GUILDFORD
BOROUGH

Tom Horwood
Joint Chief Executive
Guildford & Waverley
Borough Councils

www.guildford.gov.uk

Contact Officer:

John Armstrong, Democratic Services &
Elections Manager

16 February 2022

Dear Councillor

Your attendance is requested at a meeting of the **EXECUTIVE** to be held in the Council Chamber, Millmead House, Millmead, Guildford, Surrey GU2 4BB on **THURSDAY, 24 FEBRUARY 2022** at 7.00 pm.

Yours faithfully

Tom Horwood
Joint Chief Executive
Guildford & Waverley
Borough Councils

MEMBERS OF THE EXECUTIVE

Chairman:
Councillor Joss Bigmore ((Leader of the Council))

Vice-Chairman:
Councillor Julia McShane ((Deputy Leader of the Council and Lead Councillor for Community and Housing))

Councillor Tim Anderson, (Lead Councillor for Resources)
Councillor Tom Hunt, (Lead Councillor for Development Management)
Councillor John Redpath, (Lead Councillor for Economy)
Councillor John Rigg, (Lead Councillor for Regeneration)
Councillor James Steel, (Lead Councillor for Environment)
Councillor Cait Taylor, (Lead Councillor for Climate Change)

WEBCASTING NOTICE

This meeting will be recorded for live and/or subsequent broadcast on the Council's website in accordance with the Council's capacity in performing a task in the public interest and in line with the Openness of Local Government Bodies Regulations 2014. The whole of the meeting will be recorded, except where there are confidential or exempt items, and the footage will be on the website for six months.

If you have any queries regarding webcasting of meetings, please contact Committee Services.

QUORUM 3

Guildford Borough Council
Millmead House, Millmead, Guildford, Surrey GU2 4BB

North Street Development Site Working Group.

Term of Reference. 10.11.2021

1. **Authority.** It was agreed by Guildford Borough Council Executive, following presentation of the North Street Development Site Executive Report dated 26 October 2021,

   "To authorise the Strategic Services Director, in consultation with the lead Councillor for Regeneration, to establish a working group consisting of stakeholders, Councillors and officers to make recommendations to the Executive in respect of the design of the refurbished bus interchange (including the associated access and public realm improvements) and the proposed pedestrianisation of North Street".

   Purpose. To review and recommend a high-level design and specification for:

   1.1 A new Guildford Bus Interchange to include entrance works and operating systems within a budget of £4.2m inclusive of fees exc VAT.

   1.2 The pedestrianisation of North Street from Leapale Road to Onslow Street within a budget of £685,000 inclusive of fees exc VAT.

2. **Timescale.** The high-level design and specification need to be agreed prior to exchange of contracts with St Edward. This is scheduled for the end of Jan 2022.

3. **Note.**

   3.1 All designs will require planning consent so will be subject to the Local Planning Authorities scrutiny and approval. This may require design/material alteration at a later stage.

   3.2 Taxi Operators, Market Traders and other stakeholders will be informed and consulted separately as per the Executive Report. "To authorise the Strategic Services Director, in consultation with the lead Councillor for Regeneration to develop and take forward a plan for engagement with market traders, taxi operators and any other parties that are impacted by the development"

4. **Group membership.** (To be confirmed) The Working Group will comprise the following:

   Cllr John Rigg. (Chairman) Responsible for Regeneration and Major Projects.
   Cllr Angela Goodwin. Friary and St Nicholas Ward. Leader of the Equality Group.
   Cllr John Redpath. Holy Trinity Ward (adjacent).
   Amanda Masters. CEO Experience Guildford.
   Scott Linard. M&G. Friary Centre Investment Manager.
   Rob Vince. Stagecoach. Interchange Manager and bus operator.
   David Ligertwood. Surrey County Council.
   Darren Burgess. GBC. Asset Management.
   Andrew Tyldesley. GBC Town Centre Development Lead.

5. **Working Method.** The Group will receive presentations and information and a conclusion will be reached in a series of three meetings**.** In addition an email group will be set up for the sharing of information, ideas and opinion.

6. Meeting 1

6.1 Bus Interchange.

a. Presentation of new entry and exit arrangements.
b. Presentation of three design options.
c. Presentation of high-level cost plans for each design option.
d. Discussion on priorities and design.
e. Agreement on design option and way forward.

6.2 North Street Pedestrianisation.

a. Presentation of preliminary design and material proposal.
b. Presentation of high-level cost plans.
c. Market Stalls and Taxis implications.
d. Discussion on priorities and design/materials.
e. Agreement on design and materials.

7. **Meeting 2.** For Bus Interchange and North Street Pedestrianisation.

a. Presentation of updated designs, draft specifications and cost plans.
b. Cost engineering requirements and options.
c. Discussion and agreement on the way forward.

8. **Meeting 3.** (Both).

a. Final presentation of designs, specifications and cost plans.
b. Discussion.
c. Agreement to sign-off recommendations.

NORTH STREET REGENERATION

St Edward
Designed for life

ACTIONS SINCE LAST WORKING GROUP MEETING

- Further technical work on glazing complete
- Further advice on automated doors received
- Technical advice on overheating / cooling solutions
- Wind, fire and security considerations
- Meeting with SCC and Bus Operators to discuss proposals

<u>PURPOSE OF MEETING</u>

1. St Edward are to propose a cost efficient Option A and revised budget
2. St Edward to present the cost estimate for Pedestrianisation
3. St Edward to propose reallocation of budgets to deliver well reasoned, easy to maintain and good quality proposal for both bus station and North Street

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BUS INTERCHANGE SPECIFICATION AND COST ESTIMATE

Key Points from Previous Meeting 16.12.21

1. No green roof due to installation and maintenance costs

2. No solar roof due to installation and maintenance costs

3. CCTV to be included

4. Full height or 3.5m high screens to be included. Subject to budget and further information of climatic influences

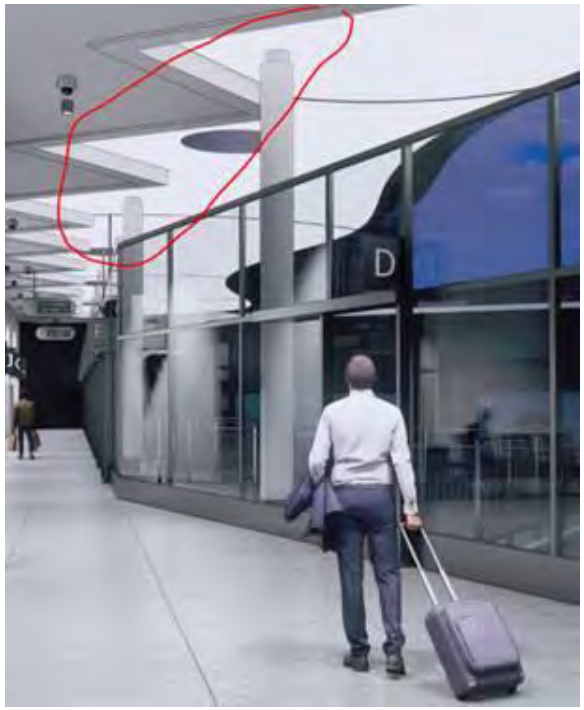
5. Automatic sliding doors installations costs are high as are likely maintenance costs. Door failure also an issue. Other door solutions to be proposed by the developer

6. Apron to be hard wearing tarmac / coloured tarmac surface

TECHNICAL ISSUES FROM FULL GLAZING

Having a full floor to ceiling glazing causes issues with:

- Connection to underside of soffit: expensive technical solution
- Wind control: all options require detailed modelling
- Climate control: heating / cooling / maintenance
- Fire considerations: needs further testing and advice
- Security: Locking doors / management / maintenance

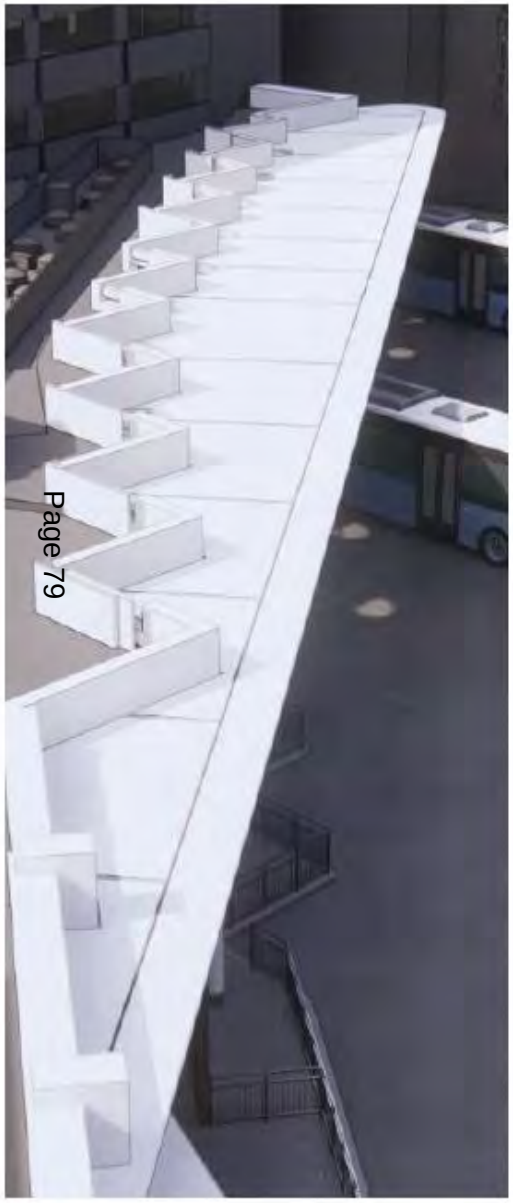


ACCESSIBILITY ISSUES WITH MANUAL DOORS

St Edward has been advised there are no suitable alternatives to automated doors due to issues with accessibility

From a climate control and design perspective, we recommend there are no doors as per drawing below:

Exploring Overall Canopy Options



Canopy Design - OPTION A - STRAIGHT

Canopy Design - OPTION B - CURVED

Canopy Design - OPTION C - HYBRID

BUS INTERCHANGE FINAL OPTION

SCOTT BROWNRIGG

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NORTH STREET REGENERATION

Main Canopy - 450 SQM / 4810 SQ FT

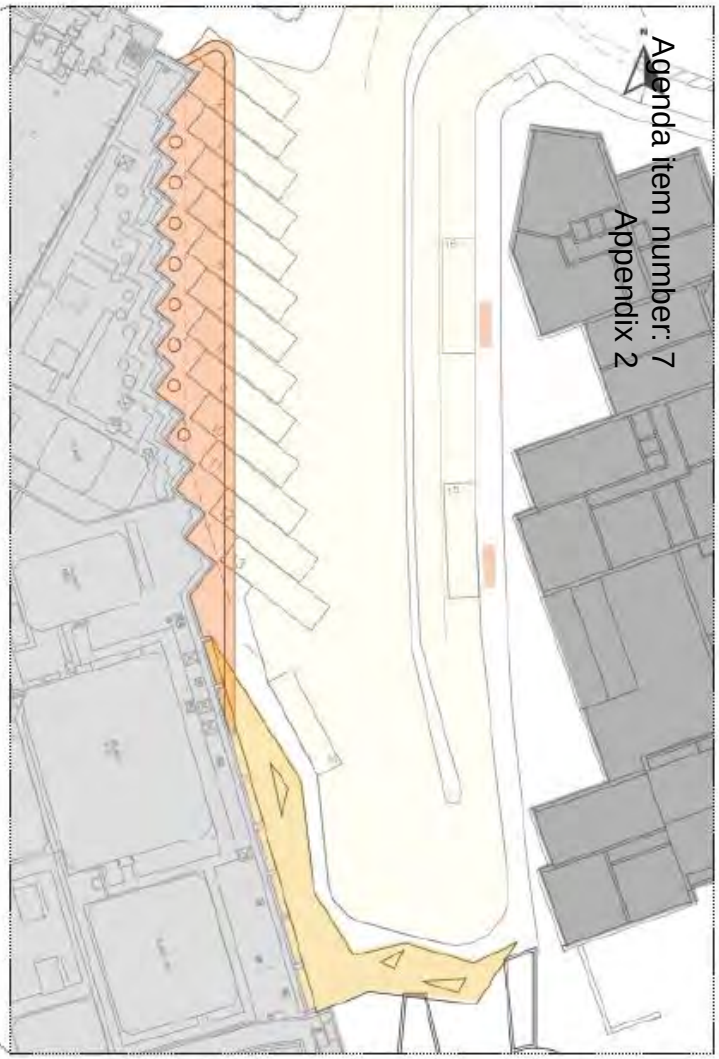
Remote Stands

Bus Apron - 2920 SQM / 31 400 SQ FT

Secondary Canopy - 250 SQM / 2710 SQ FT

Basement Layout - Structural Overlay

Proposed Roof Plan



Proposed Roof Plan - Enlarged

BUS INTERCHANGE FINAL OPTION

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COST ESTIMATE COMPARISON RECAP

		Bus Station Option A	Bus Station Option B	Variance
Demolition		360,413	360,413	-
Road Apron Repairs		370,125	370,125	-
Concourse		458,039	473,695	+ 14,910
Façade		67,217	74,567	+ 7,000
Canopy Structure		261,573	310,128	+ 46,243
Canopy Roofing		538,616	788,168	+ 237,668
Sundry Items (fit out, lighting, signage etc)		266,249	287,249	+ 20,000
Traffic Management		252,869	252,869	-
Northern Entrance and Exit		408,305	408,305	-
Bus Interchange Refurbishment Subtotal		2,983,406	3,325,518	+ 342,112
Prelims	18%	537,013	598,593	+ 58,648
Fees	5%	149,170	166,276	+ 16,291
OH&P	5%	149,170	166,276	+ 16,291
Risk	6%	179,004	199,531	+ 19,549
TOTAL		3,997,764	4,456,194	+ 436,600

AECOM

BUS INTERCHANGE FINAL OPTION COST ESTIMATE

NORTH STREET REGENERATION

	Final Option Budget
St Edward Cost Cap Bus Station	4,200,000
Option A Total Cost Estimate	3,997,764
CCTV Allowance	+ £80,000
Automated doors removal saving	(155,474)
Revised Total Estimate	3,922,290
Remaining of Budget	277,710 *

* To be reinvested into Pedestrianisation

SUMMARY OF FINAL BUS STATION PROPOSAL

- Option A Straight Canopy Style – more elegant and cost effective
- 3.5m curtain walling across concourse – avoids technical issues
- No doors – avoid high maintenance and installation costs
- No sealed concourse – avoids micro-climate issues and security concerns

- *Installation is cost effective*
- *Maintenance costs are reduced*
- *Allows for further investment into North Street*

Key Points from Last Meeting 19.1.22 (post this presentation).

1. A full height screen was not viable due to substantial additional cost.
2. A straight edge canopy design option would be taken forward due to the unacceptable additional cost of other designs.
3. Automatic sliding doors would be omitted from the specification due to installation and maintenance costs.
4. St Edwards have appointed Scott Brownrigg (architects) and Aecom (cost consultants) to advise on the bus interchange. However, both have agreed to provide a duty if care to GBC.
5. Systems for passenger and bus information will be provided for within the budget. Specification to be agreed in the detailed design process.
6. Budget substantially higher than anticipated due to cost of approx. £500k in respect of the taxi rank roadway re-arrangements. Therefore at this stage it would need to be removed from the specification. If funding can be provided the contract will allow for this element to be reintroduced into the specification.
7. Approx £200k surplus from the bus interchange budget would be move to the pedestrianisation budget to meet higher than anticipated construction costs inflation.

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PEDESTRIANISATION SPECIFICATION

Key Points from Last Meeting 16.12.21 and 19.01.22

1. Servicing plan for existing retailers required including emergency services and refuse collection

2. Emergency vehicle access required to both Friary Centre entrances at the Southern end

3. The raised tables at the junction of North Street and Commercial Road cause flooding. SUDS to be considered

4. Could shared pedestrian and bus routes be considered to main bus routes
5. Budget substantially higher than anticipated due to cost of approx. £500k in respect of the taxi rank roadway re-arrangements. Therefore at this stage it would need to be removed from the specification. If funding can be provided the contract will allow for this element to be reintroduced into the specification.
6. Approx £200k surplus from the bus interchange budget would be move to the pedestrianisation budget to meet higher than anticipated construction costs inflation.

