

SHREDDED WHEAT FACTORY WELWYN GARDEN CITY

Security Measures Planning Application

PLANNING DEPARTMENT
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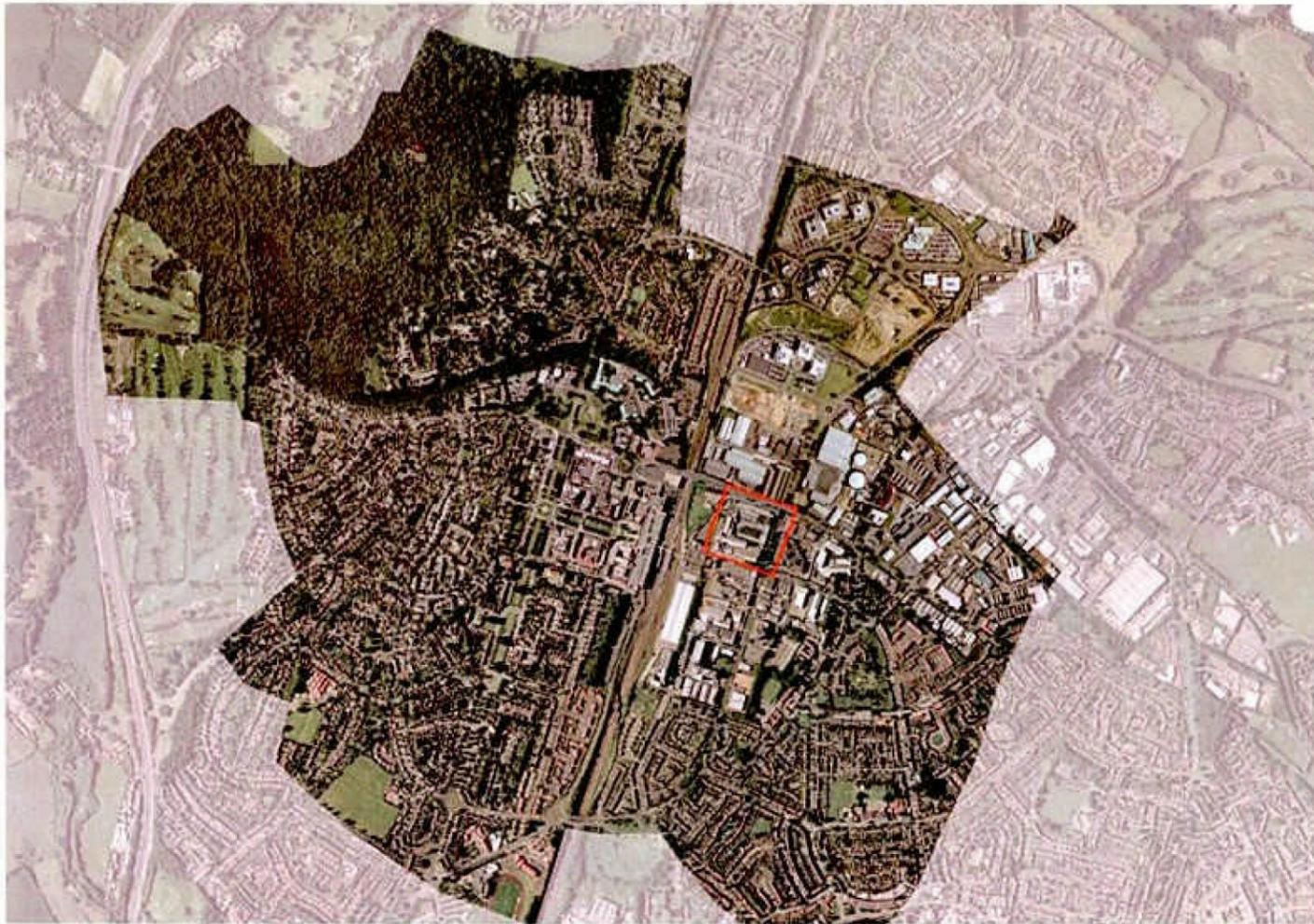
An aerial photograph of an industrial site at dusk. The sky is a mix of purple, pink, and blue. The foreground and middle ground are filled with various industrial buildings, some with large roofs and others with multiple stories. A railway line with several tracks runs through the site. The background shows a dense residential area with many houses and trees. The overall scene is a mix of industrial and urban environments.

