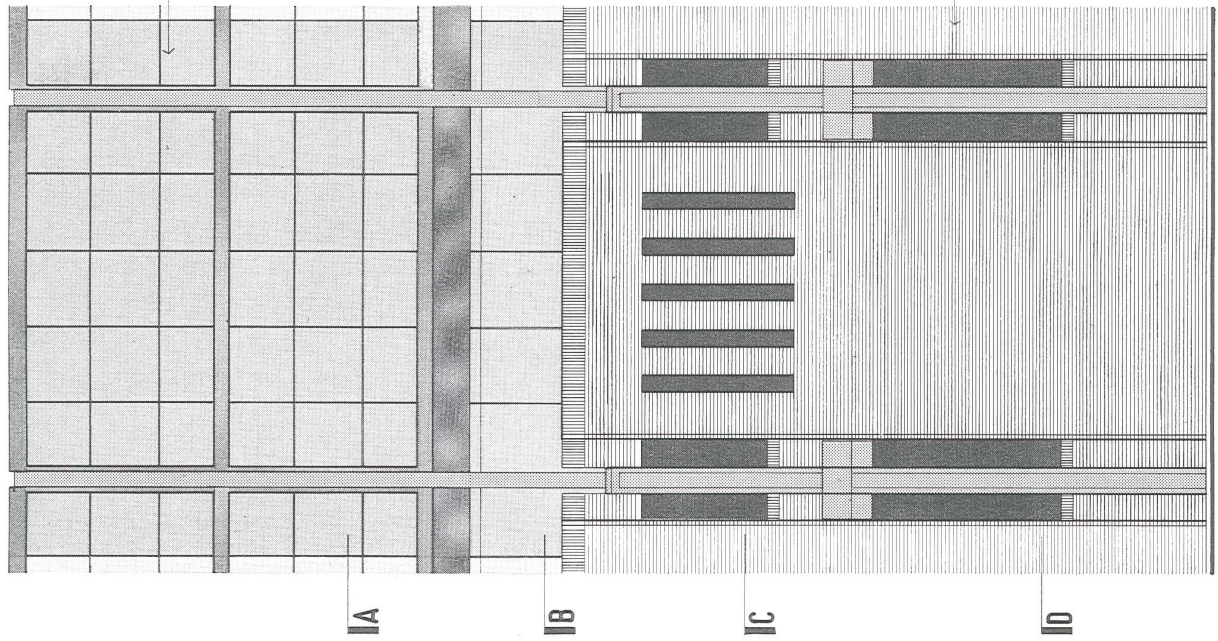
Plan at B



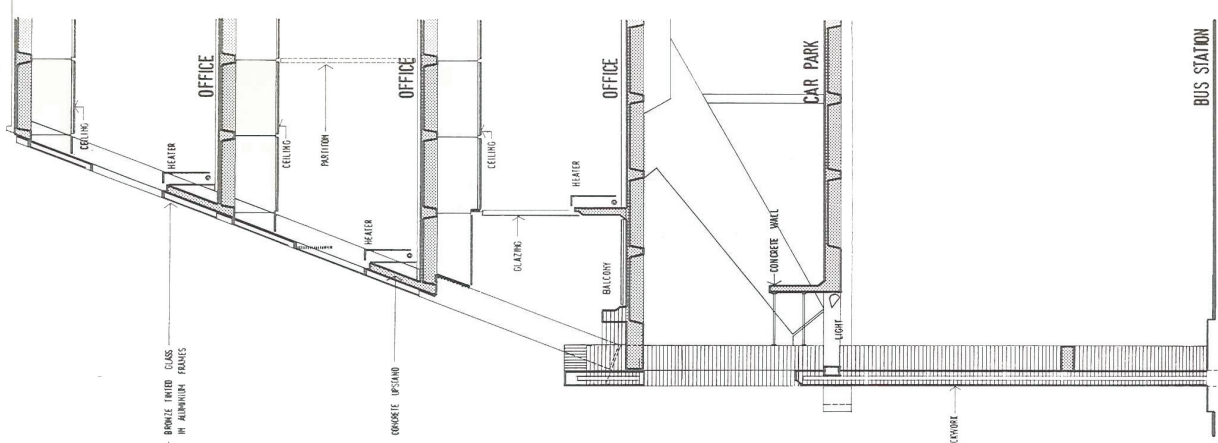
Plan at C



Plan at D