PEDESTRIANISATION: EXISTING

iceni

PEDESTRIANISATION: PROPOSED (TECHNICAL)

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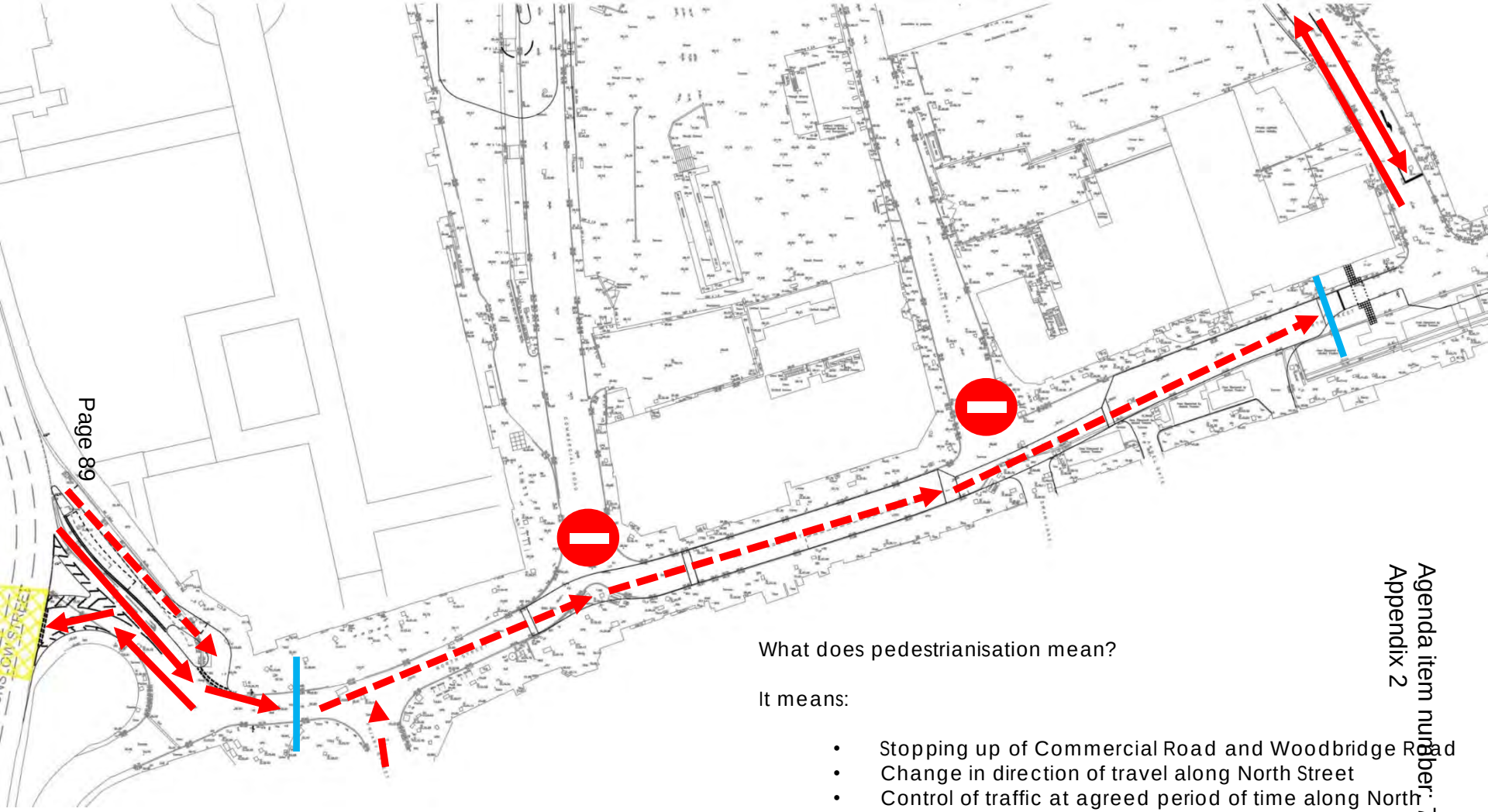
NORTH STREET REGENERATION



What does pedestrianisation mean?

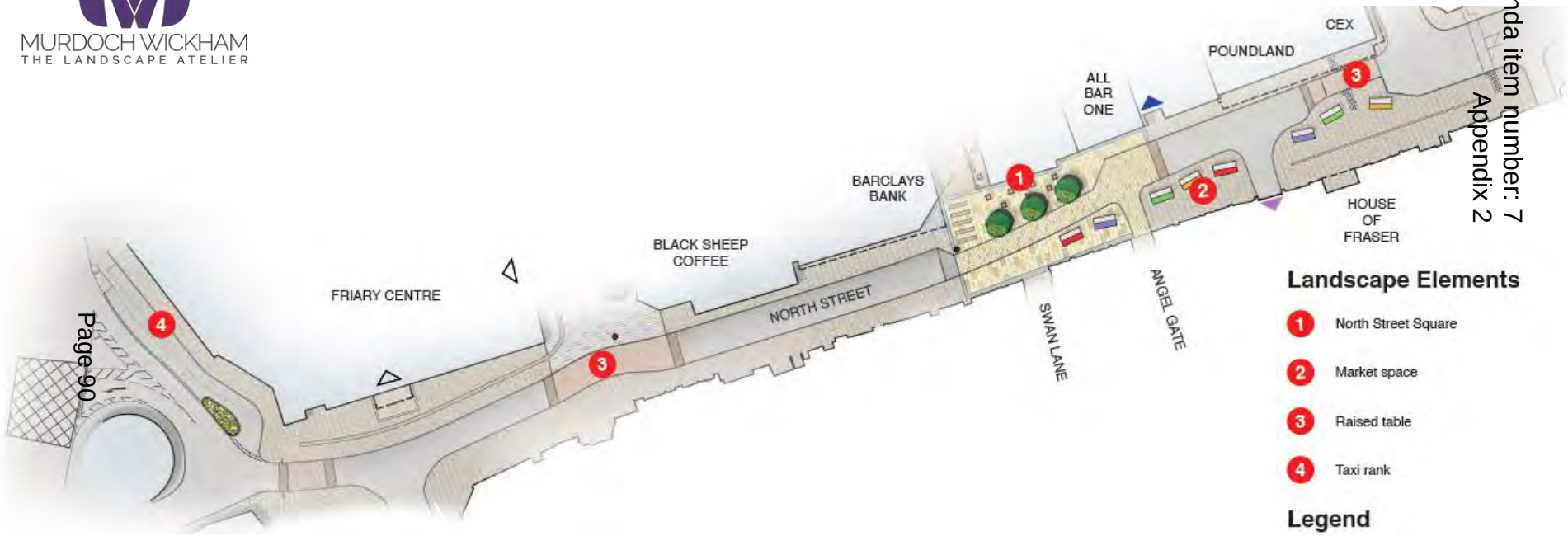
It means:

- Stopping up of Commercial Road and Woodbridge Road
- Change in direction of travel along North Street
- Control of traffic at agreed period of time along North Street
- Restrict traffic to access, servicing and emergency only
- Realignment of some kerbs and routes along North Street
- Improvement of some existing paving along North Street
- Creation of new junction North St/Leapale Road
- Creation of new junction for Taxi left turn onto gyratory

iceni

PEDESTRIANISATION SPECIFICATION – OUR VISION

MURDOCH WICKHAM
THE LANDSCAPE ATELIER



Landscape Elements

1. North Street Square
2. Market space
3. Raised table
4. Taxi rank

Legend

- Residential core access
- Friary Centre Entrance
- House of Fraser Access
- Signage & wayfinding

Scale

1:500
0 5 15 30m
N

Materials

Bitumen Macadam Road Surface or Similar

Note: To adoptable standards

Marshalls Concrete Paving or Similar

Size: 600 x 900mm
Note: To adoptable standards

Paving Curbs or Similar

Size: 255 x 150mm
Note: To adoptable standards

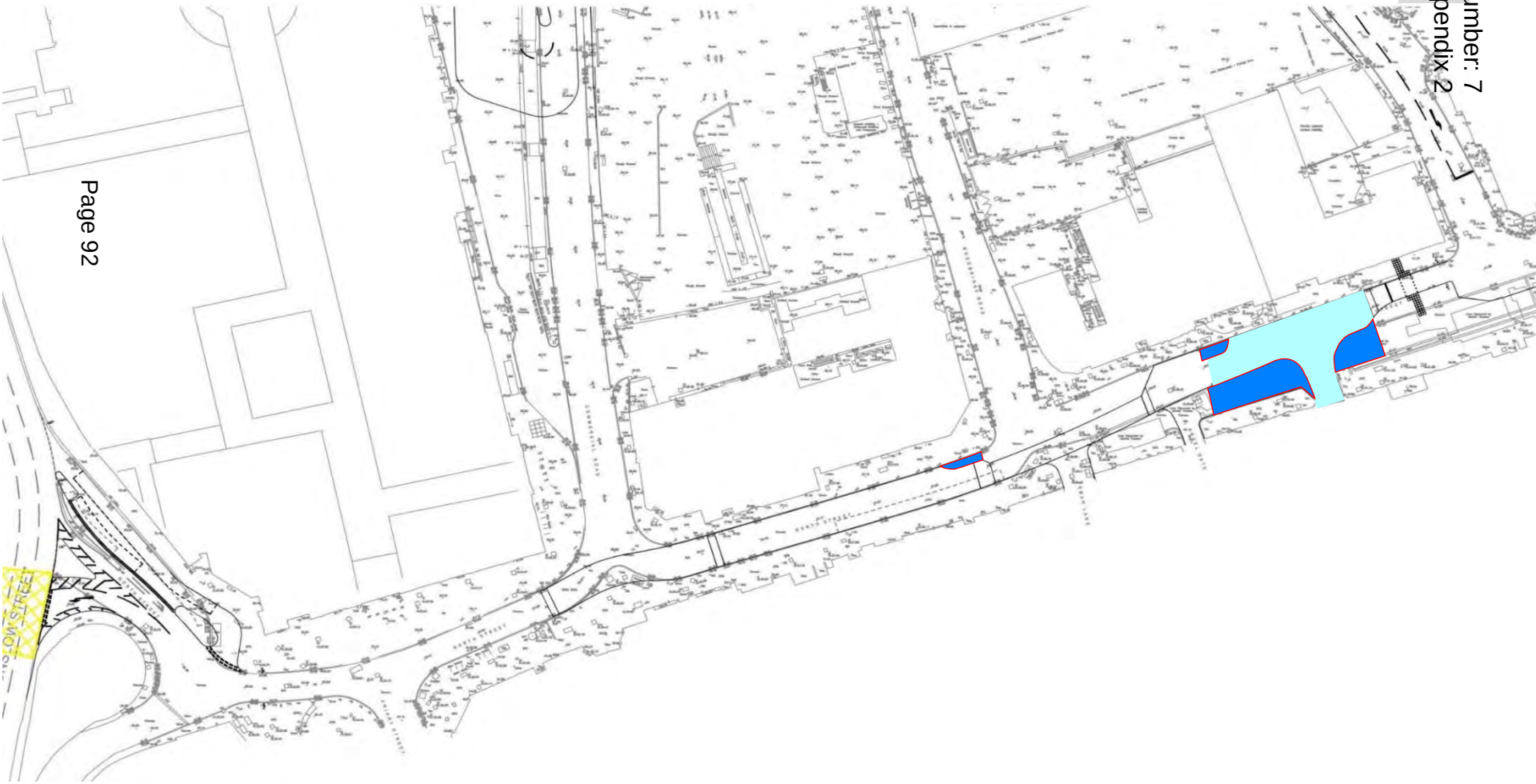
SCOPE OF WORKS

New tarmac surfacing

SCOPE OF WORKS

New tarmac surfacing

New paved footpath construction with concrete kerbs



SCOPE OF WORKS

New tarmac surfacing

New paved footpath construction with concrete kerbs

New squares and ramps outside of specification

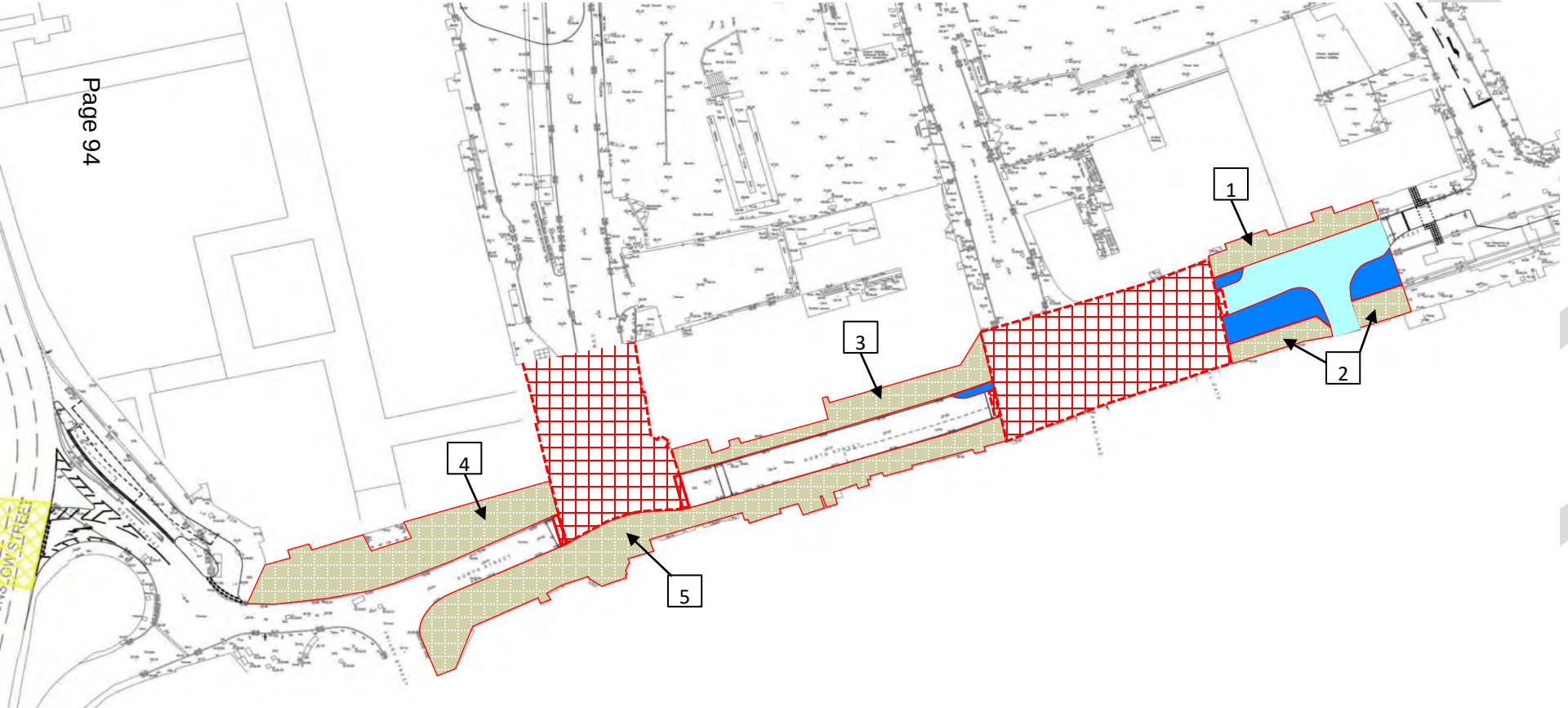
SCOPE OF WORKS

New tarmac surfacing

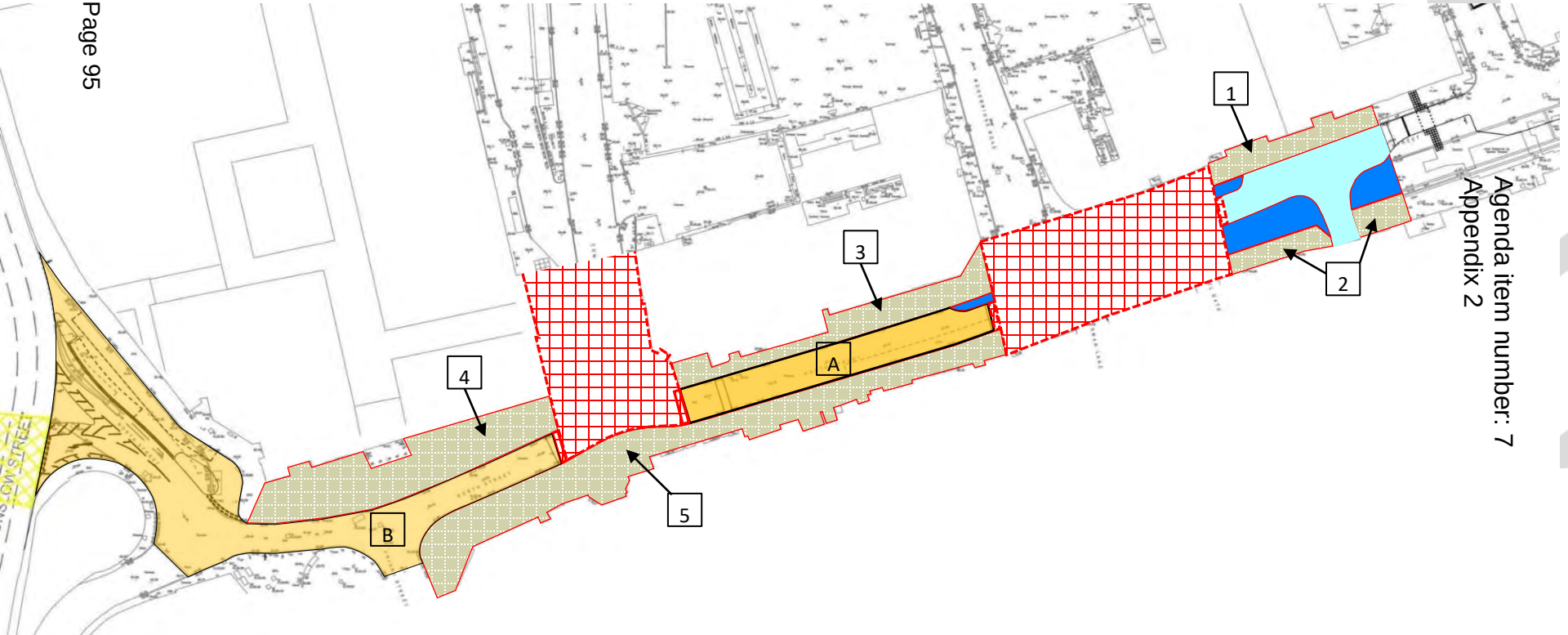
New paved footpath construction with concrete kerbs

