4.12. Design Precedents

Welwyn Garden City Residential Architecture

Most residential buildings in the town centre date from the 1920s and 1930s. In accordance with Louis de Soissons' masterplan, they were designed in a neo-Georgian style, with brick facades and white-painted sash windows. Most dwellings are detached cottage-like houses lined along wide leafy streets.

Evaluation

Welwyn Garden City Public Buildings

C.H. Elsom. Council Offices, Welwyn Garden City. Completed 1935.

Richard Sheppard Robson & Partners. Campus West, Welwyn Garden City. Completed 1975.

The Howard Centre. Completed 1990.

Penoyre & Prasad. Queen Elizabeth II Hospital, Welwyn Garden City. Completed 2016.

Several public buildings have been built since the city's inception. Changing needs and forms of expression have produced a range of architectural designs in styles that span revivalism, modernism, post-modernism, and contemporary architecture.

4.13. Design Precedents

Industrial Architecture

The original Shredded Wheat Factory buildings, as designed by Louis de Soissons. The Production Hall's main elevation (as seen above) has not been visible since other buildings were appended.

Many converted industrial buildings have been playing an important role in urban regeneration in cities around the world.

The former Bankside Power Station in London was converted into an art gallery (The Tate Modern, project by Herzog & de Meuron, completed 2000). The main internal space is connected to the outside plaza through a ramp. The new art museum has been instrumental in regenerating a large disused industrial building, as well as a prominent London site.

Infrastructure equipment on display can add value to the public realm even in a historical setting, as demonstrated by Levitt Bernstein Associates' design for the Heating Infrastructure Building at the University of Liverpool (completed 2009).

Evaluation

Public Art

From Antwerp to Bilbao, Cape Town, London, and countless other locations, public art and land art have increasingly been playing a crucial role in reinvigorating public places around the world. Disused industrial sites, buildings and infrastructure offer particularly relevant opportunities for the use of public art in urban regeneration.

4.14. Design Precedents

Residential Architecture

KjellanderSjoberg. Maja Gräddnos residential block. Stockholm, Sweden. Completed 2015.

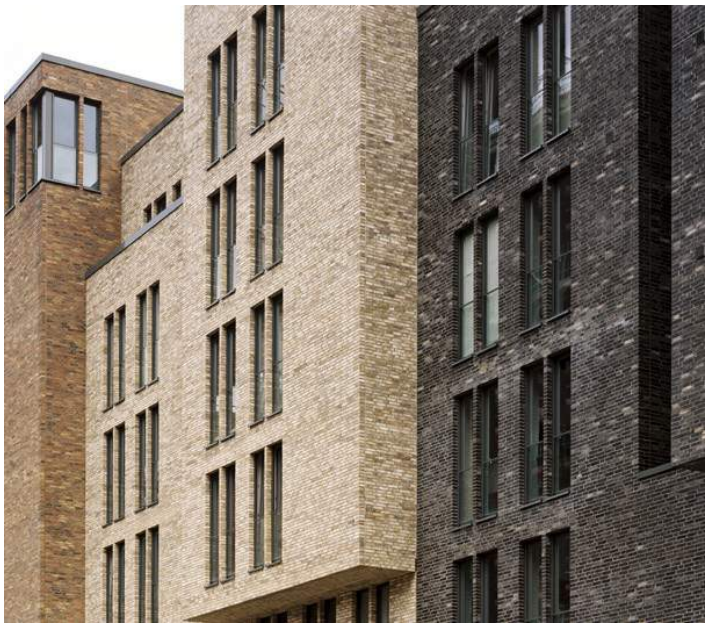
Panter Hudspith. Royal Road buildings. Completed 2013.