1.0 Introduction

This document has been prepared for Spenhill Regeneration Ltd., the regeneration subsidiary of Tesco, in support of an application for planning permission and listed building consent for the erection of a security fence and other minor security measures to the former Shredded Wheat Factory building.

The building complex is located to the West of Broadwater Road and is bounded by Bridge Road to the North and Hyde Way to the South.

This document shows the context of the listed factory buildings, the location and detail of the proposed security fence, and the proposed vehicular and pedestrian access arrangements.



2.0 Context

Welwyn Garden City was part of the ring of new towns that, in the Greater London Plan, were intended to support London's growth. Although they were well connected to the capital by railway, these towns were originally intended to have a degree of economic autonomy.

The plan aimed to create "a town designed for healthy living and industry" and to ensure economic viability rather than just a dormitory suburb. The fibreglass Wheat complex was an important addition to this vision of an economically self-sufficient and environmentally healthy community. Its design demonstrated not only modern industrial planning and architectural design, but also a commitment to the social and environmental aspirations of the Garden City movement.

Located within the industrial zone defined by the original Welwyn masterplan, the factory was one of the earliest of a number of non-polluting industries attracted by easy access to railway transport and a level site.





The Shredded Wheat Factory

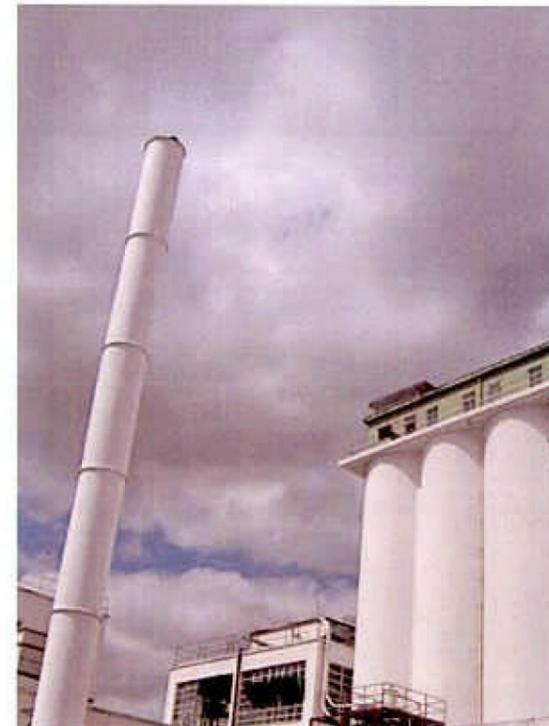
Listing

The Shredded Wheat Factory was designed by the Garden City's founding architects, Louis de Sussens and his partner Arthur W. Fenyon. It is listed Grade II, and comprises a highly visible and iconic complex which has been an integral part of the identity of Welwyn Garden City from its earliest days. The factory was listed in 1987. The listing covers all the buildings on the site, although only the silos, the grain house and part of the original production building are described in the list entry. The other later buildings and extensions that are attached to it are also listed by virtue of that attachment. The buildings include the 1930s single-storey production hall extension (and also the post-war extension to the North).