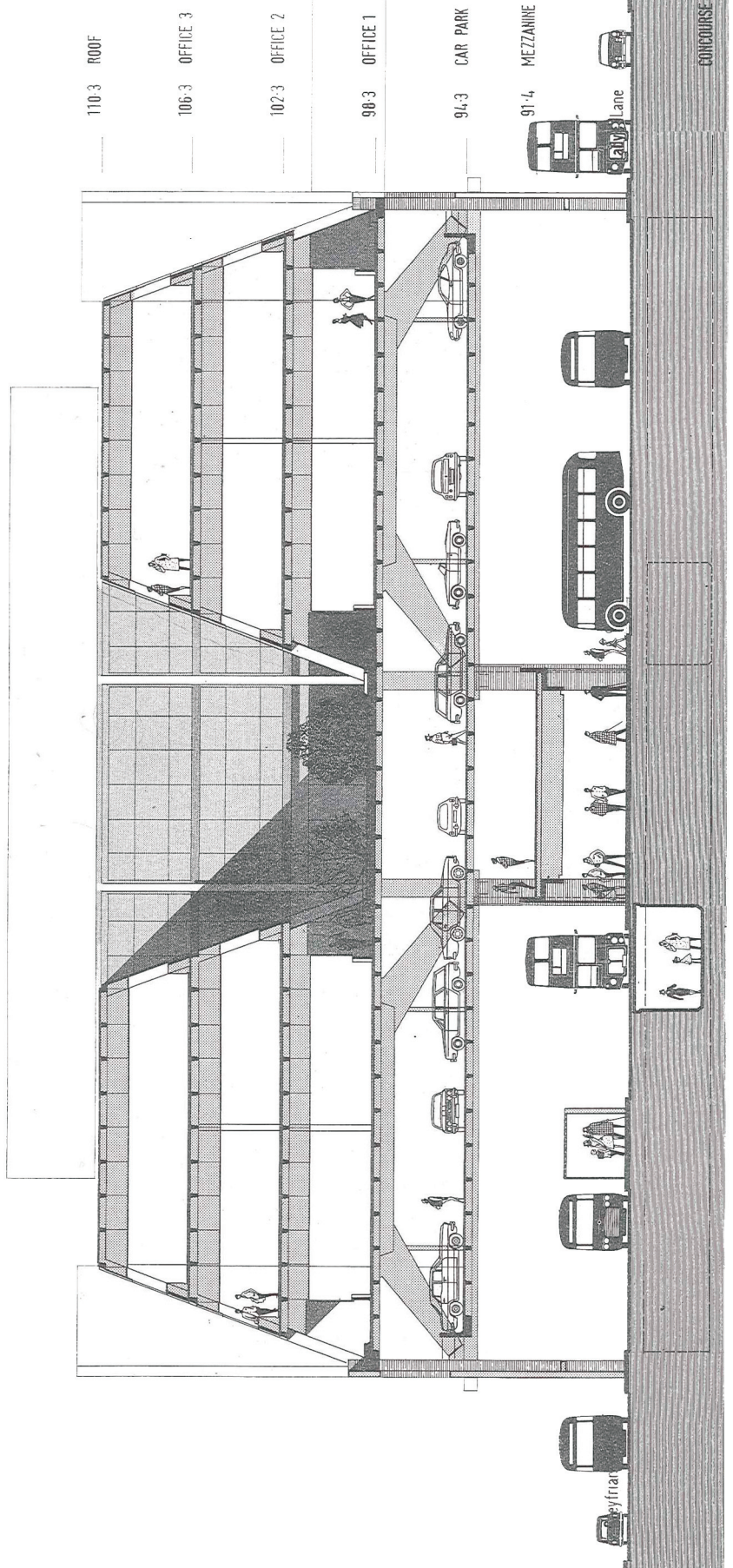


Elevation



Section E

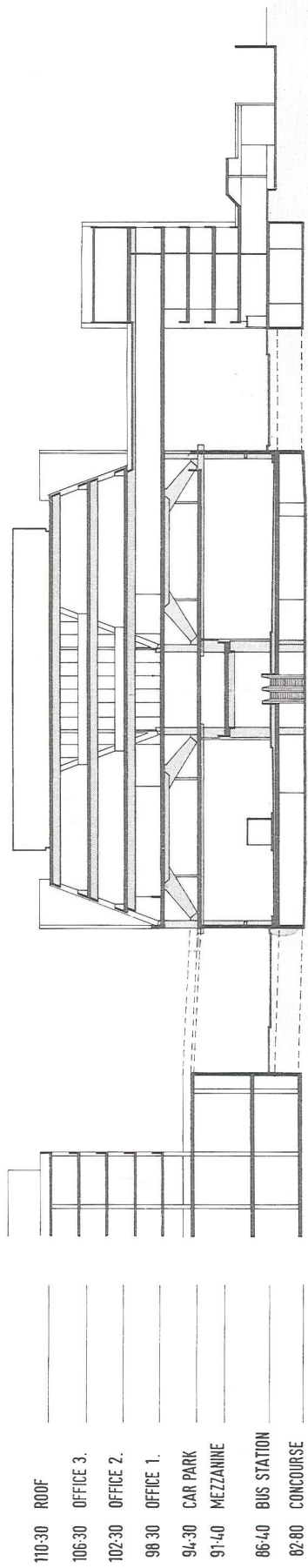
SECTION 1