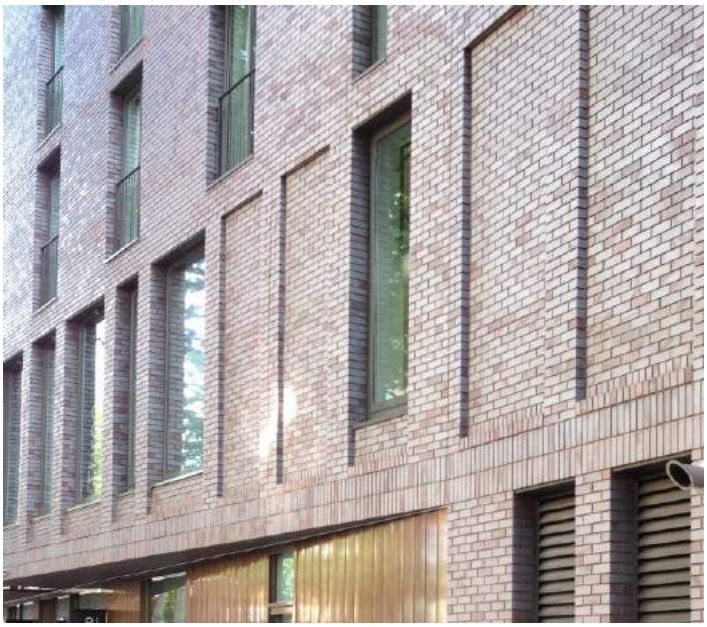
KjellanderSjoberg. Maja Gräddnos residential block. Stockholm, Sweden. Completed 2015.

Baumschlager Eberle Architekten. Verwalter buildings. Dornbirn, Austria. Completed 2013.

Evaluation

Residential Building Details





Like the consented scheme before it, the proposed scheme takes inspiration from a number of contemporary designs – where the context is comparable and the thoughtful detailing provides remarkable quality and delight.

4.15. Design Precedents

The Consented Scheme: Buildings

Evaluation

The Consented Scheme: Details

4.16. Landscape Design Vision

Vision

The Broadwater Road site at Welwyn Garden City offers an opportunity to provide a high quality, mixed use scheme creating a vibrant new community at the heart of Welwyn Garden City, helping to redefine the former Shredded Wheat Factory site and provide much needed housing, community facilities and additional open space.

In order to build on the principles and on many of the design details established in the consented scheme, Bradley Murphy Design have been retained as landscape designers for this application.

The landscape proposals continue to be underpinned by a coherent vision that draws upon the principles and qualities of the existing garden city as well as the site's location, heritage, character and the wider setting of Welwyn Garden City. This vision formed the basis of the consented scheme and has been carried through to inform the current landscape masterplan.

The vision has four main strands:

Heritage

- Retained 1920's listed buildings will provide a special heritage focus to the development.
- The site is split into two constrasting landscape character zones: the industrial look and feel of the former Shredded Wheat factory on the North Site, and a gentle, naturalistic landscape on the South Site.

Beautiful Spaces

- Landscape and open space integral to characterising the development
- Creation of public open spaces offering green routes in to the development
- An urban square at the heart of the development creating a new social focal point in the town