New squares and ramps outside of specification

Additional areas of footpath to be repaved with concrete pavers



SCOPE OF WORKS



COST ESTIMATE

OVERALL COST ESTIMATE OF PEDESTRIANISATION

Summary of AECOM Costs

St Edward has a cost cap of £685,000

1 –	£46,822
2 –	£40,350
3 –	£85,649
4 –	£155,691
5 –	£244,622
A –	£146,937
B –	£553,413
Aqua	£60,525
Blue	£100,043
TOTAL	£1,434,053

New tarmac surfacing

New paved footpath construction with concrete kerbs

Excluded from pedestrianisation allowance

Additional areas of footpath repaving

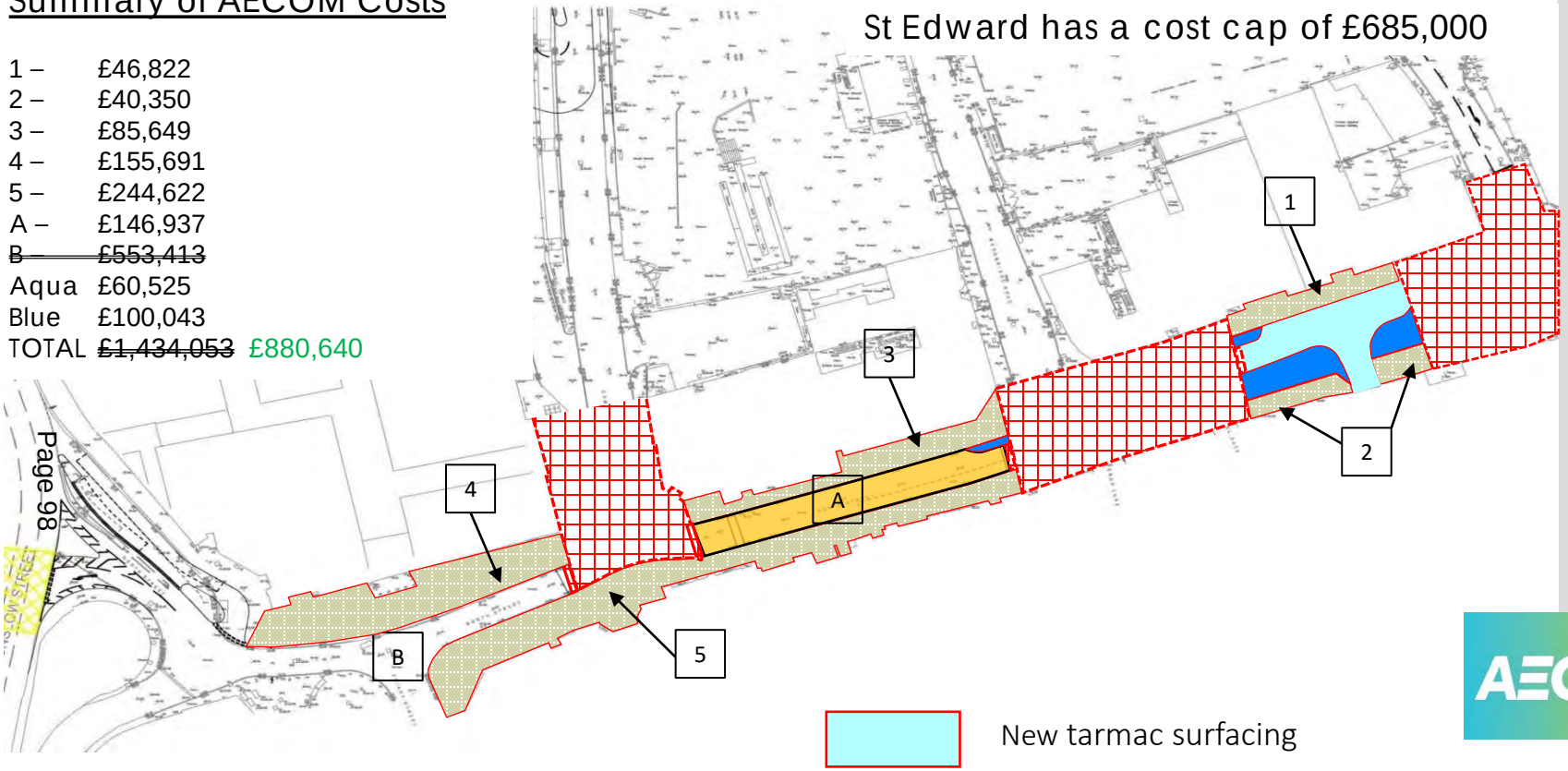
Additional areas of resurfacing (tarmac)

SUGGESTED SPECIFICATION

Summary of AECOM Costs

1 – £46,822
2 – £40,350
3 – £85,649
4 – £155,691
5 – £244,622
A – £146,937
~~B – £553,413~~
Aqua £60,525
Blue £100,043
TOTAL ~~£1,434,053~~ £880,640

St Edward has a cost cap of £685,000



AECOM

New tarmac surfacing

New paved footpath construction with concrete kerbs

Excluded from pedestrianisation allowance

Additional areas of footpath repaving

Additional areas of resurfacing (tarmac)

FINAL BUDGET RECONCILIATION

	FINAL BUDGET
St Edward Cost Cap Bus Station	4,200,000
Option A Total Cost Estimate	3,997,764
CCTV	+ £80,000
Automated doors removal saving	(155,474)
Revised Bus Refurbishment Estimate	3,922,290
Remaining of Budget	277,710
St Edward Cost Cap Pedestrianisation	685,000
Revised Bus Station Cost Cap	4,000,000
Revised Pedestrianisation Cost Cap	885,000
Pedestrianisation Cost Estimate	880,640
Remaining of Total Budget	82,070

SUMMARY OF FINAL PROPOSAL

- Deliver Bus Station as per earlier suggestion for c. £3.9m
- Reapportion remaining £270k into North Street budget
- Remove taxi rank turning as poor use of funds (c. £500k)
- Deliver repaving along North Street to proposed specification
- Have taxis use North Street at all times travelling eastbound

FINAL RECONCILLATION:

	Bus Station	Pedestrianisation	Total
St Edward Cost Cap	4,000,000	885,000	4,885,000
Total Cost Estimate	3,922,290	880,640	4,802,930

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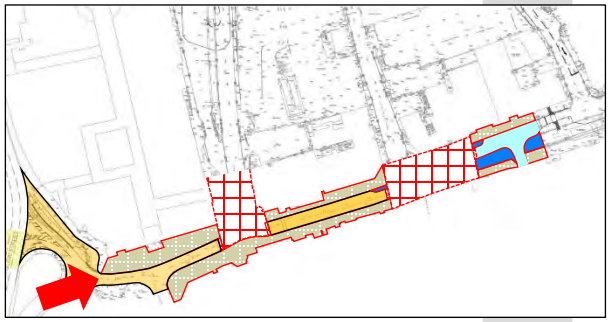
WALKTHROUGH

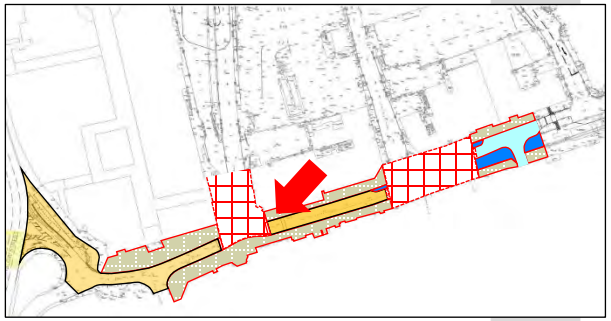
WALKTHROUGH

WALKTHROUGH



WALKTHROUGH

WALKTHROUGH



WALKTHROUGH

WALKTHROUGH

WALKTHROUGH

WALKTHROUGH

QUESTIONS AND DISCUSSION

SCOTT BROWNRIGG

NORTH ST. BUS INTERCHANGE GUILDFORD

SPECIFICATION DOCUMENT

18.01.22

PREPARED FOR ST.EDWARD

19602-SBR-NT-XX-RP-A-00001

N:\Projects\196020000

This report has been prepared for Guildford Borough Council in its capacity as land owner, and for St.Edward for the purposes set out in the report or instructions commissioning it. This report, together with further reports accompanying this application relate to the present situation and may be subject to supplementary information as discussions progress with the local authority.

Note where measured areas are provided in this report these areas are approximate only and have been measured from the preliminary drawings provided. The developed design may affect the stated areas. The building may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas. All these factors should be considered before making any decisions on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, and should include due allowance for the increases and decreases inherent in the design development and construction processes.

Revision	Description	Issued by	Date	Checked
01	First Issue	PB	**16.12.21**	**AB**
02	Design Revised as per feedback	PB	**06.01.22**	**AP**
03	Design Revised as per feedback	PB	**12.01.22**	**AB**
04	Design Revised as per feedback	PB	**18.01.22**	**AB**

Approved	Alistair Brierley
Signature	Alistair Brierley

Date 18/01/2021

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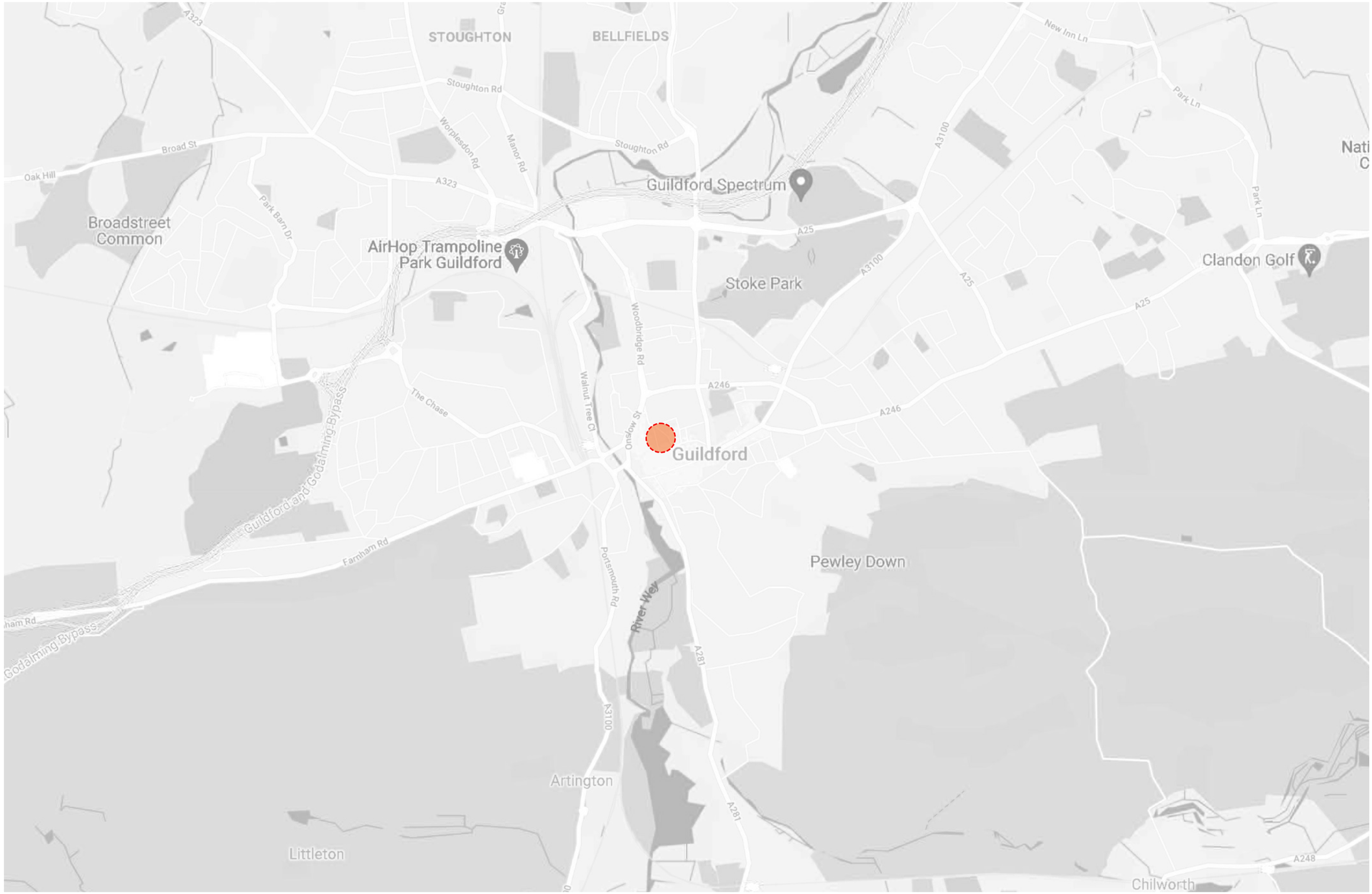

STOUGHTON
BELLFIELDS
Stoughton Rd
Broad St
Oak Hill
Worplesdon Rd
Manor Rd
A323
Park Barn Dr
Broadstreet Common
AirHop Trampoline Park Guildford
Guildford Spectrum
New Inn Ln
Park Ln
A3100
A25
Clandon Golf
Stoke Park
Woodbridge Rd
Walnut Tree Ct
Onslow St
A246
The Chase
Guildford
Guildford and Godalming Bypass
Farnham Rd
Portsmouth Rd
River Wey
A281
Pewley Down
Artington
Littleton
A248
Chilworth

1.0

ANALYSIS

1.1 THE CONTEXT

Occupying an important part of central southern Guilford the re-imagined bus station and the adjacent residential proposals will see a step change in terms of civic 'place-making' with its associated public realm interventions and high quality residential quarter.

The interface with The Friary Centre will remain similar in terms of physical adjacency and the functionality of the retail offer with its established permeability into the bus station concourse. These two buildings will remain conjoined in the chosen development offer, and are seen as offering positive synergies to each other. The proposed residential buildings will consolidate and provide a definitive and legible contained edge to the eastern side of the site. The proposed buildings are of intermediate height, and will be the tallest thus far in this part of the town. Three tranches of east- west orientated blocks containing apartments define and modulate the massing, and will have an influence on the micro climate of the modified bus station. This influence will be seen primarily in terms of sun path and potential downdraught and turbulence. Of significance will be the east- west pedestrian link from the residential proposals through to the southern end of the bus station apron. This route will provide improved permeability into the bus station site, and access to the proposed public realm adjacent to North Street.