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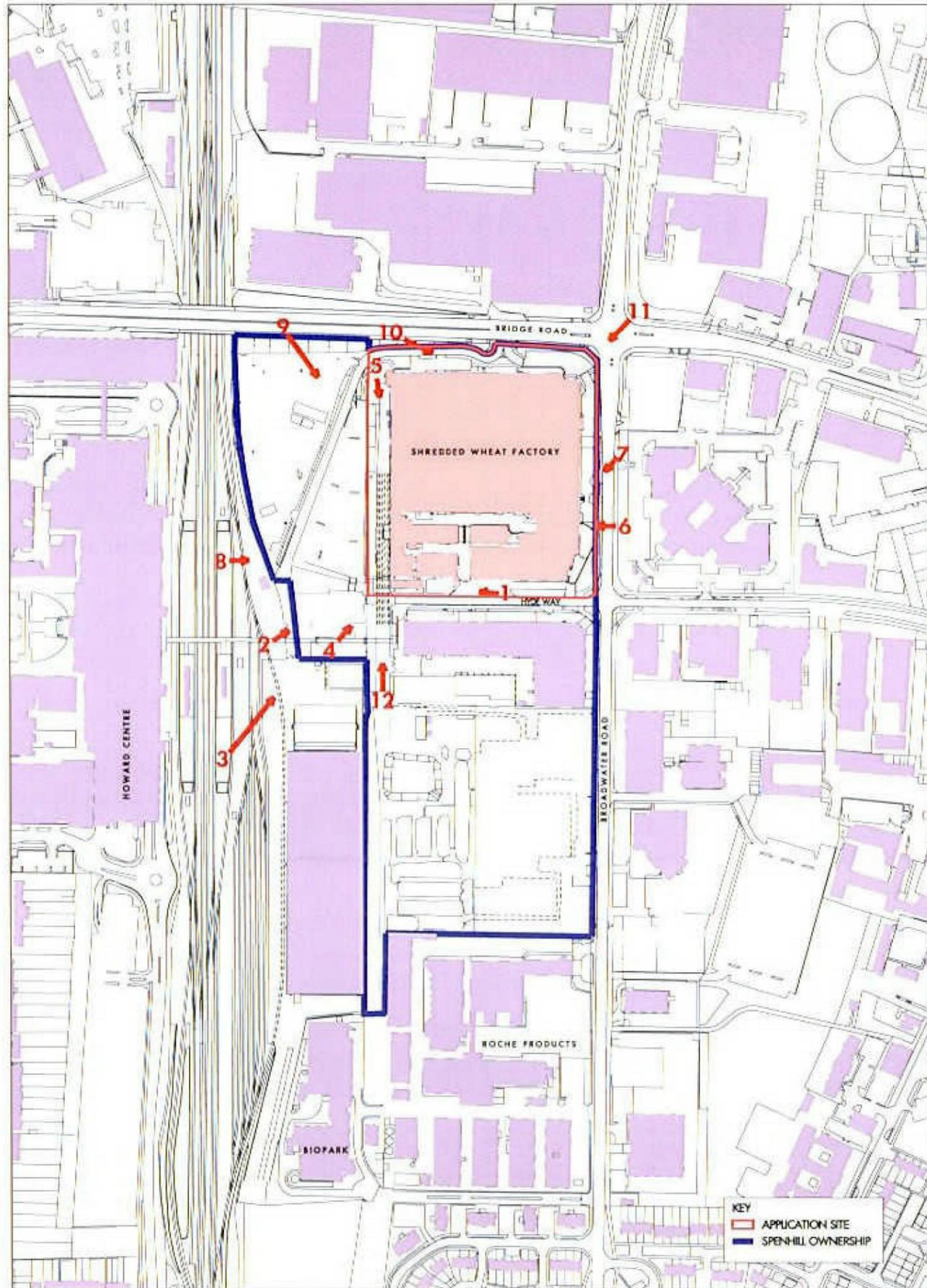
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The Shredded Wheat Factory

2.3 Location and Setting





The Shredded Wheat Factory

2.1 Existing Material and Details



1920s grain house and silos with white painted rendered walls.



1920s production hall with large metal framed windows, panels clad with green sheeting.



Metal water tanks.



1950s production hall, large metal framed windows.



1950s production hall, ceramic tiled facade.



Roof lights of 1930s production hall.



1950s warehouse, horizontal windows cut into flat, unrelieved white painted rendered walls.



1950s corner entrance block with stone framed windows.