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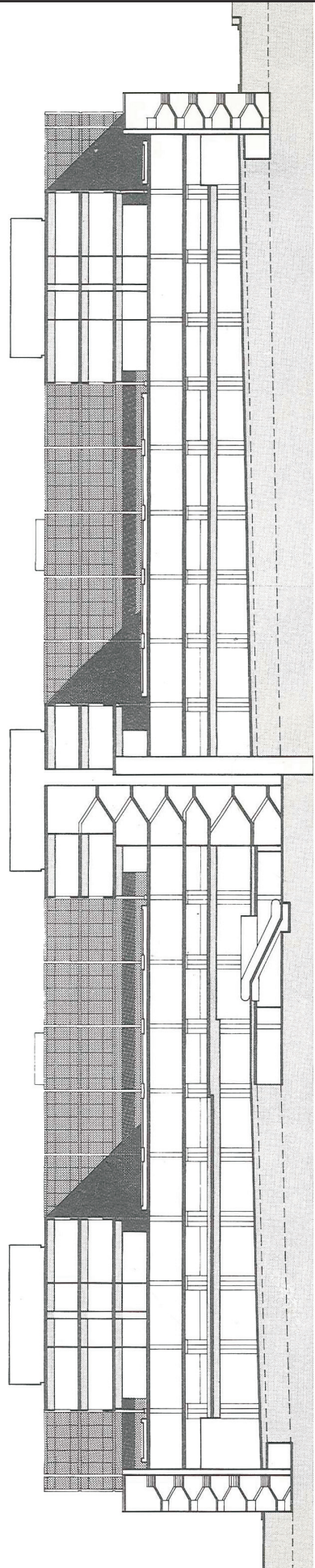
Fig v Section 1