Contextual constraints and opportunities:

- Consider proposals in the 'round'
- Street level and aerial views
- A new 'gateway' for Guildford
- Enhanced adjacencies
- New high quality public realm
- Safe by design

Context Diagram

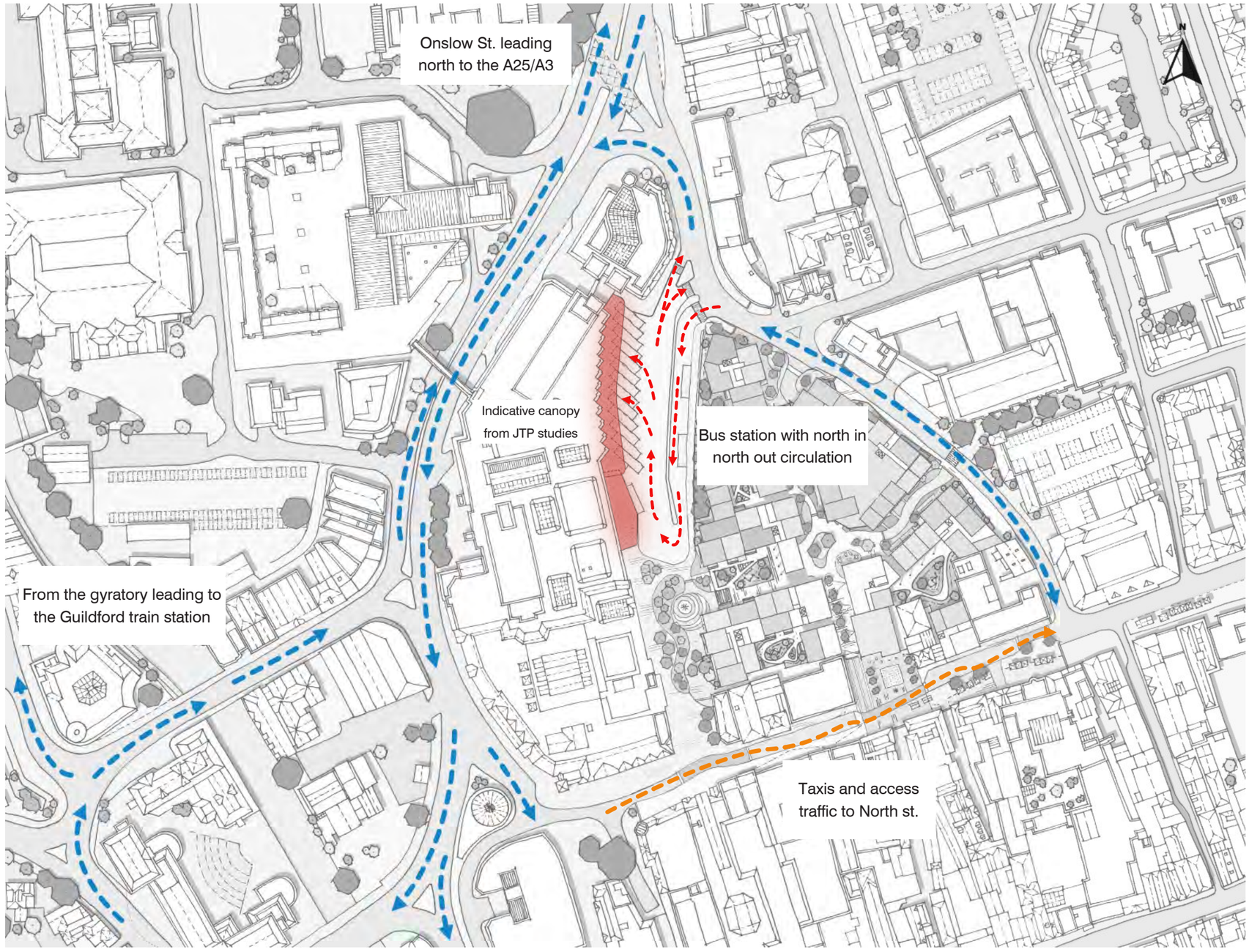
1.2 TRAFFIC CIRCULATION IN CONTEXT

Currently the bus traffic enters the site from the south and exits to the north. The proposals replace the southern entry with a pedestrianised public space meaning that bus traffic is more contained and protects the amenity of a more pedestrianised section of North Street between Leapale Road and Onslow Street.

The ‘north- in’, ‘north- out’ approach will require highway alterations at the new entrance/exit along Leapale Road to allow 2-way buses at the junction of Leapale Road and North Street, and possibly to allow a right turn from the north bound carriageway of Onslow Street.

All these changes will need to be agreed with the local Highway Authority.

- North in-north out circulation
- Pedestrianised public realm to south
- Extend echelon stands to the north
- 2 remote stands on residential boundary
- Optimise residential boundary amenity



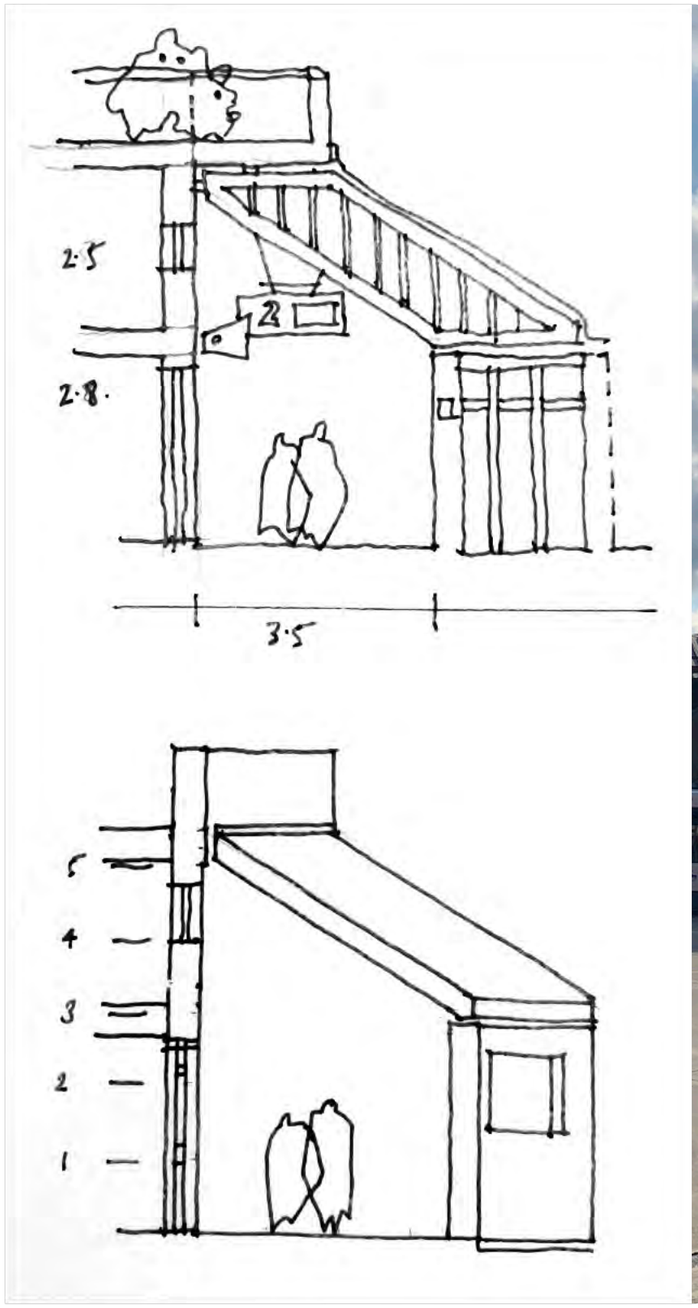
Circulation Diagram

1.3 EXISTING BUILDING / GEOMETRY

Existing section analysis:

- Complex angular geometry
- Poor visibility to buses
- Complex interface with Friary Centre
- Numerous junctions to solve
- Poor proportions

Sketch sections not informed by digital survey material and dimensions. Survey of Friary Centre awaited.



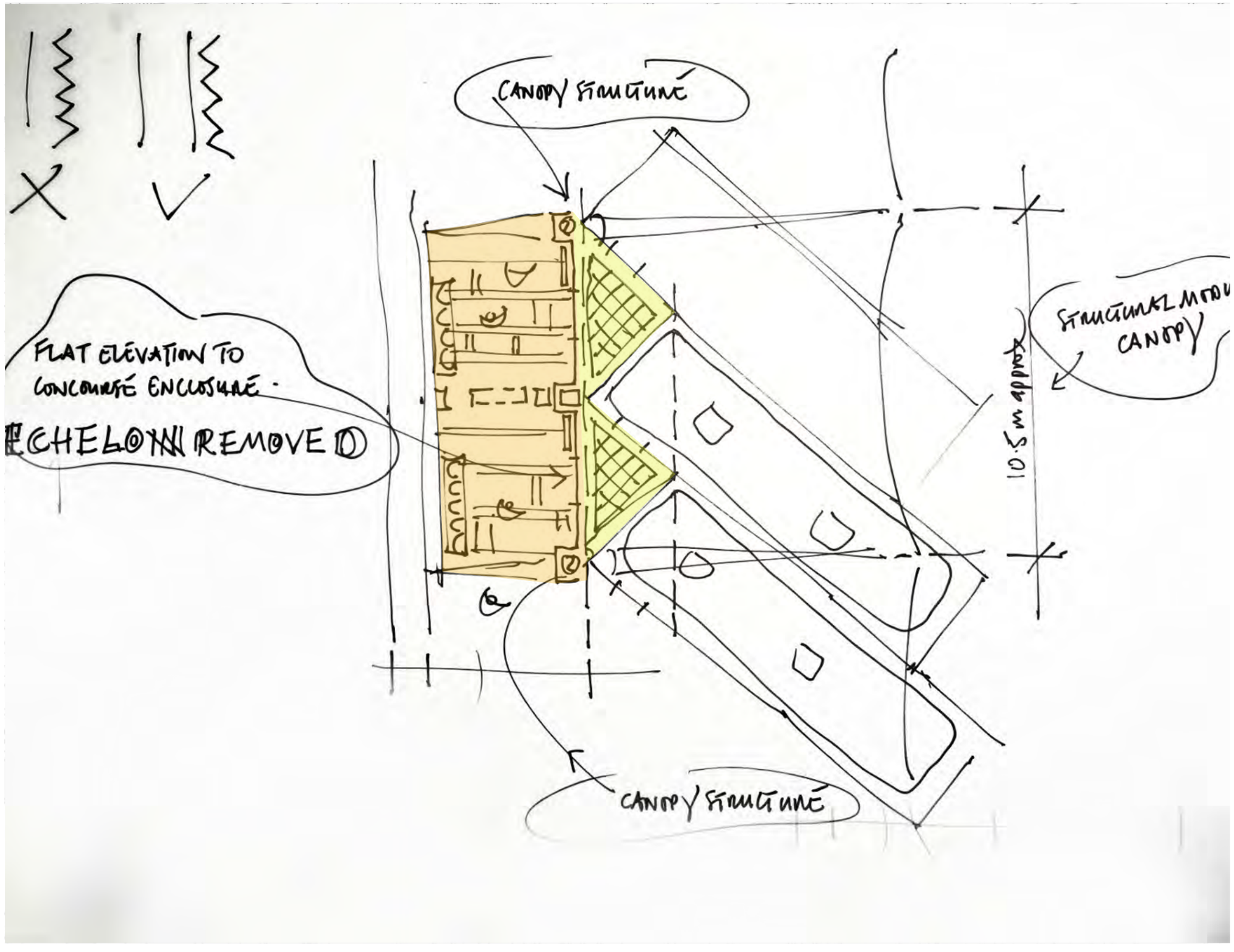
Existing Section Sketch

Master Plan Scheme

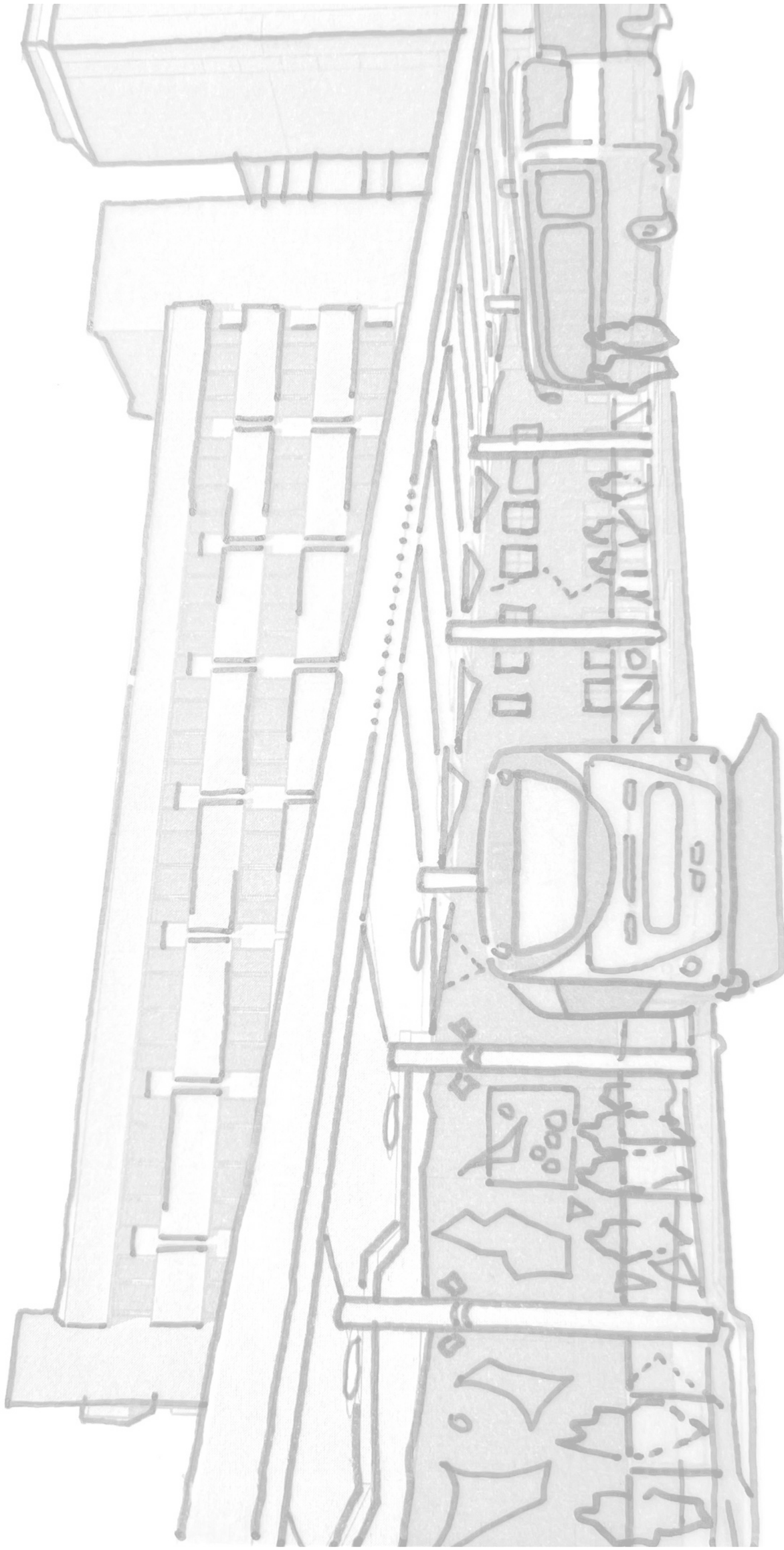
1.4 EXISTING ECHELON AND SIMPLIFIED CONCOURSE

Enhance concourse and remove echelon.

- Remove angled brickwork piers
- Remove all angled glazing
- Straighten edge facing buses
- Double the structural module for canopy
- Lighter simpler concourse
- Enhanced wayfinding/lighting
- Better proportions



Straight Concourse



2.0

INDICATIVE PROPOSAL

2.1 FEASIBILITY SKETCHES

This proposal follows simple principles in terms of the canopy its supporting structure and the concourse.