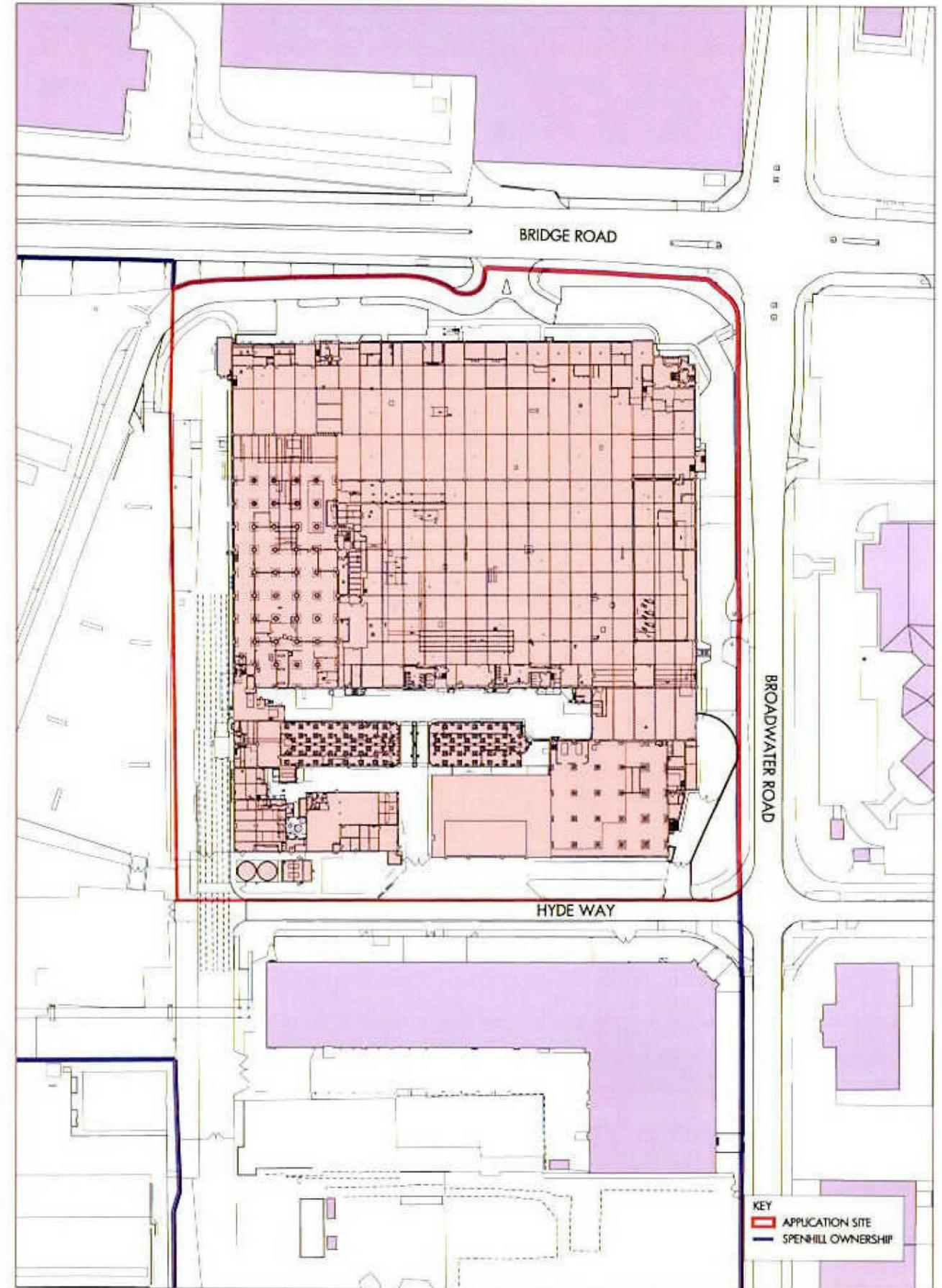
1950s corner entrance block with timber doors.