SECTIONS 2 & 3

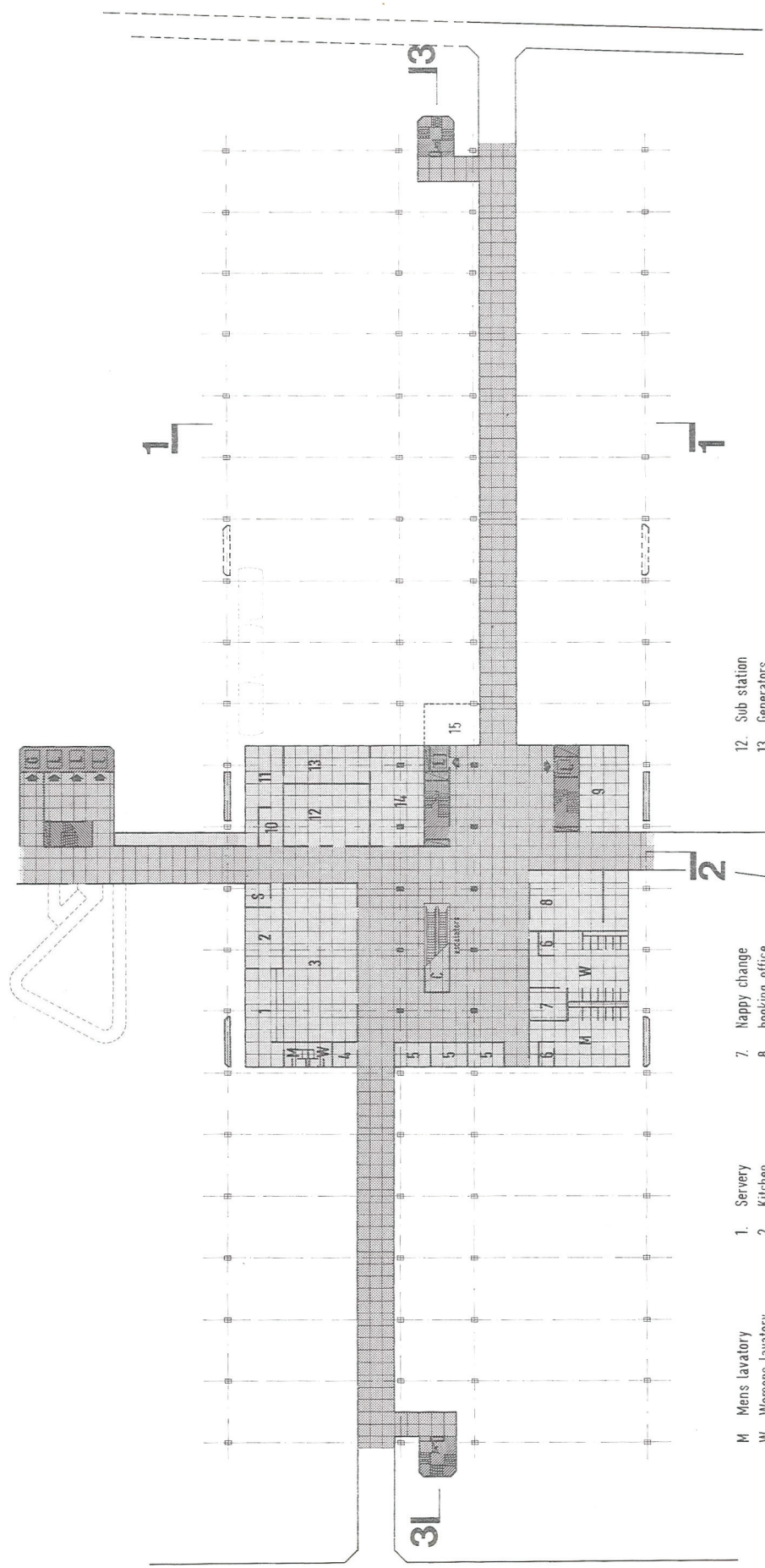


- 110-30 ROOF
- 106-30 OFFICE 3.
- 102-30 OFFICE 2.
- 98-30 OFFICE 1.
- 94-30 CAR PARK
- 91-40 MEZZANINE
- 86-40 BUS STATION
- 82-80 CONCOURSE

Grosvenor Centre Greyfriars Lady's Lane Access Tower



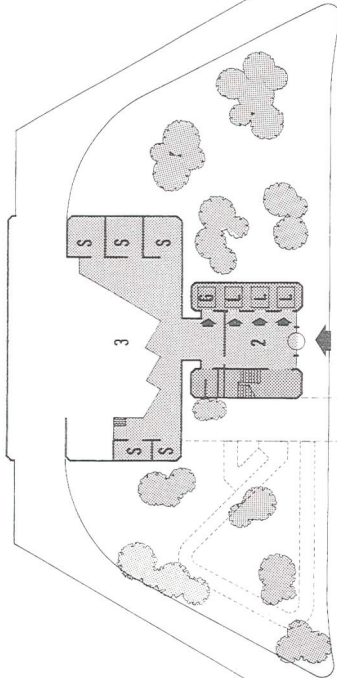
CONCOURSE LEVEL



- M Mens lavatory
- W Womens lavatory
- C Cleaners store
- L Passenger lift
- G Goods lift
- S Store
- 1. Servery
- 2. Kitchen
- 3. Cafeteria
- 4. First aid
- 5. Kiosk
- 6. Attendant
- 7. Happy change
- 8. booking office + left luggage
- 9. Plant
- 10. C.P.O.
- 11. Gas + water meters