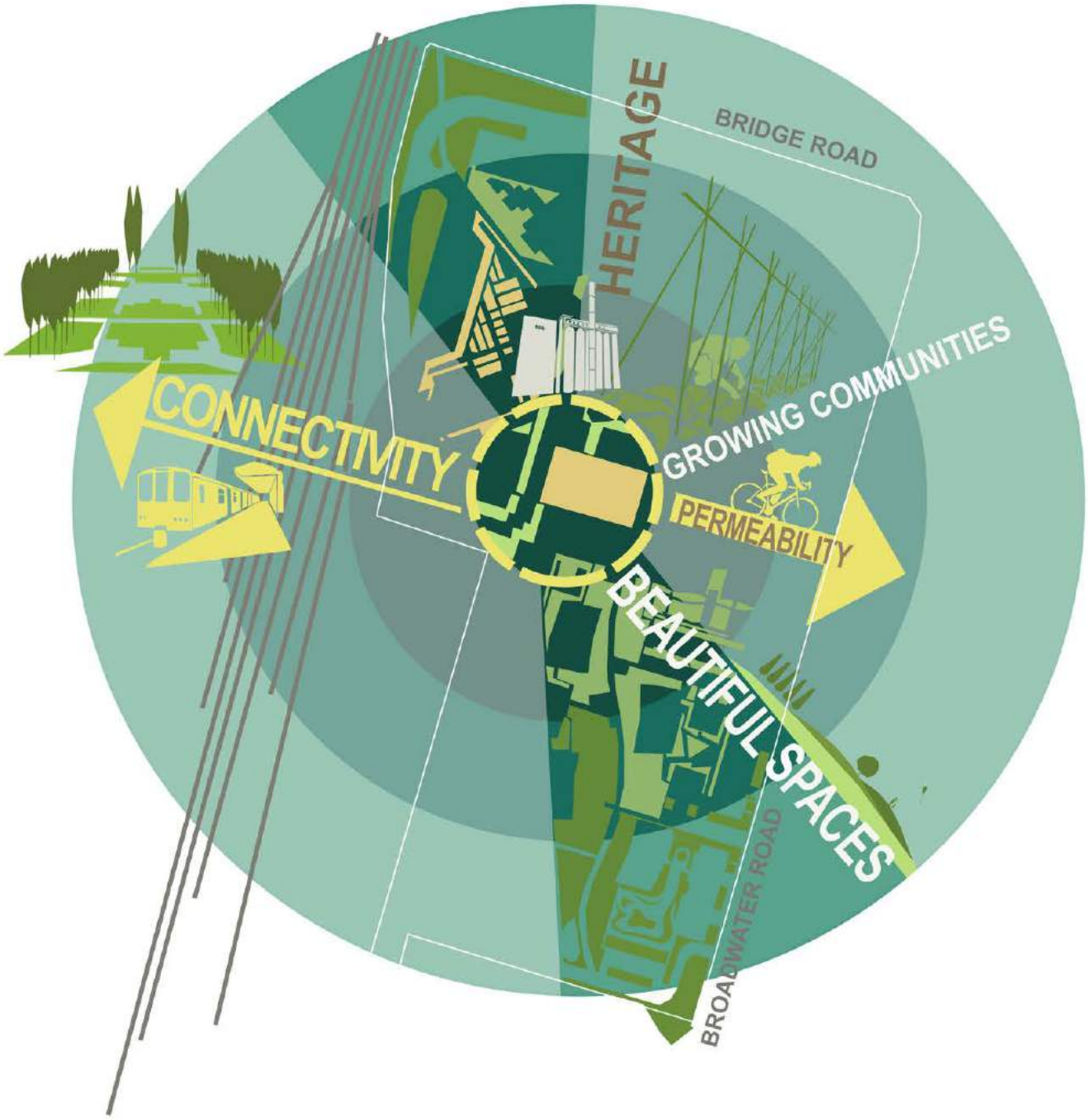
Sustainable Communities

- Fostering a sense of community to allow residents to integrate and support one another to create an inclusive mixed use community
- Introduction of a Sensory Garden in consultation with the Gardening for Disabled Trust, in place of the previously proposed Allotments

Connectivity

- Reinforcement of connectivity across the railway and in to the town
- Forging of new links to Peartree ward and the wider footpath network in the east

Evaluation


HERITAGE
BRIDGE ROAD
CONNECTIVITY
GROWING COMMUNITIES
PERMEABILITY
BEAUTIFUL SPACES
BROADWATER ROAD

4.17. Landscape Design Principles

The scheme presents an opportunity to create new areas of high quality amenity space and public realm as an integral part of a mixed use development. Bradley Murphy's work on the design of landscapes and public realm has been guided by the following principles:

- **Recognise and respond to the character and heritage of Welwyn Garden City, the Shredded Wheat Factory and listed buildings.**
- **Embrace and reinterpret Ebenezer Howard and Louis de Soissons' core Garden City principles established at Welwyn Garden City**
- **Balance the needs of private and public vehicles, cyclists and pedestrians.**
- **Improve the connectivity to both the east and west of Welwyn Garden City.**
- **Incorporate subtle areas for community accessible productive landscapes.**
- **Integrate Broadwater Road site more effectively with the surrounding areas including Welwyn Garden City town centre and Peartree ward.**
- **Create activity, interest and multi-functional external spaces for a variety of age groups during both day and night.**
- **Balance the needs of different users ensuring a balance between public and private amenity space.**
- **Respond to the requirements of planning policy and supplementary guidance in terms of design quality, play provision, sustainability, climate change and green infrastructure.**
- **Provide high quality open space and landscape, reflecting the garden city principles and the interrelationship with the built form.**
- **Ensure buildings, public realm and private/ community amenity space are strategically located in the right place, responding to their wider surroundings, use and context.**
- **Ensure places and spaces are designed for all to use and promote community, inclusion and cohesion.**
- **Retain the industrial heritage of the Shredded Wheat factory and incorporate a substantial amount of large-scale art objects in the public realm.**


THE SHREDDED ARTS CENTRE

4.18. Energy and Sustainability

Energy Strategy

An energy assessment and subsequent strategy has been prepared such that it is aligned with the Energy Hierarchy, with focus on sustainable building design (reduction of energy consumption at source), provision of energy efficiency measures and installation of building-integrated low or zero carbon (LZC) technologies.

The strategy confirms how the development achieves compliance with current energy planning policy. Broadwater Road West Supplementary Planning Document Section 7 Core National Indicator 2 requires all new developments in the Broadwater Road West development area, achieve a site target of at least 10% of their energy requirements from decentralised and renewable or low-carbon sources. Policy SADM 13 requests that all major development proposals must demonstrate that they have sought to maximise opportunities for renewable and low carbon sources of energy supply where consistent with other Local Plan policies.

Due to the size of the site and the differing site uses, three separate energy strategies have been prepared to achieve compliance with the Local Planning requirements; therefore, for the sake of the energy strategy, the site is split into the following three areas – South Site (residential only), North Site (residential) and North Site (Non-Residential). All three proposed strategies utilise passive design measures, high levels of insulation and airtight building fabric, but the services proposed to provide the space and water heating differ for each strategy:

- For the South Site (residential), space and water heating are provided by electric CPSU boilers and renewable energy requirements will be achieved through the installation of a roof-mounted PV array.
- For the North Site (residential), space and water heating and the renewable energy requirements are provided by a district heating network fuelled by a gas-powered CHP located in an energy centre.
- For the North Site (non-residential), space heating and cooling are provided by electrically powered high efficiency roof-mounted Variable Refrigerant Flow (VRF) equipment. Water heating and the renewable energy requirements are provided by the district heating network fuelled by a gas-powered combined heat and power (CHP) system.

To achieve a >10% reduction in CO2 emissions and energy use through the installation of LZC/ renewable technologies (as required by the Local Authority) the following measures are proposed:

- South Site (Residential): ~500kWp roof mounts PV solar array (~3500m2 PV panels)
- North Site (Residential) Space and water heating provided by gas-powered CHP
- North Site (Non-residential): Space heating & cooling provided by high efficiency VRF heat pumps; water heating provided by gas-powered CHP

Specific detail relating to the predicted reductions in annual CO2 emissions and predicted energy demand is detailed within the table below.

Based on the above, the proposed development will endeavour to achieve a >10% reduction in both regulated energy use and CO2 emissions through the installation of solar PV arrays and a CHP district heating network in turn show compliance with Welwyn Hatfield Local Plan.

See further information in the *Energy Statement* submitted under separate cover.