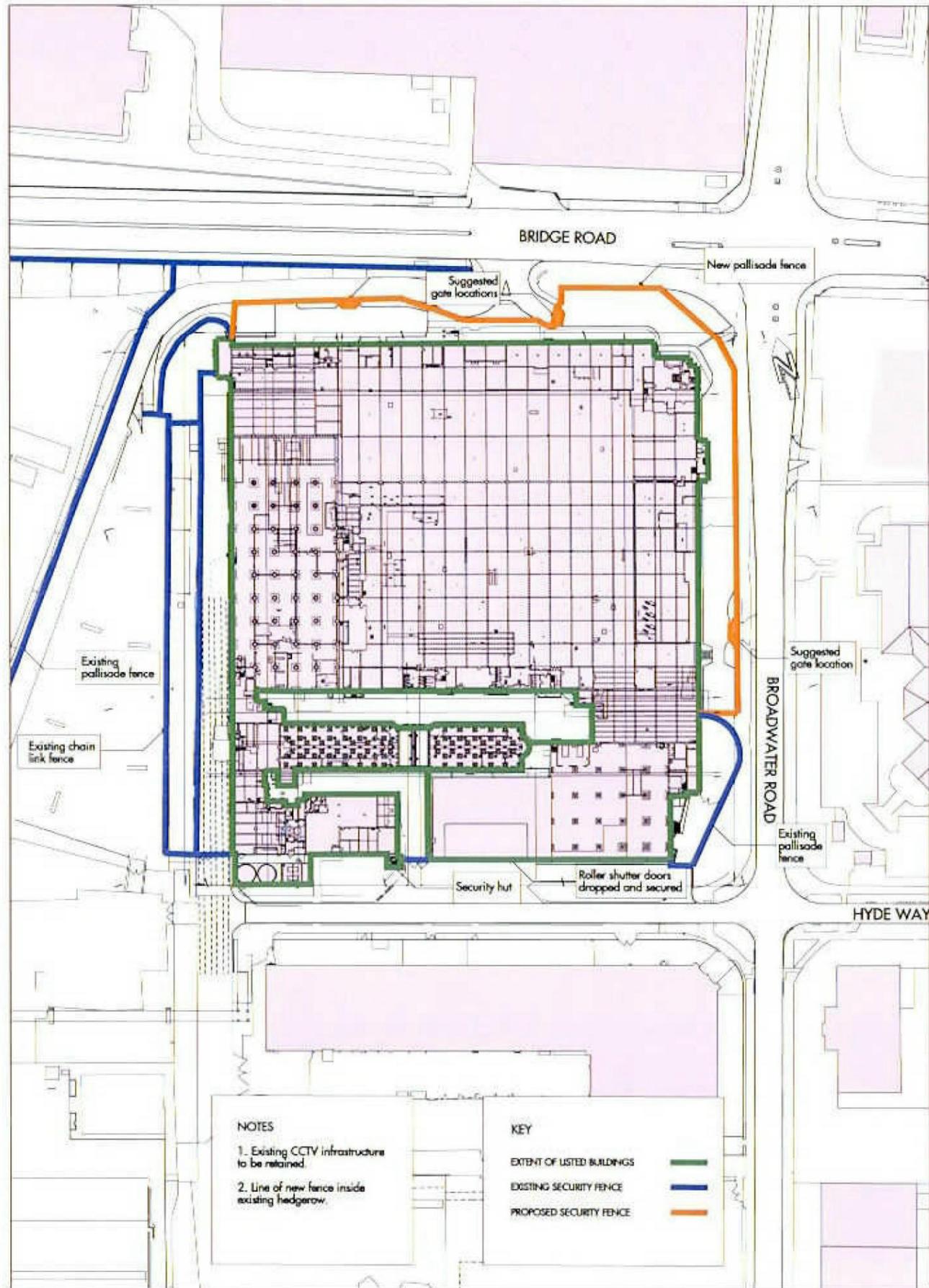
3.0 Design

Introduction

The building lies in a prominent corner site bordered by two main roads, although there are existing pavements which provide security to the west and partially to the south east corner. The north and east sides are largely unobstructed and have been subject to several recent break-ins.

While new proposals are being developed to ensure the longer term future of the buildings, we are proposing temporary measures to protect and secure the existing fabric.





3.1 Design Proposal

The proposals consist of the following:

- A new metal pallisade fence to the northern and eastern edges of the site.
- Raising roller shutter doors to the warehouse along Hyde way to be dropped down and secured.