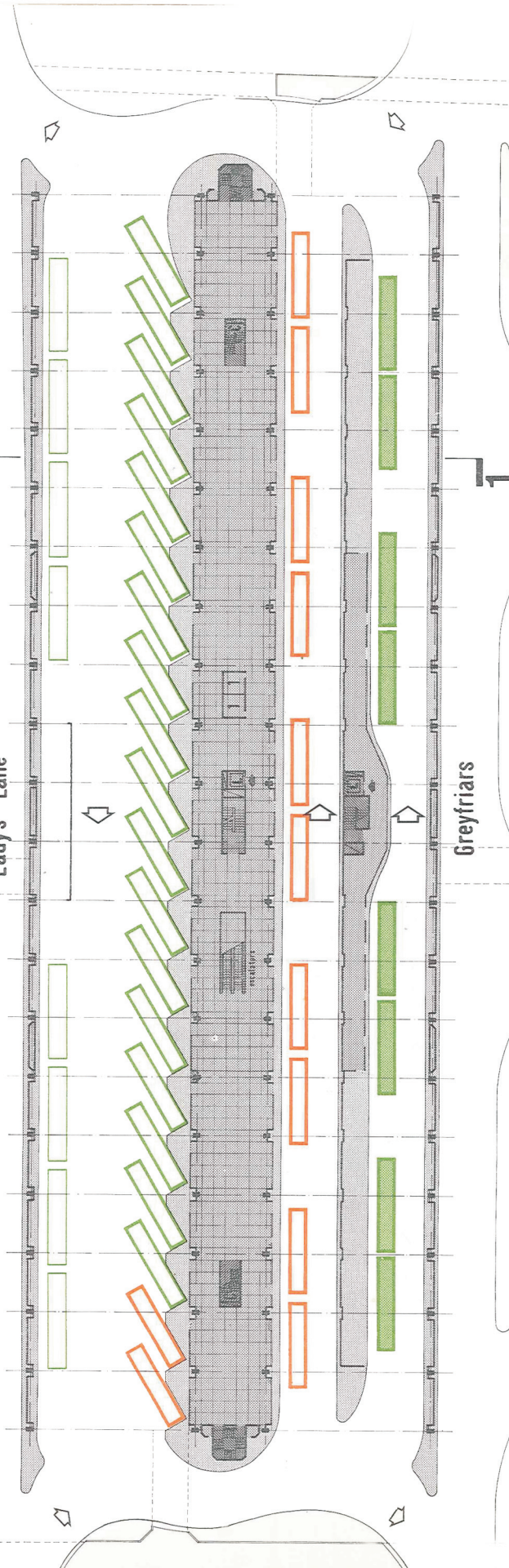
- 12. Sub station
- 13. Generators
- 14. Switch room
- 15. Lift motor room

BUS STATION LEVEL



Lady's Lane

Greyfriars



- C Cleaners store
- S Store
- L Passenger lift
- G Goods lift
- 1. Inspectors
- 2. Entrance hall
- 3. Service yard

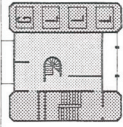
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Fig viii Bus Station Level