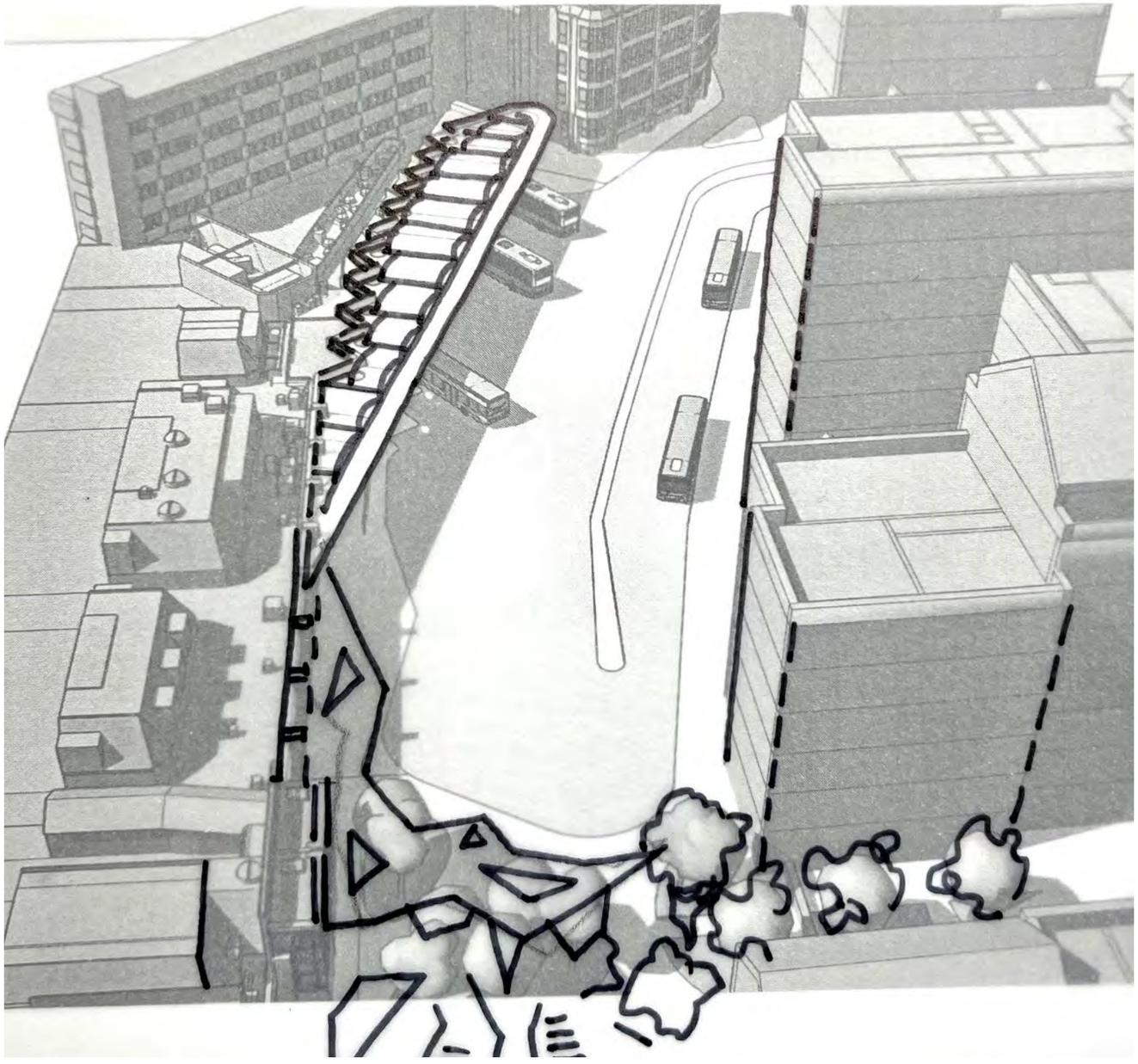
Key considerations are:

- The interface with the brickwork façade of The Friary Centre
- The structural support of the canopy with efficient and regular loading
- Minimal columns at concourse level
- Simple plan geometries to ensure ease of construction and maximum prefabrication
- Primary and secondary support beams for the canopy hidden behind solid finish to canopy soffit
- Angled props may be needed at either end of the canopy to provide structural integrity and stability
- How much vertical screening should there be in terms of built enclosure?
- A naturally ventilated concourse
- A well-lit concourse using the white soffit as a baffle to reflect light downwards
- Integrated real-time wayfinding and information systems
- Terminal management system
- Automatic bay allocation

This option introduces a canopy that directly adjoins the edge of the Friary Centre. The canopy soffit is flat and set at a height range of approximately 6m to allow for the use of double decker buses should this be required. This interface will need to be watertight and well detailed for its length.

The canopy provides weather protection for the concourse and the individual gates, as well as protecting the front end of the buses. Supporting structure is provided by cylindrical steel columns that are positioned once every two bays. Circular roof lights provide daylight to the concourse opposite every bus parking bay punctuating the soffit and washing the rear wall of the concourse. Drainage strategies will be addressed during the detailed design phase. It is important that the nosing of the canopy is relatively slim and streamlined.

The concourse below has a width of approximately 3.5m. Seating for waiting will need to be mounted on the rear wall. This is designed to allow for short waiting times.



Bird's Eye Sketch

2.2 FEASIBILITY SKETCHES

Weather protection for passengers is provided by a 3.5m high toughened glass screen with cutout access to buses. Gate numbers to be inscribed into the glass screen. The concourse can be entered or exited from either the north or the south, and as it is not a sealed entity will be open throughout a 24 hour cycle.

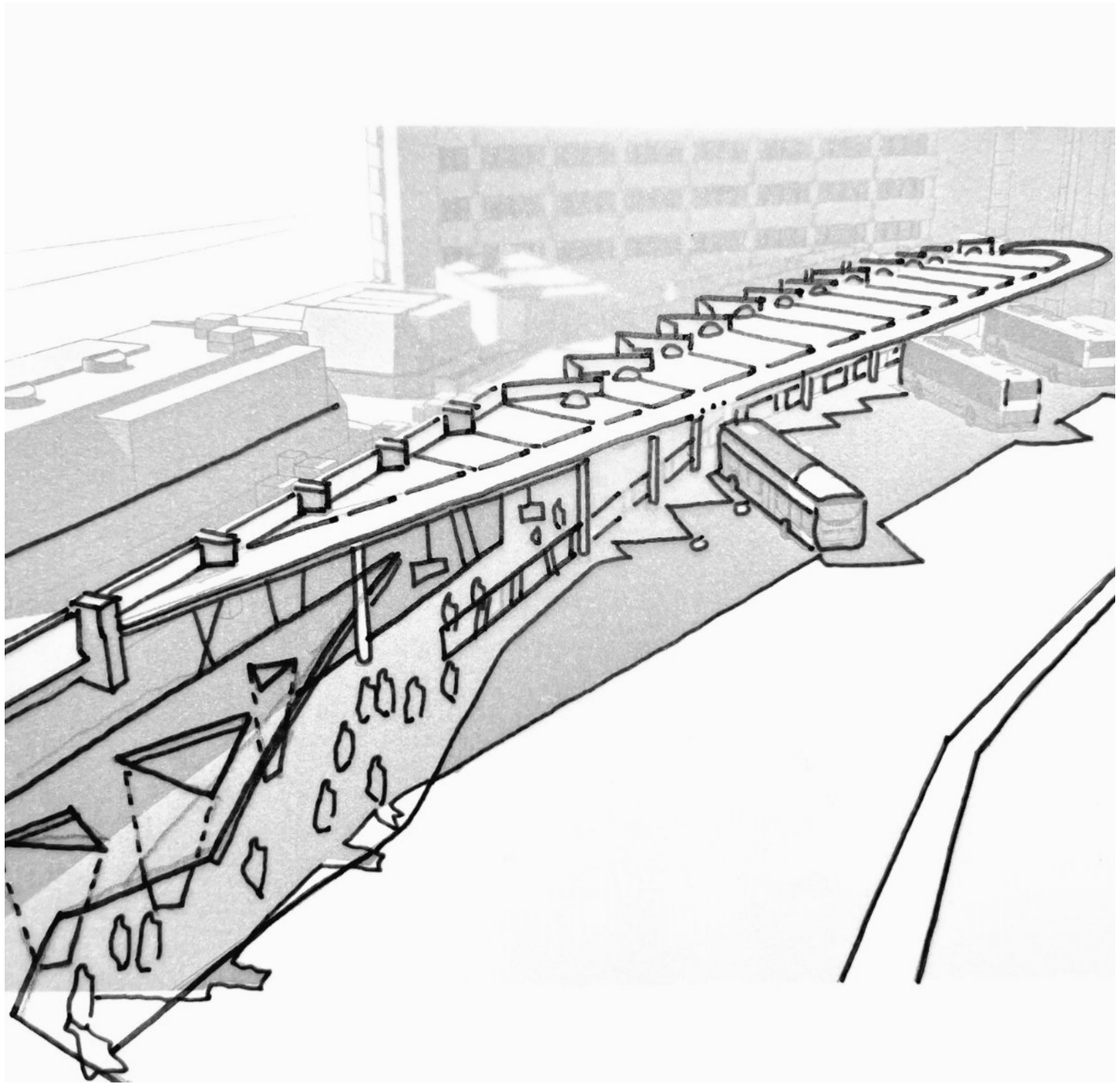
In terms of the roof finish a standing seam zinc product is a possibility and would be durable and offer a high quality finish with good lifespan. Monolithic rubberised bitumen membrane systems offer potential for consideration.

Uplighters could be mounted on individual columns which would be complemented by arrays of down lighters to make sure the trafficked pedestrian area is well lit and safe.

Real time signage and monitors may be wall mounted and suspended from the underside of the ceiling over the concourse and could be updated with dynamic platform information.

As the design moves forward, terminal and fleet management systems should be considered so that interchange logistics can be optimised to enhance both the operators' costs and the overall passenger experience.

A potential canopy extension to the south has been indicated on the plan.



Masterplan View Sketch

2.3 PROPOSED PLANS - CANOPY PLAN

Main Canopy

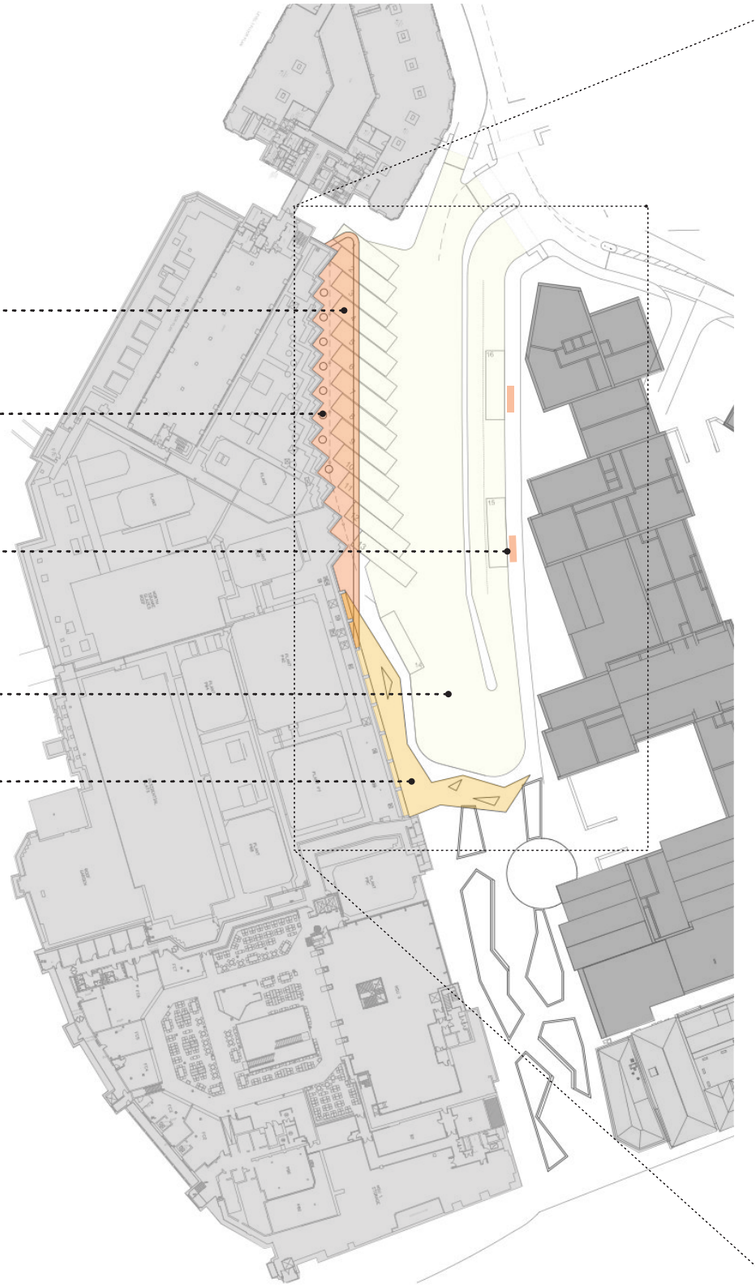
Position and shape of roof lights subject to change