Former Shredded Wheat Factory, Welwyn Garden City: Energy Strategy Summary

Scenario	Regulated Energy Use (kWh / year)	Regulated CO_2 Emissions ($kgCO_2$ / year)	Ave BER/DER ($kgCO_2$ / m^2 / year)
Baseline Scenario without On-Site LZC Technologies	18,329,862	2,739,814	31.70 (South) 17.27 (North) 43.8 (Non-Resi)
LZC Scenario with On-Site LZC Tech (PV and CHP)	15,864,667	2,171,766	26.97 (South) 11.03 (North) 39.5 (Non-Resi)
Total Saving achieved through the implementation of on-site LZC Technologies	**2,465,194**	**568,048**	**-**
Percentage reduction	**>10%**	**>10%**	**>10%**

Evaluation

Sustainability Strategy

Welwyn Hatfield Borough Council is committed to achieving sustainable development. As a result, the current planning policies for this area emphasise the importance of sustainable growth with particular emphasis on the encouragement of energy efficiency and green energy and industry.

It is important, therefore, that the proposed development site contributes to the Council's sustainability aims as well as meeting regional and national objectives for sustainable development. This sustainability statement demonstrates that the proposals satisfy a number of key objectives, responding to local needs and requirements and conforming to current good practice.

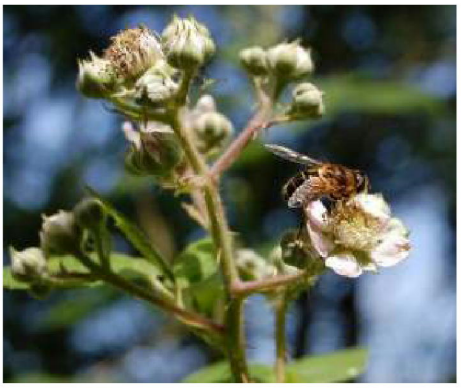
In addition, this strategy confirms that the development will meet the Broadwater Road West Supplementary Planning Document target to reduction in carbon dioxide requirement of >10% through the installation of low carbon and renewable technologies.

In summary, the sustainability statement has informed the design process by identifying opportunities and constraints for sustainable development, and the process has highlighted the proposal's sustainability performance against national, regional and local planning policy.

See further information in the *Sustainability Statement* submitted under separate cover.





Some of the design measures which will underpin the sustainability of the proposed development: encouraging pedestrian and cycle movement; managing surface water on the ground and roofs; promoting the use of public transport; specifying sustainable materials; providing a variety of outdoor spaces to be enjoyed by the entire community; promoting biodiversity.

5. Access

Access

5.1. Summary of Access and Movement Strategy

Accessibility Principles

This development proposal aims to ensure that all users will have equal and convenient access to buildings and spaces. This is achieved by adopting the overarching principles of inclusive design set out in the National Planning Policy Framework and in the Welwyn Hatfield District Plan, in particular the District Wide Policy D9: Access and Design for People with Disabilities, allowing access for disabled people, children in prams and pushchairs and those who are temporarily disabled through accident or injury.

The development has been designed to comply with national standards and guidance including Part M of the Building Regulations and BS 8300. Lifetime Homes standards have also been adopted throughout.

This proposal includes the following inclusive design measures:

- All approach routes on ground level will be via wide paved paths and the entrances will be clearly legible on the frontage of each building.
- Up to 10% of the parking bays will be designated and marked as accessible.
- Designated cycle routes will be provided throughout the site; secure bicycle storage facilities will be located at ground level.
- Mixed use buildings will have separate entrances for residential, commercial and public use.
- Each building will have level entrances.
- Entrances will have swing doors. Where revolving doors are used a swing door will also be provided, and where necessary power operation will be used to overcome the 30 N door pressure requirement.
- Transitional lighting levels outside building entrances and foyers shall be similar.
- Manifestation will be used for glass screens and doors.
- Floor surfaces will be slip resistant with large wipe-off areas immediately inside the main entrances.
- Lift design and capacities will follow recommendations from the lift consultants and will meet best practice standards.
- Accessible and ambulant WCs will be provided at all levels of non-domestic buildings.
- Lifts are used throughout the scheme complying with Part M requirements and will have a clear space of 1.5m in front of their entrances.
- The heights of landing and lift controls will be Part M compliant.
- Residential bathrooms are designed to Life time Homes standards, allowing for future adaptations such as handrails and hoists.
- The layout of the bathrooms will allow for ease of access to the bath, WC and wash basin.
- Switches, sockets, ventilation and service controls in residential units will be located at Part M compliant heights.
- 10% of residential units will be designed to be wheelchair compatible.