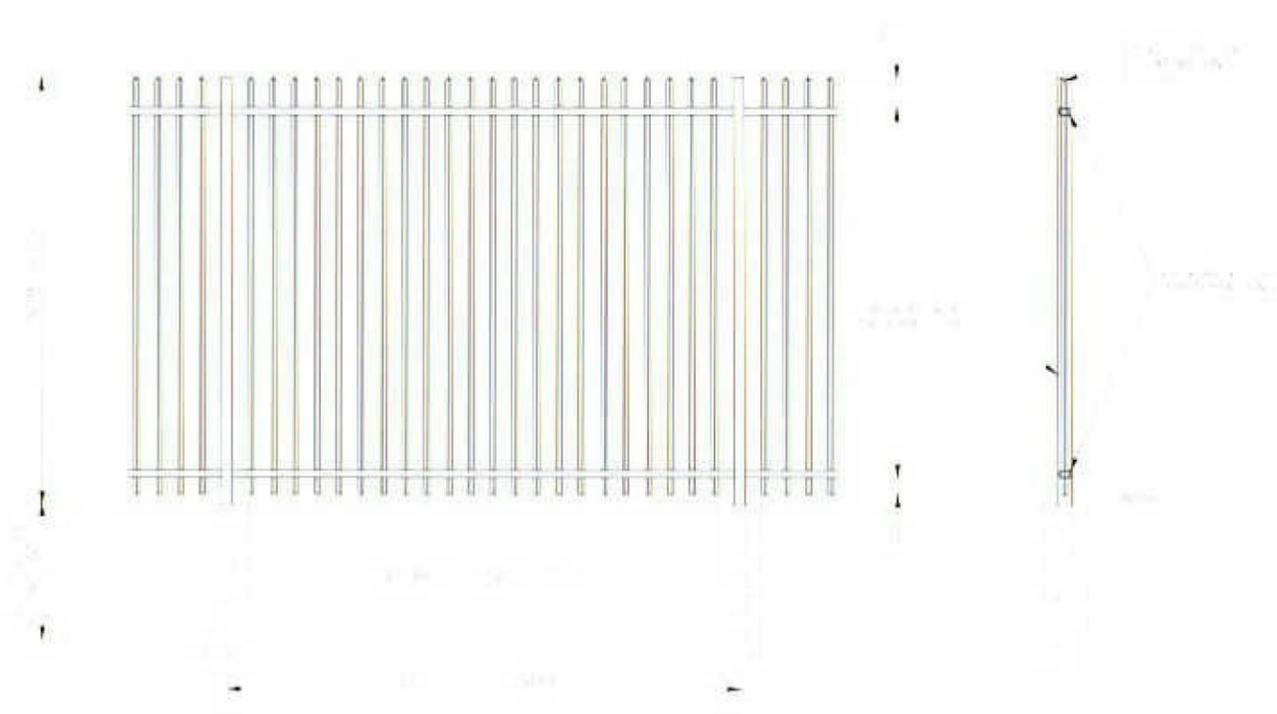


Fig. 3.1.2. Fence Section

3.2 Fence Design

The security fence design has been chosen to provide the maximum visibility of the factory buildings from the public highway while providing high security to the fabric of the factory. The fence will be perforated to allow views through and will be as unobtrusive as possible. The color and finish of the fence material has been chosen to not detract from the presence of the existing buildings.

The proposed security fence location is shown on page 10. The fence to the eastern edge follows a line parallel to Broadwater Road and is located behind the existing beams within the existing termite parking area. At the southern end it takes the existing perimeter fence at the southeast corner of the site. At the north end the new fence is turned through 45 degrees and then continues along the northern edge following the line of Bridge Road. At the north western corner of the site the new fence then turns through 90 degrees and follows the existing wall of the factory building.

A minimum height of 2.5 metres will be maintained along the length of the fence. Any changes to the ground level will be accommodated by sloping the top profile of the fence in elevation.

The fence design consists of 25 mm vertical steel bars fixed to upper and lower horizontal rails with 100 mm x 100 mm vertical fixing posts at 3 metre intervals. A steel wool will be galvanneal finish.

At the north western corner of the site an information board is proposed to be attached to the outside fencing. There is an opportunity to present information about the factory's history and significance with the context of Wollwyn Danden City and will be visible to pedestrians at this location.