Remote Stands

Bus Apron

Secondary Canopy

Basement Layout - Structural Overlay



Proposed Roof Plan

Proposed Roof Plan - Enlarged

2.4 PROPOSED PLANS - CONCOURSE PLAN

New column line in same position as existing masonry

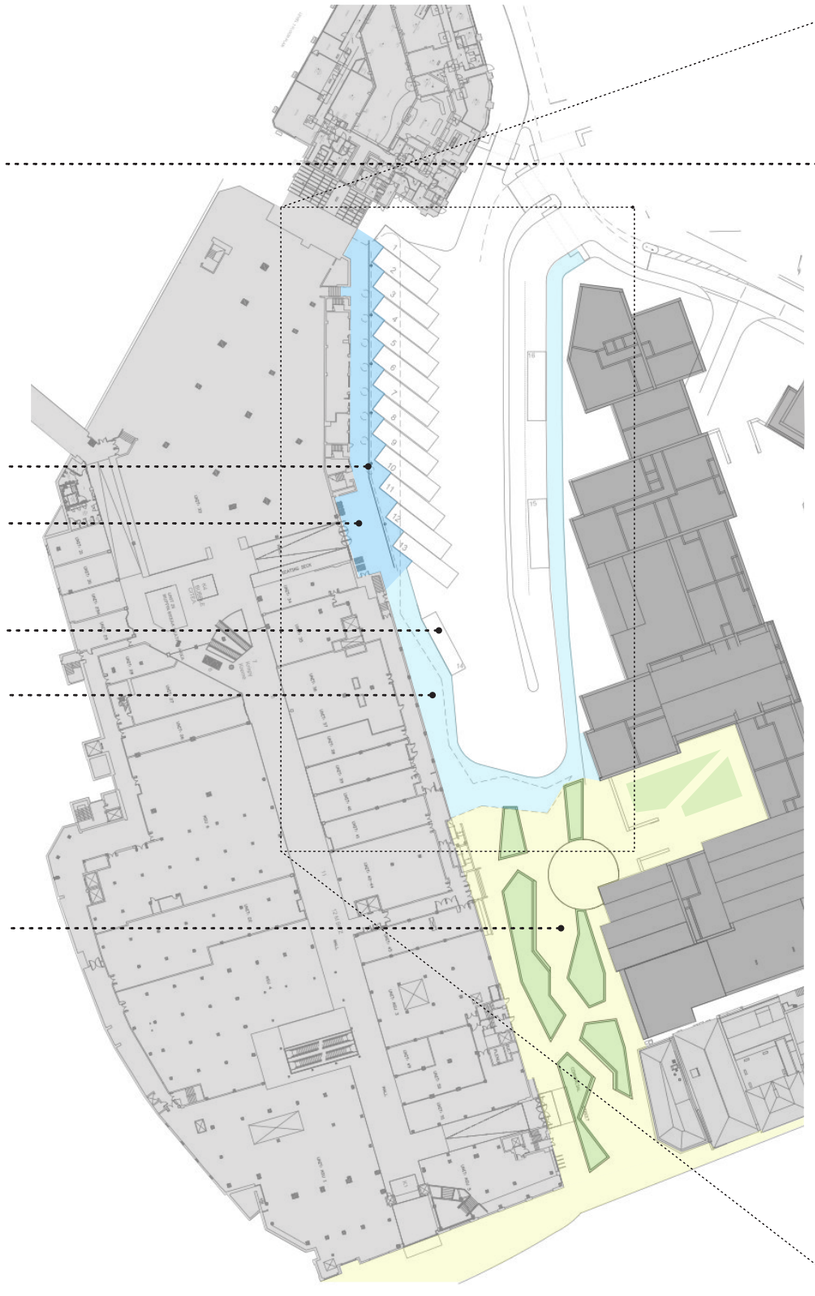
Glazed Screens 3.5m High

Main Concourse

Bus Stand

Secondary Concourse

Indicative public Space



Proposed Concourse Plan

Proposed Concourse Plan - Enlarged

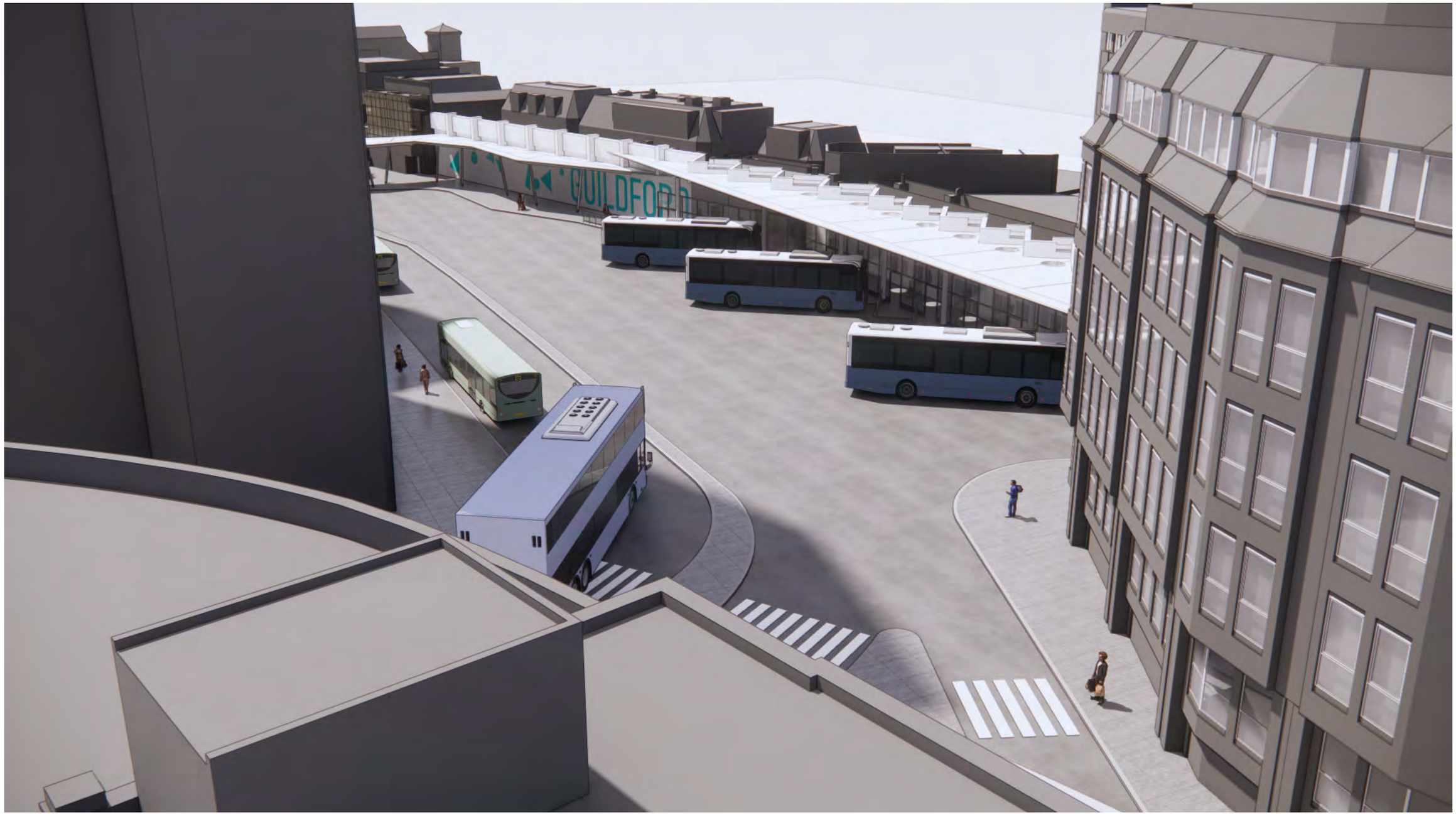
2.5 PROPOSED VISUALS - OVERVIEW

Bird's Eye Visual - South

Residential Point of View Visual

Driver Point of View - Entering the Bus Station

2.6 PROPOSED VISUALS - NORTH BIRDS EYE VIEW



Bird's Eye Visual - North East

2.7 PROPOSED VISUALS - STREET LEVEL AND CONCOURSE

Street Level Visual

Street Level Visual

Concourse Visual

2.8 PROPOSED VISUALS - CONCOURSE

Concourse Visual

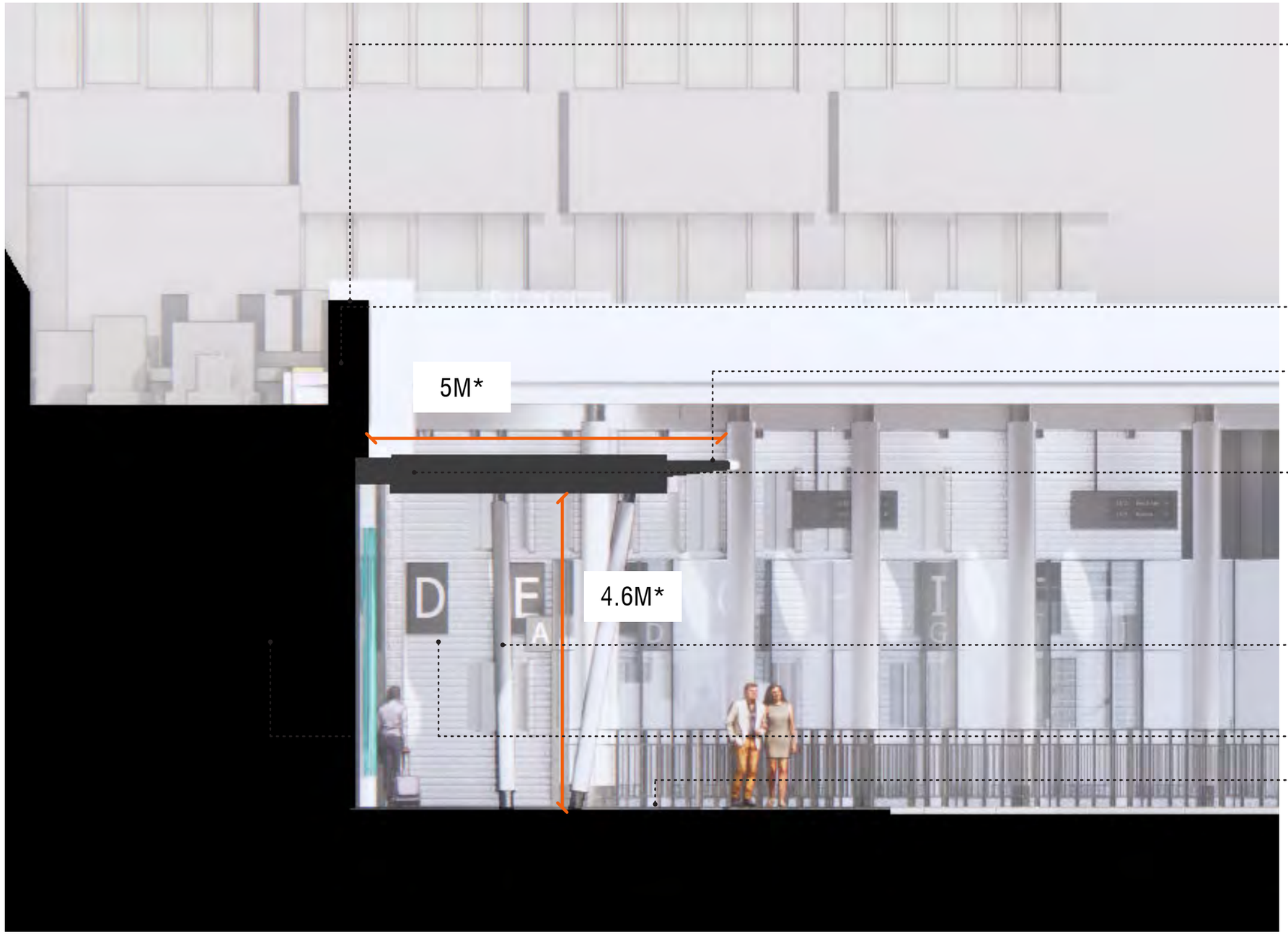
2.9 PROPOSED INDICATIVE PUBLIC SPACE VISUALS

Public Space - Bird's Eye Visual

Concourse View - Heading South

2.10 PROPOSED VISUALS - CONCOURSE WITH 3.5M HIGH SCREEN AND CUTOUT OPENINGS TO ACCESS BUSES

2.11 PROPOSED CROSS SECTION - SECONDARY CANOPY



Friary interface to be confirmed pending survey

Flat canopy with standing seam or membrane finish to top.

PPC or anodised aluminium finish to all trims and nosings.

Steel structural support, primary and secondary beams hidden within canopy depth.

Cylindrical steel columns and connections.

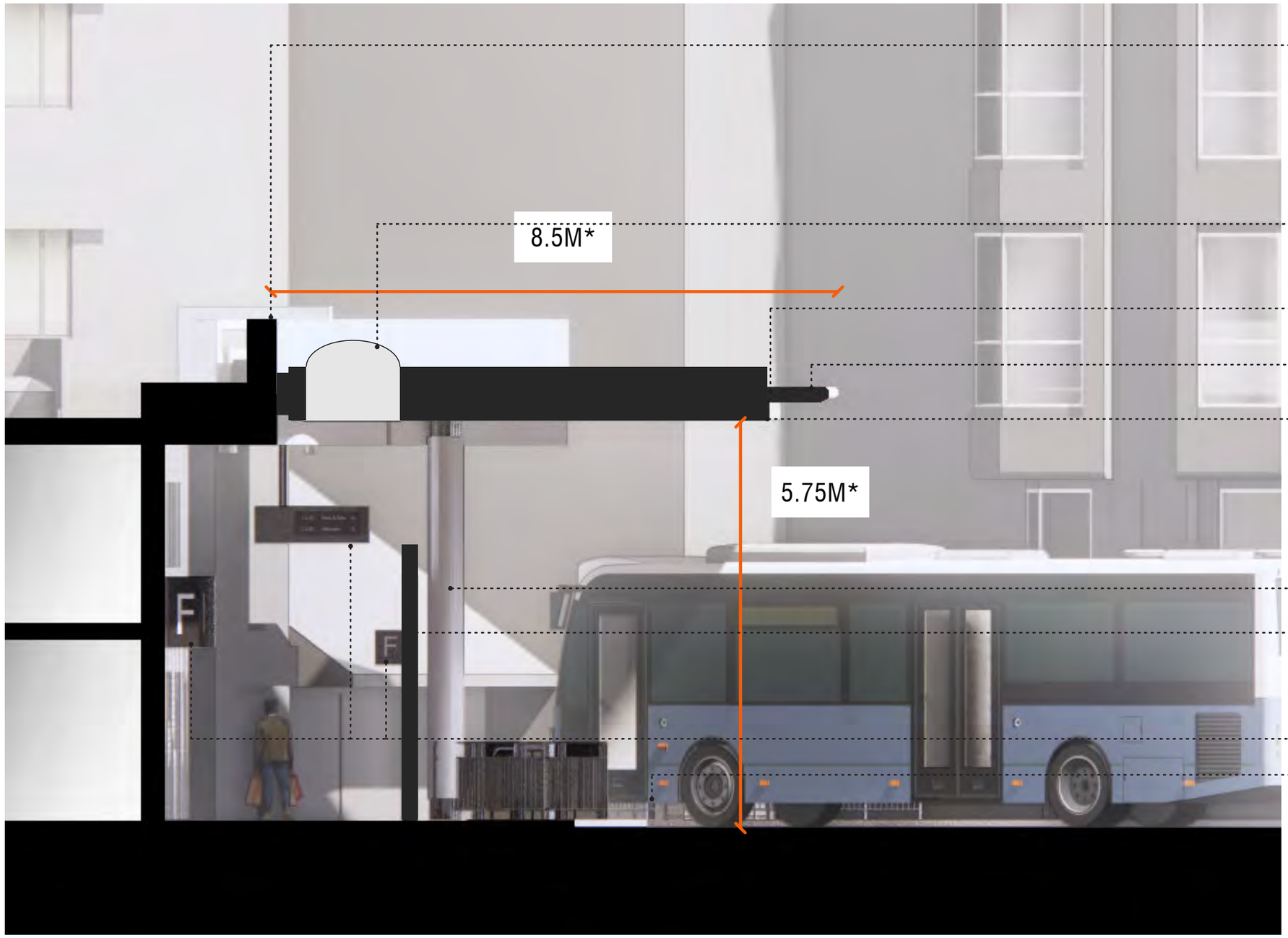
Wall/ceiling mounted signage and wayfinding.

Floor finish in non slip porcelain tile

*Note - All dimensions indicative and subject to change during the planning process
All materials potentially subject to amendment during town planning process

Cross Section - Secondary Canopy

2.12 PROPOSED CROSS SECTION - PRIMARY CANOPY



Friary interface to be confirmed pending survey

Circular glass skylight dome with GRP upstand.

Flat canopy with standing seam or membrane finish to top.

PPC or anodised aluminium finish to all trims and nosings.

Steel structural support, primary and secondary beams hidden within canopy depth.

Cylindrical steel columns and connections.

Vertical screening to be in toughened glass in PPC metal framing.

Wall/ceiling mounted signage and wayfinding.

Floor finish to be established

*Note - All dimensions indicative and subject to change during the planning process
All materials potentially subject to amendment during town planning process

Cross Section - Main Concourse / Canopy

2.13 PROPOSED LONGITUDINAL SECTION / ELEVATION

Longitudinal Section

*Note - All dimensions indicative and subject to change during the planning process

2.14 SELECTED CGI'S

Bus Station Dusk Visual

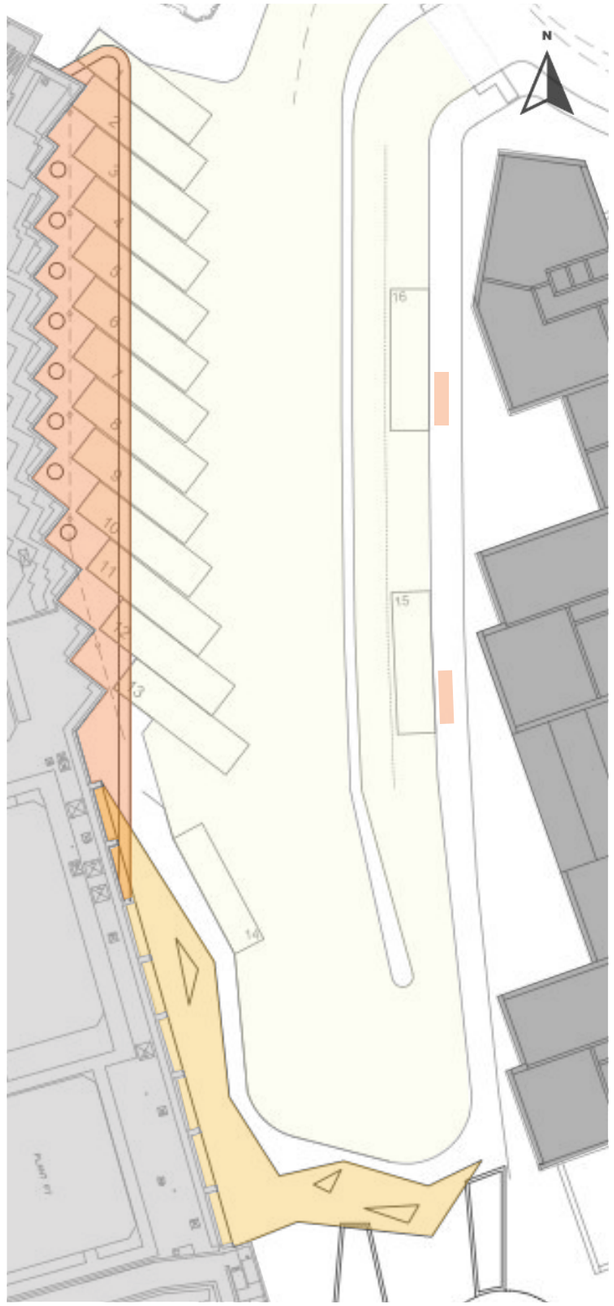
2.15 SELECTED CGI'S

Bus Station Concourse Dusk Visual

3.0

OUTLINE SPECIFICATION

3.1 OUTLINE SPECIFICATION - MATERIALITY



Proposed Roof Plan

Demolitions

- Concourse - demolition of existing lean-to, with existing saw tooth / soffit and parapeit retained and made good.
- All signage, wayfinding and fixed furniture to be removed.