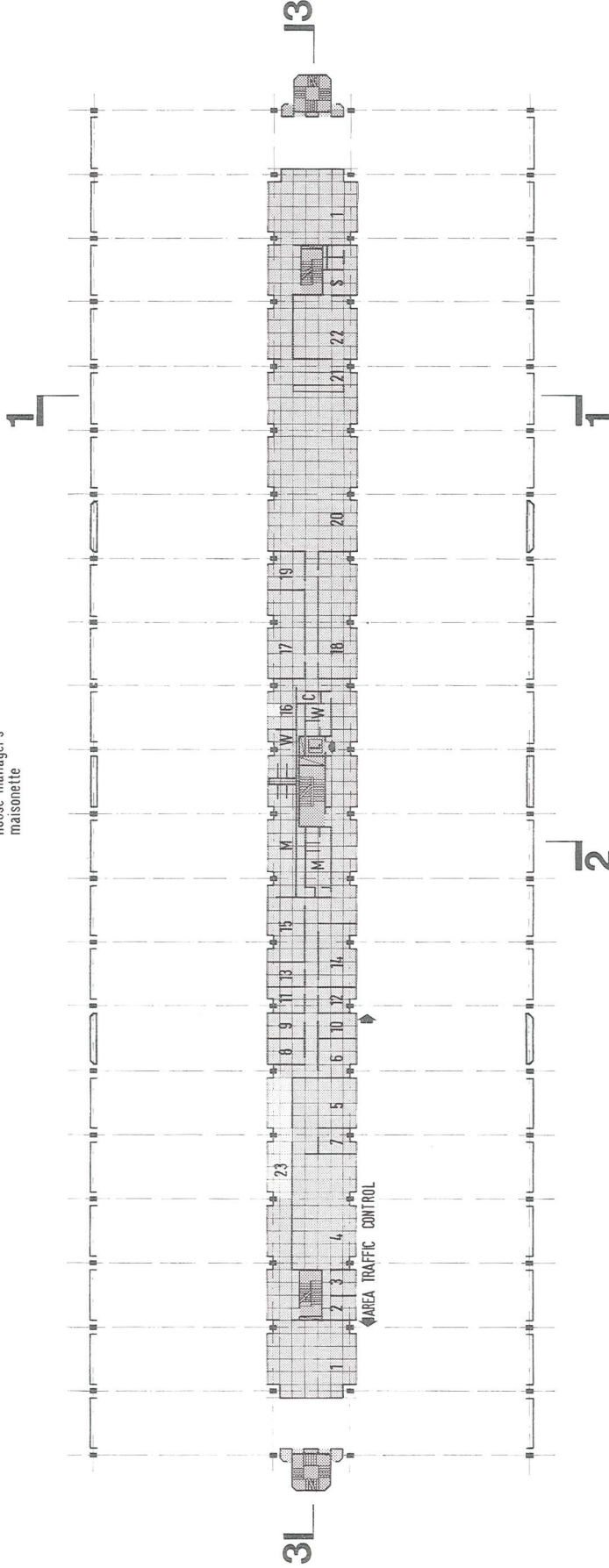
MEZZANINE LEVEL



2

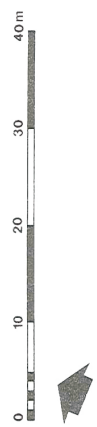


House manager's
maisonette

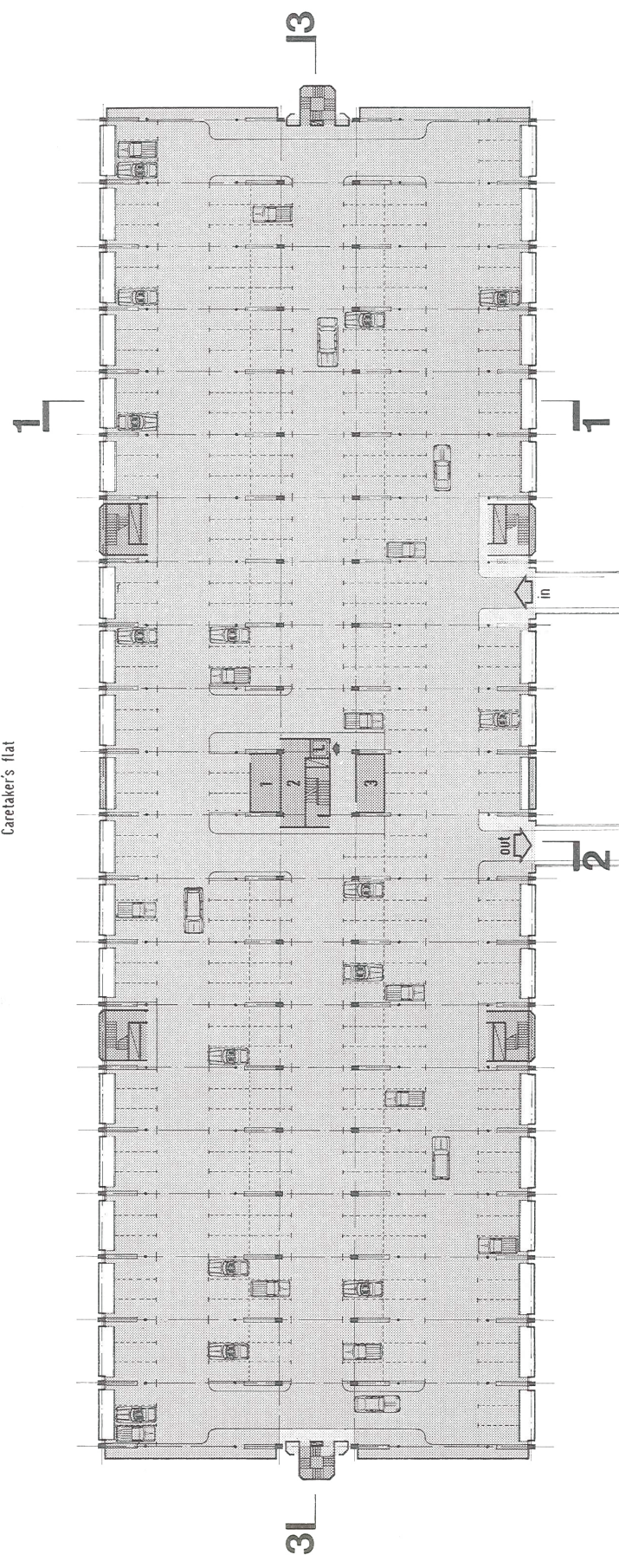
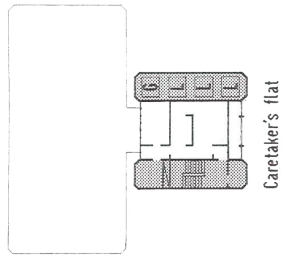