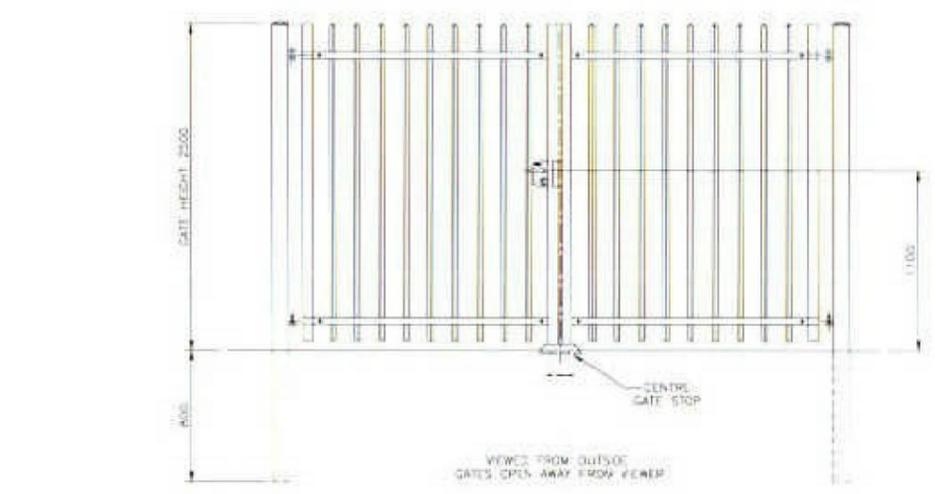
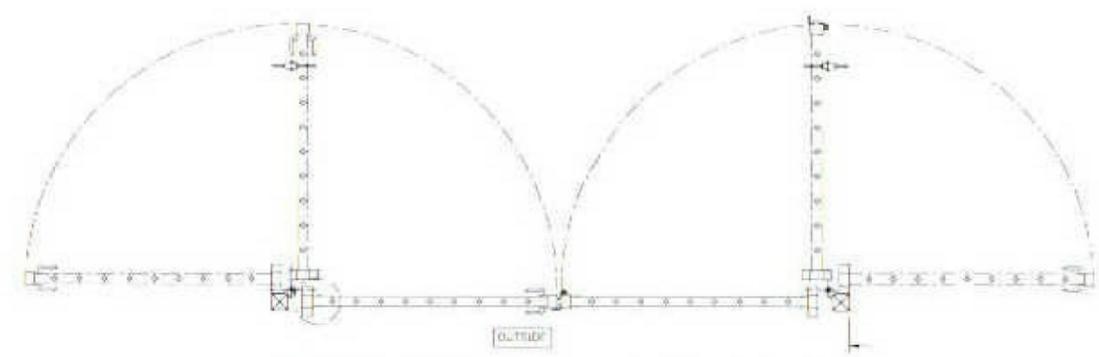
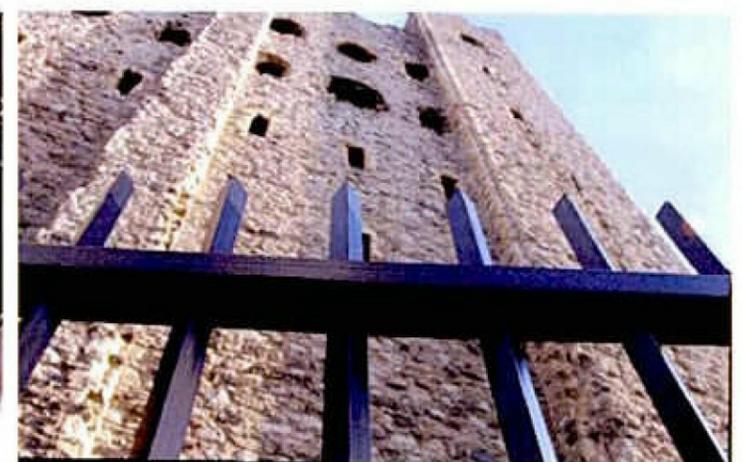
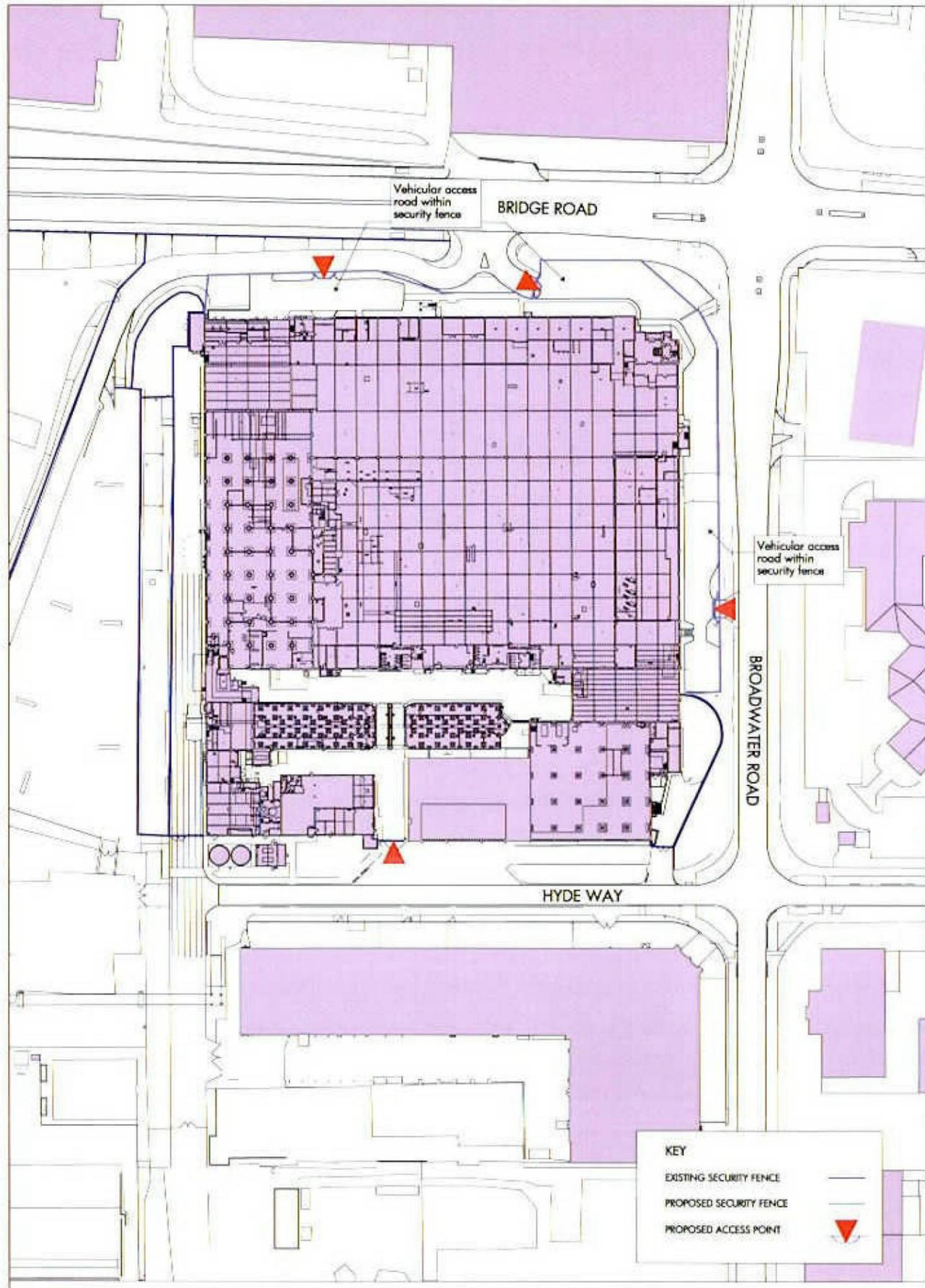


Fig. 3.1.3. Fence Section



Fig. 3.1.4. Fence Section





3.3 Access Arrangements

A vehicular and pedestrian access gate is proposed within the new parade fencing along the eastern side in the location of the existing vehicular access road (off Broadwater Road). This gate will allow vehicles access to the eastern (and northern) sides of the factory buildings within the security perimeter. Two further access gates are proposed within the parade fencing, both at the northern end, allowing vehicular access to the enclosed areas along the northern edge. Access for fire and maintenance vehicles will be maintained along the northern and eastern edges within the former access strip.

To the north of the factory, and accessed via Bridge Road, a British Rail maintenance access road exists. Access points will be maintained for this road.