Canopy

- Roof - standing seam or membrane finish to top. Standing seam preferred.
- Drainage - hidden gutters. Rainwater stacks to be concealed in screen frames / structural columns.
- Soffit - finish in fibre cement boarding or Barrisol.
- Trims and nosings - PPC or anodised aluminium finish to all trims and nosings
- Skylights - circular cut-outs to be glazed or covered with polycarbonate.
- Columns - cylindrical steel columns and connections.
- Angled props for stability - if required;
- Primary and secondary beams - hidden within canopy depth.

Screens/Access Gates

- Glazed Module sizes - glazed panels 3.5m high in toughened glass to 1.5m / 2m width.
- Panel Design - Vinyl manifestation to suit relevant legislation.
- Support framing - PPC metal framing.
- Access to buses to be provided via openings in the glass screen.

External

- Balustrades - metal balustrades to each gate and to unprotected bus stop 14.
- Buffers - suitable buffers to stop buses.
- Remote Stands - brief and requirements to be developed.

M&E requirements

- Lighting - downlights to be provided to ensure correct LUX levels at all times.
- Signage/information - suitable automatic screens wall mounted / ceiling mounted with real time information.
- Wayfinding - suitable wayfinding to be provided in PPC metal blades / plaques to each bus stop and near each entrance.
- Ticketing - pre-installation for ticketing system to be coordinated with bus operator.

Decorations

- Wall Finish - repairs, making good and anti-graffiti paint finish to brickwork of Friary Centre.
- Soffit - repairs, making good and paint finish to existing soffit.
- Graphics - oversized graphics to be provided in 3M Outdoor Graphic Film or similar to main Friary elevation.
- Graphics - stylised Guildford crest / arms in 3M Outdoor Graphic Film or similar to main concourse entrance.
- Floor finish - non slip grey tiling system in concourse and externally for bus access.

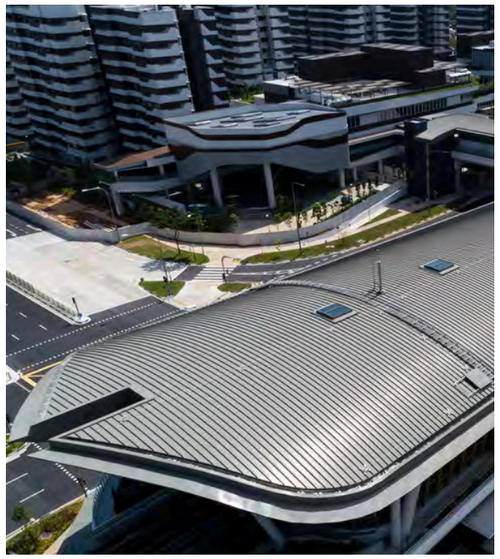
Fixed Furniture

- Seating - steel lean bars and/or benches with anti sleeper features.
- Bins - steel trash bins along concourse.

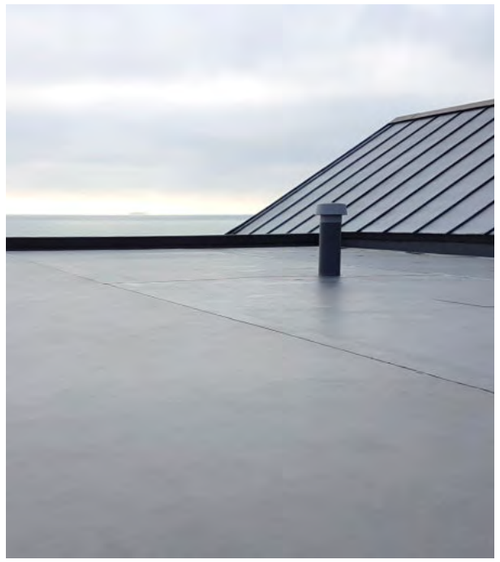
WC's

- No WC's within concourse included in the brief.

Note - All dimensions indicative and subject to change during the planning process
All materials potentially subject to amendment during town planning process

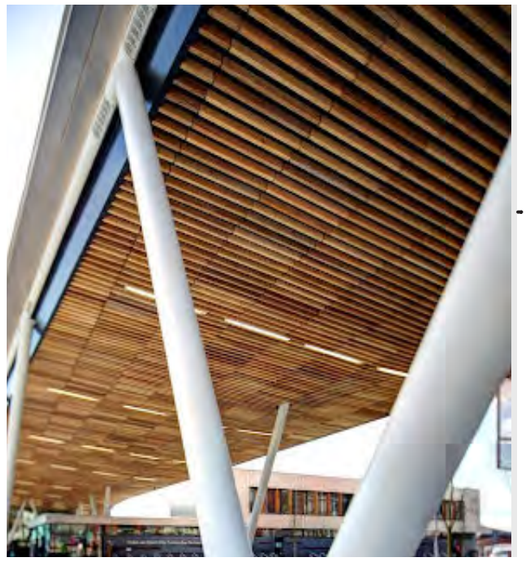


Roof Option - Standing Seam Roof



Roof Option - Roofing Membrane

3.2 OUTLINE SPECIFICATION - MATERIALITY

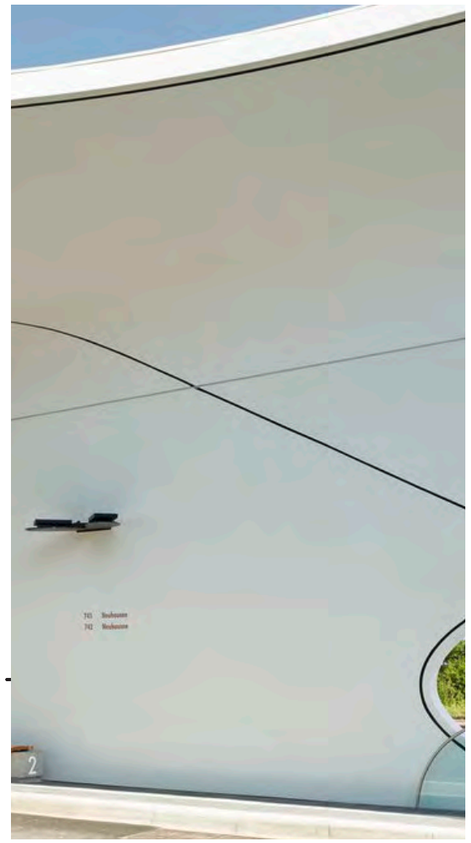


Steel Columns

Openings to main concourse

Anti Slip Porcelain Tile to Main Concourse

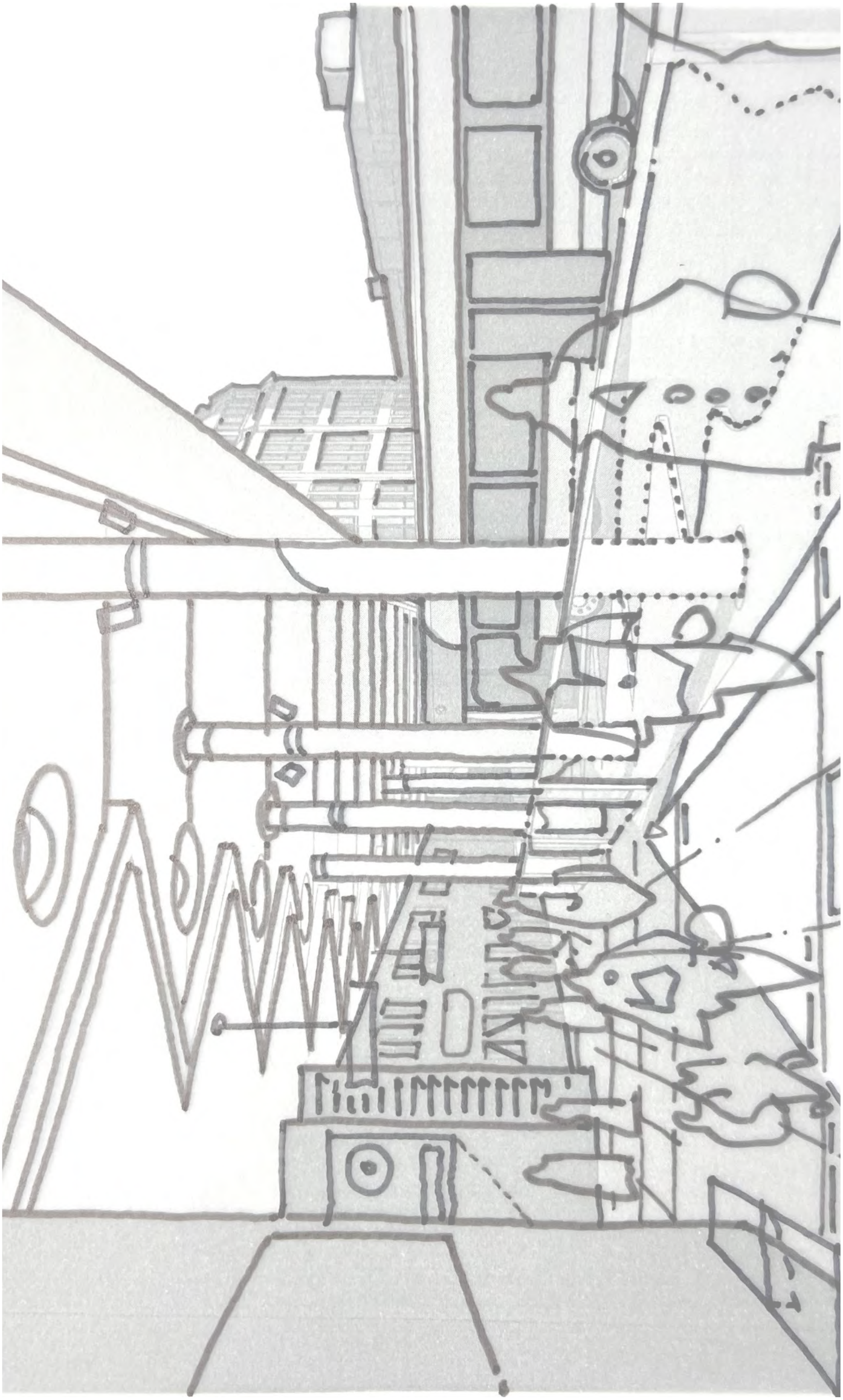
Concourse Visual



Soffit in Fibre Cement Boarding

Optional Barrisol Treatment to Soffit

*Note - All materials potentially subject to amendment during town planning process



SCOTT BROWNRIGG
scottbrownrigg.com

Guildford

Bus Interchange Option Cost Plan

St Edwards

January 2022

Quality Information

Prepared by	Checked by	Approved by
Wayne Stathakis	Ben Swain	Patrick McNamara

Revision History

Revision	Date	Authorized	Name	Position
001	18.01.22	✓	Patrick McNamara	Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name
N/A	✓	St Edwards

Contents

1.0 Basis, Assumptions & Exclusions

Basis, Assumptions and Exclusions

Information used

This high level order of cost exercise has been prepared from the following design information and will need to be verified based upon further design development, market testing etc:

Architectural Information:
- Scott Brownrigg Bus Station Specification (Rev01).pdf
- 19460000 North St Bus Interchange_Concept Layouts.dwg
- 19-T110_58 no notes.dwg
- 19-T110_58 (NO_NOTES) addit footpaths.pdf
- Highway Works Sectional Works Plan - Sept 21.pdf
- Existing Bus Station Deck Structure
- 01653-JTP-SK-36 - Bus Station Structure Detail

Clarifications

1 Costs represent a present day fixed price, at Q4 2021 base date, and assumes an immediate start on site.

2 The procurement strategy is assumed to be open market tendered with the following on-costs:
Preliminaries - 18%
Fees - 5%
Risk - 5%
Main Contractors OH&P - 7.5%

3 Currency - December 2021
£1 = €1.18

4 Brownrigg.

5 Assumptions have been made for all structural works as no input provided at the current time. 75kg/m2 allowed for canopy structural frame.

6 Canopy build ups and specifications to standing seam roof has been assumed due to no detailed information or tolerances

7 Assumed existing windows and doors to remain to The Friary Centre.

8 Automatic sliding doors to the glazed screen have been removed for all bus station stop entrances.

9 Provisional allowances for digital information boards and signage have been made in the Cost Plan. Full scope to be detailed in future design stages.

10 Infrastructure works have been measured in line with the mark up received on email chain dated 03/11/21 which highlights key

11 Allowances for traffic management and temporary hoarding to the bus entrance infrastructure works has been made until further detail available.

12 Provisional sums have been included for the free standing bus stations (3nr.). A detailed specification will be provided in future design stages.

13 No allowance has been included for any specialist structural works to the existing basement structure.

14 Allowances have been made to keep the bus station operational whilst construction to the new bus station takes place. A logistics plan and quote for the specialist traffic management works to the bus station should be obtained.

15 The finish to the soffit of the canopy is captured as a painted fibre cement board. No allowance has been made for the Barasol soffit treatment.

16 The design for the canopy includes a drainage channel separating the membrane roof and standing seam roof.

17 An allowance for the removal of the existing bus shelters to Commercial Road has been made. This is a provisional allowance

Exclusions

The following are excluded from this Cost assessment, but could have a cost impact and therefore may need to be covered by other budgets within the overall Project Cost.

1 Planning and Post Planning Fees.

2 VAT and Capital Allowances.

3 Site acquisition and associated costs, including land costs, legal fees, agents, commission etc.

4 Site survey or investigation costs (including Archaeological investigations) over and above the allowances made in the Cost

5 Finance charges and any additional costs incurred with phasing of the scheme.

6 Local Authority charges, road closures, etc.

7 Works associated with any S106 /S278 obligations including adoption fees and commuted maintenance sums.

8 Any Public Art.

9 Mobility hub/info hub to secondary canopy.

10 Replacement of the existing shopfront and doors to The Friary Centre entrance.

11 Café area fitout as shown in specification.

12 Any repairs/replacement to the existing frames and glazing in the concourse façade.

13 Out of hours working.

Basis, Assumptions and Exclusions

Exclusions (continued)

14 Effects of working condition restrictions, such as Section 61 or Environmental Management Plans.
15 Project insurances exclusive of Contractors insurances covered under prelims allowance.
16 PV Panels to Roofs/canopies.
17 Utility service diversion works.
18 Strengthening/making good of existing movement joints to concourse (confirmed by others).
19 Specialist structural support to the existing basement.
20 Drainage strategy to pedestrian works excluded.

2.0 Cost Summary

Overall Cost Summary

Bus Interchange

Cost estimate covers the Guildford Bus Interchange as shown in the Scott Brownrigg specification and DWG's provided. The bus station is made up of a part membrane and part standing seam canopy roof with circular glazed cut outs.