- M Mens lavatory
- W Womens lavatory
- C Cleaners store
- L Passenger lift
- S Store
- 1. Plant
- 2. Maintenance
- 3. Hardware
- 4. Computer
- 5. Control
- 6. Traffic engineer
- 7. Software
- 8. General office
- 9. District traffic superintendent
- 10. Assistant traffic superintendent
- 11. Schedules
- 12. Wages
- 13. Uniform store
- 14. General office
- 15. Bus crew lockers [men]
- 16. Bus crew lockers [women]
- 17. Conductors pay in room [M.T.C.]
- 18. Conductors pay in room [U.C.]
- 19. Meeting room
- 20. Staff canteen
- 22. Kitchen
- 23. Viewing area

CAR PARK LEVEL



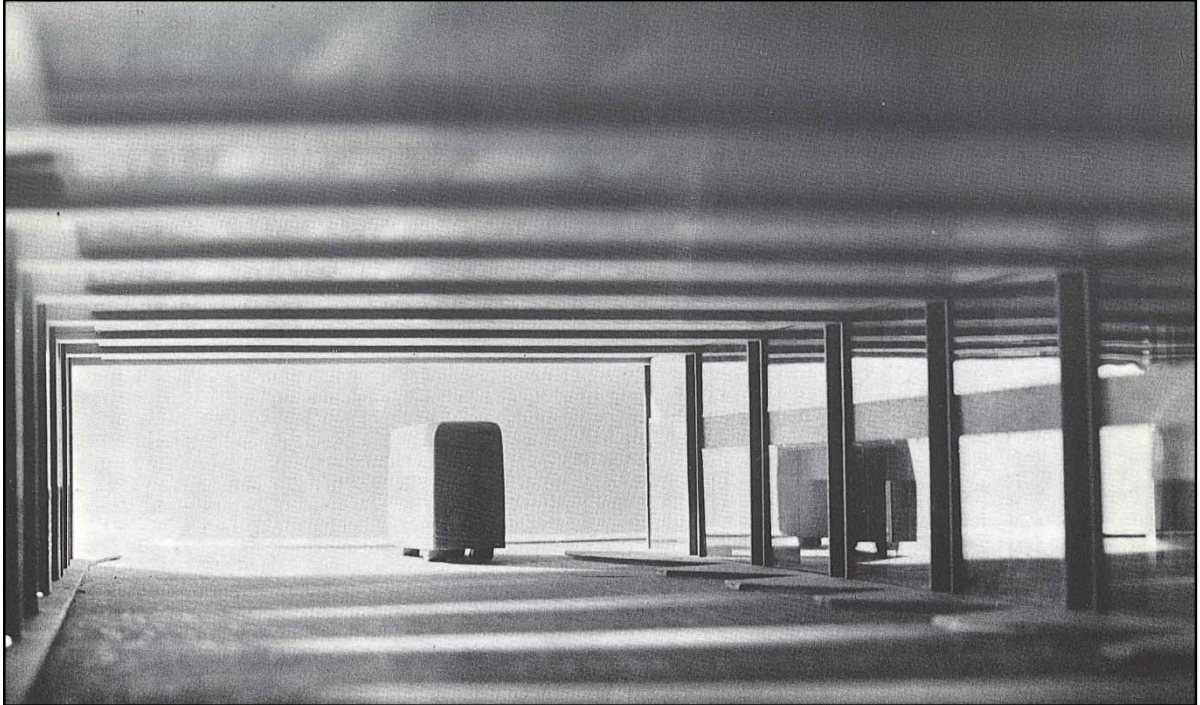
2



- L Passenger lift
- G Goods lift
- 1 G.P.O.
- 2 Switch room
- 3 Tank room

3L

4-5



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