Description		Straight Canopy
Bus Station Area (ft²) - Red Line		47,835
Bus Interchange Works		2,484,558
Bus Entrance Junction Works		390,925
Sub-Total (£)		**2,875,483**
Sub-Total (£/sq.ft)		**60**
Prelims	18.0%	517,587
Fees	5.0%	143,774
Risk Provision	5.0%	169,653
Main Contractors OH&P	7.5%	215,661
Total (£)		**3,922,158**
Total (£/sq.ft)		**82**

3.0 Bus Station Cost Plan

Guildford Bus Interchange

Straight Canopy **Canopies (m²)** 667

ELEMENT	Quant	Unit	Rate	Total	£/ft² GIA
• **Works to Bus Station and concourse as per red line boundary**					
Demolitions					
Consultation and survey allowance to determine existing road condition	1	item	7,900	7,900	1.1
Prep existing concrete surface and scabble top of concrete to receive new asphalt finish	2,275	m²	11	25,025	3.5
Removal of existing bus shelters to Commercial Road and associated railing	1	item	4,200	4,200	0.6
Break out existing surface to Commercial Road	645	m²	80	51,600	7.2
Breakout of existing brick wall to Commercial Road step in level	1	item	21,000	21,000	2.9
E.O for formation levels to Commercial Road be in line with bus concourse	1	item	21,000	21,000	2.9
Preparation and breakout of existing floor finish to main and secondary concourse	1,114	m²	80	89,120	12.4
Removal of the existing brick wall and lean-to roof to the bus concourse including disposal	541	m²	160	86,480	12.0
Road Apron Repairs					
Roads - Asphalt finish applied to existing scabbled concrete topping	2,275	m²	95	215,807	30.1
Roads - Asphalt finish including build up applied to additional broken out area (Previously Commercial Road)	645	m²	138	89,010	12.4
Repairs/making good to adjacent pavement (Previously Commercial Road)	-	m²	-	Included	Included
E.O Island build up (assumed an additional 300mm thick) incl. paved finish	128	m²	160	20,480	2.9
Kerbs to perimeter of island - standard figure 7 kerbs	199	m	90	17,828	2.5
Kerbs to tarmac roads - standard figure 7 kerbs	233	m	90	20,874	2.9
Road marking to adjacent bus stand	59	m	10	590	0.1
Drop kerb for bus access etc.	80	m	90	7,167	1.0
Concourse					
Non slip ceramic tile to main concourse - large format - 900 x 900mm	426	m²	170	72,420	10.1
Precast concrete paving to secondary concourse and public sidewalk	688	m²	125	86,000	12.0
Toughened glass screen (3.5m high) including fenestrations	221	m²	610	134,505	18.7
E.O automated glass sliding doors to glass screen	-	nr	8,500	Excluded	Excluded
E.O manifestation of gate numbers to glass screen	13	nr	375	4,875	0.7
Metal railings to bus bays and concourse entrance (1.2m high)	79	m	580	46,028	6.4
Repairs to Existing Façade					
Making good/clean to existing brickwork façade to The Friary Centre (full extent where lean-to roof and bricks walls were removed)	690	m²	15	10,350	1.4
Allowance for rendered board and paint finish to existing brick wall above the canopy	160	m²	120	19,152	2.7
Allowance for paint to wall below canopy	690	m²	22	15,180	2.1
Signage allowance for 'Guildford' wall detail under secondary canopy	1	item	8,500	8,500	1.2
Signage allowance for feature to main concourse	1	item	16,000	16,000	2.2
Canopy Structure (Main & Secondary)					
Allowance for connections to existing façade	1	item	16,000	16,000	2.2
Allowance for spreader beam at ground floor level between columns to main canopy only - 80kg/m	75	m	315	23,625	3.3
Cover plate to spreader beam above - 400mm x 400mm x 400mm	90	m²	315	28,350	3.9
Structural steel frame to main canopy (75kg/m2) Incl. columns & tapered beams (towards cantilever edge)	33.83	tonne	3,700	125,153	17.4
Structural steel frame to secondary canopy (75kg/m2) Incl. columns & tapered beams (towards cantilever edge)	20.87	tonne	3,700	77,228	10.8
Roof Covering - Main Canopy					
Main canopy; VM Zinc Quartz Plus Standing Seam Roofing	344	m²	174	59,804	8.3
Main canopy; Sarnafil Lead Grey 1.5mm Fleece backed Single Ply Membrane Roofing	451	m²	127	57,177	8.0
Main canopy; 18mm non combustible plywood deck including purlins	451	m²	95	42,782	6.0
Main canopy; Extra over membrane to roof section between jagged wall and drainage channel - (rates allows for special cutting along wall edge and around circular glazed openings)	107	m²	106	11,304	1.6
Optional allowance for protection to membrane side (gravel or similar)?	107	m²	25	2,675	0.4
PPC or anodised aluminium finish to all trims & nosings (assumed 10%)	1	item	18,000	18,000	2.5
Soffit to main canopy - Painted Fibre Cement Board	451	m²	200	90,317	12.6
Paint and board Finish to fascia (existing slab edge) - Main Canopy	83	m	105	8,748	1.2
Glazed circular cut outs to canopy light well	12	m²	2,100	25,704	3.6
Allowance for drainage strategy to canopies (TBC) - assumed drainage channel runs through centre creating membrane and standing seam divide	78	m	215	16,770	2.3
Roof Covering - Secondary Canopy					
Secondary canopy; VM Zinc Quartz Plus Standing Seam Roofing (incl. additional wrap around detail)	278	m²	172	47,757	6.7
Secondary canopy; Sarnafil Lead Grey 1.5mm Fleece backed Single Ply Membrane Roofing	278	m²	127	35,282	4.9
Secondary canopy; 18mm non combustible plywood deck including purlins	278	m²	95	26,400	3.7
PPC or anodised aluminium finish to all trims & angled nosings (assumed 15%)	1	item	11,000	11,000	1.5
Soffit to secondary canopy - Painted fibre Cement Board	278	m²	200	55,732	7.8
Paint and board Finish to fascia (existing slab edge) - Secondary Canopy	50	m	105	5,270	0.7
Glazed cut outs to canopy light well	10	m²	2,100	21,756	3.0
Allowance for drainage strategy to canopies (TBC) - assumed drainage channel runs straight to existing wall on secondary canopy	50	m	215	10,750	1.5
Remote Stands					
Additional 3nr. remote bus stands	3	Psum	12,000	36,000	5.0
External Services (Allowance only) - No Detail Available					
External lighting - Main canopy, secondary canopy and public walkway	1,114	m²	86	95,247	13.3

Guildford Bus Interchange

Straight Canopy

Canopies (m²) 667

ELEMENT	Quant	Unit	Rate	Total	£/ft² GIA
Sundry Items					
Allowance for CCTV (provisional quantity)	6	nr	8,000	48,000	6.7
Technology	1	Item	48,036	48,036	6.7
Signage and the like - fire, directional etc	1	Item	12,000	12,000	1.7
Digital Signage - hanging signage	3	nr	6,500	19,500	2.7
Digital Signage - Main signage at end of bus station	2	nr	16,000	32,000	4.5
Digital Signage at each bus gate	13	nr	2,100	27,300	3.8
Generally					
Litter bins	15	nr	800	12,000	1.7
Wall mounted seating - Number of seats to be confirmed. - provisional quantity	16	nr	1,300	20,800	2.9
Soft Landscaping - Excluded					
Phasing					
Phasing of the construction works to keep the bus station operational during construction	1	Item	115,000	115,000	16.0
Allowance for traffic management to keep bus station operational during construction works	1	Item	110,000	110,000	15.3
Total excl. Preliminaries, Fees & Risk				**2,484,558**	**£346/ft²**

4.0 Infrastructure Cost Plan

Guildford Bus Interchange

Infrastructure Works

ELEMENT	Quant	Unit	Rate	Total
• **Works to Bus Station Entrance Road**				
Works to Entrance Junction				
Consultation and survey allowance to determine existing road condition	1	item	5,500	5,500
Breakout of existing island to make way for new bus entrance	97	m²	95	9,201
Removal of existing lamppost, traffic signs and signals to existing island	1	item	11,000	11,000
Removal/relocation of existing power supply box to traffic island	1	item	5,500	5,500
Preparation and breakout to existing road surface & footpaths	660	m²	80	52,800
Resurface tarmac to broken out road area including build up	493	m²	138	68,034
E.O. Raised table to bus station entrance (road past this point incl. in main options)	40	m²	Excluded	Excluded
E.O. Raised table/crossing to road	26	m²	Excluded	Excluded
E.O for verge markings in roads - assumed paint only	1	item	Excluded	Excluded
Paving to pedestrian walkway	167	m²	170	28,390
Road markings & signage (assumed painted to 4 crossing points)	1	item	15,000	15,000
Traffic Signals for pedestrian crossing (to 4 crossing points)	1	Psum	140,000	140,000
Allowance for night working	1	Psum	45,000	45,000
Road kerbs	97	m	90	8,708
Paving kerbs	20	m	90	1,792
Traffic Management including temporary hoarding etc.	1	Item	Incl. in prelims	Incl. in prelims
Entrance Junction Total				**390,925**

About AECOM

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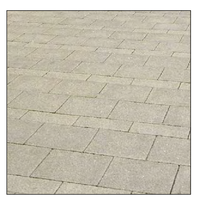
Materials

Bitumen Macadam Road Surface or Similar

Note: To adoptable standards



Marshalls Concrete Paving or Similar

Size: 600 x 900mm
Note: To adoptable standards

Paving Curbs or Similar

Size: 255 x 150mm
Note: To adoptable standards

Scale 1:500

0 5 15 30m

Baseline Information
This drawing is based on

Health & Safety Comments
No specific comments

General Notes
None

Legend

- New tarmac surfacing or similar
- New paving curb or similar
- New paved footpath construction
- Repaving to existing pavements
- Excluded

C	18.01.22	Materials changed
B	17.01.22	Extent of works revised
A	14.01.22	Hatch area reduced
-	14.12.21	First Issue

Revisions

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Job Title
NORTH STREET, GUILDFORD

Client
St Edward Homes Ltd

Drawing Title
North Street Improvements

Date **15 December 2021**
Scale **1:500 @ A1**
Drawn **TB**

Drawing no. **1589-100**
Rev. **C**

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Guildford

North Street Infrastructure Cost Plan

St Edwards

January 2022

Quality Information

Prepared by	Checked by	Approved by
Wayne Stathakis	Ben Swain	Patrick McNamara

Revision History

Revision	Date	Authorized	Name	Position
001	18.01.22	✓	Patrick McNamara	Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name
N/A	✓	St Edwards / Guildford Borough Council

Contents

1.0 Basis, Assumptions & Exclusions

Basis, Assumptions and Exclusions

Information used

This high level order of cost exercise has been prepared from the following design information and will need to be verified based upon further design development, market testing etc:

Architectural Information:
- 19-T110_58 no notes.dwg
- 19-T110_58 (NO_NOTES) addit footpaths.pdf
- 41636T-01C.pdf
- Updated 17 12 2021 (02) - paving update.pdf

Clarifications

1 Costs represent a present day fixed price, at Q4 2021 base date, and assumes an immediate start on site.

2 The procurement strategy is assumed to be open market tendered with the following on-costs:
Preliminaries - 18%
Fees - 5%
Risk - 5%
Main Contractors OH&P - 7.5%

3 Currency - December 2021
£1 = €1.18

4 The exercise is based on the scope captured in Appendix A.

5 The exercise has been split into several areas namely:
Area A
Area B - Excluded
Footpath Area 1
Footpath Area 2
Footpath Area 3
Footpath Area 4
Footpath Area 5
Footpath (Other)
Road (Other)

6 Allowances for traffic management and temporary hoarding to the infrastructure works has been made until further detail available.

7 The cost exercise effectively allows for the full strip out of the existing hard landscaping and replacing it with new.

8 The paving rate is based on the supply and installation of Marshalls Concrete paver. Should you consider a finish such as Yorkstone or similar, the cost will increase.

9 An allowance has been included for a stone kerb between paved and road surfaces.

Exclusions

The following are excluded from this Cost assessment, but could have a cost impact and therefore may need to be covered by other budgets within the overall Project Cost.

1 Planning and Post Planning Fees.

2 VAT and Capital Allowances.

3 Site acquisition and associated costs, including land costs, legal fees, agents, commission etc.

4 Site survey or investigation costs (including Archaeological investigations) over and above the allowances made in the Cost Plan.

5 Finance charges and any additional costs incurred with phasing of the scheme.

6 Local Authority charges, road closures, etc.

7 Works associated with any S106 /S278 obligations including adoption fees and commuted maintenance sums.

8 Any Public Art.

9 Out of hours working.

10 Effects of working condition restrictions, such as Section 61 or Environmental Management Plans.

11 Project insurances exclusive of Contractors insurances covered under prelims allowance.

12 North street - allowance for furniture, dustbins, soft landscaping, trees etc.

13 Drainage strategy to pedestrian works excluded.

14 Utility service diversion works.

15 Onslow Taxi Drop Off (Section B on Appendix A)

2.0 Cost Summary

Infrastructure Cost Summary

Infrastructure / Public Realm Works to North Street and the Taxi Point

Infrastructure works to the North Street pedestrianisation and to the Onslow Road Taxi Junction to the south of the Friary Shopping Centre.

Description		**Pedestrian Works** Net Cost	**Pedestrian Works** Gross Cost
Pedestrian Works to North Street & Taxi Junction		**645,650**	**880,667**
Cost Breakdown (as per Appendix A)			
Area A	15%	107,908	147,187
Footpath Area 1	6%	34,310	46,799
Footpath Area 2	5%	29,568	40,330
Footpath Area 3	10%	62,762	85,607
Footpath Area 4	18%	114,087	155,615
Footpath Area 5	29%	179,278	244,535
Footpath (Other)	7%	44,352	60,496
Road (Other)	11%	73,386	100,099
Sub-Total (£)		**645,650**	
Prelims	18.0%	116,217	
Fees	5.0%	32,283	
Risk Provision	5.0%	38,093	
Main Contractors OH&P	7.5%	48,424	
Total (£)		**880,667**	**880,667**

3.0 Cost Plan

Guildford Bus Interchange

Infrastructure Works

ELEMENT	Quant	Unit	Rate	Total
• **Works to Road & Pedestrian Areas as per mark-up (Appendix A)**				
Area A - North Street				
Preparation and breakout to existing road surface & footpaths	324	m²	80	25,920
E.O adjustment to formation level (as highlighted on North Street markup)	23	m²	26	606
Resurface tarmac to broken out road area (including build up)	324	m²	160	51,840
Raised tables to breaks in road incl. E.O for tegular block paving and granite setts (Provisional Sum - minimal area as reduced in latest mark-up)	40	m²	260	10,400
Road kerbs	109	m	90	9,765
Footpath Area 1				
Preparation and breakout to existing road surface & footpaths	123	m²	80	9,840
Marshalls concrete paving to footpaths	123	m²	170	20,910
Footpath Area 2				
Preparation and breakout to existing road surface & footpaths	106	m²	80	8,480
Marshalls concrete paving to footpaths	106	m²	170	18,020
Footpath Area 3				
Preparation and breakout to existing road surface & footpaths	225	m²	80	18,000
Marshalls concrete paving to footpaths	225	m²	170	38,250
Footpath Area 4				
Preparation and breakout to existing road surface & footpaths	409	m²	80	32,720
Marshalls concrete paving to footpaths	409	m²	170	69,530
Footpath Area 5				
Preparation and breakout to existing road surface & footpaths	635	m²	80	50,800
Marshalls concrete paving to footpaths	635	m²	170	107,950
Road kerbs	24	m	90	2,150
Footpath Other (Blue mark-up)				
Preparation and breakout to existing road surface & footpaths	159	m²	80	12,720
Marshalls concrete paving to footpaths	159	m²	170	27,030
Paving kerbs (assumed no kerb required where footpath merges into paving areas 1 & 2)	-	m	90	-
Road Other (Aqua mark-up)				
Preparation and breakout to existing road surface & footpaths	239	m²	80	19,120
Resurface tarmac to broken out road area (including build up)	239	m²	170	40,630
Road kerbs	75	m	90	6,719
General Items (pro rated the below general items against above areas in the summary)				
Consultation and survey allowance to determine existing road condition	1	item	14,000	14,000
Removal of bollards, signage, telephone boxes and the like (North Street)	1	item	13,500	13,500
Road markings & signage	1	item	11,000	11,000
Allowance for sundry items not included above - Kerbs or division strips not shown to footpaths	1	Item	13,000	13,000
Allowance for street furniture / dustbins / soft landscaping etc	1	Item	Excluded	-
Allowance for new bollards to North Street	1	Item	12,750	12,750
Drainage strategy to pedestrian area	1	item	Excluded	-
Traffic Signals for pedestrian crossing	1	item	Excluded	-
Traffic Management including temporary hoarding etc.	1	Item	Incl. in prelims	-
Pedestrian Works Sub-Total				**645,650**

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