Relevant Legislation and Design Guidance

- Equality Act 2010;
- National Planning Policies Framework and National Planning Practice Guidance;
- Saved policies of the Welwyn Hatfield District Plan adopted 2005 and supplementary planning guidance;
- Broadwater Road Supplementary Planning Document (BWR SPD);
- Welwyn and Hatfield District Plan Review - Supplementary Planning Guidance, Car Parking Standards (Adopted January 2004);
- Part M of Approved Building Control Documents;
- BS 8300;
- London Housing Design Guide.


Bridge Road
Train Station
Hydeway
Broadwater Road
Broadwater Road
Peartree
N
0 10 50 100m

5.2. Pedestrians

The masterplan provides a network of streets and publicly accessible spaces designed to be legible and to allow easy access. New connections have been created, and the accessibility of existing routes has been improved. Pedestrian routes and connections into the site are shown in the diagram on the opposite page.

Landscaping of publicly accessible spaces has been designed to provide inclusive access throughout. Pedestrian crossing points along new roads and streets will either provide level access or dropped kerbs. External ramps will be designed to guidelines as set out in Approved Document Part M of the Building Regulations.

Publicly accessible car parking will provide for at least the recommended amount of accessible car parking standards as outlined in Welwyn and Hatfield District Plan Review - Supplementary Planning Guidance, Car Parking Standards (Adopted January 2004).

The design and access arrangements of the individual blocks, described in later sections of this report, are designed to be fully compliant with guidelines as set out in Approved Document Part M of the Building Regulations.

Railway Footbridge, Lift, and Stairs

As part of the enhancement of the railway footbridge and in order to create a more dramatic approach to the site, the existing public stairs will be demolished and replaced by new, much wider external public stairs adjacent to Block 1, which will create a more appropriate sense of arrival for pedestrians entering this exciting new Quarter.

This stairs are designed as a solid, deliberately heavy-looking, structure, formed in board-marked concrete, as a visual reference to the concrete silos.

To provide DDA compliant access to the footbridge – and to the first floor shared community / health / office core – an external glass lift will be placed next to the new stairs. The lift shaft will be clad in dark glass and black metal framing, to match the contemporary design of the Louis de Soissons Building.

5.3. Cyclists

On-street cycle parking will be provided in the main public spaces around Goodman Square and the railway footbridge.

Safe and secure private cycle storage will be provided within each residential block as shown on the diagram on the opposite page. Residents' cycle stores will generally be located adjacent to entrance lobbies and, as much as possible, with direct access to the peripheral road network and to secure car parking.

Key

Residential lobby with front and back entrance

Cycle store


Bridge Road
Town Centre
Train Station
Footbridge
Hydeway
Broadwater Road
Broadwater Road
N
0 10 50 100m

5.4. Road Vehicles

Most access points for cars are located on Broadwater Road, with an additional access point on Bridge Road – as illustrated in the diagram on the opposite page.

Car movements have been limited to the periphery of the site to ensure that as much as possible of the areas used by pedestrians are free from car traffic.

A designated taxi pick up and drop off point and queuing facility for 5 taxis has been located on Hydeway as illustrated on the diagram opposite. A turning circle for all vehicles entering Hydeway has been located at the western end of the road, adjacent to Goodman Square. Car and taxi access into the square will be prevented by means of a set of drop down bollards, which will only afford access to refuse and delivery vehicles as described below.

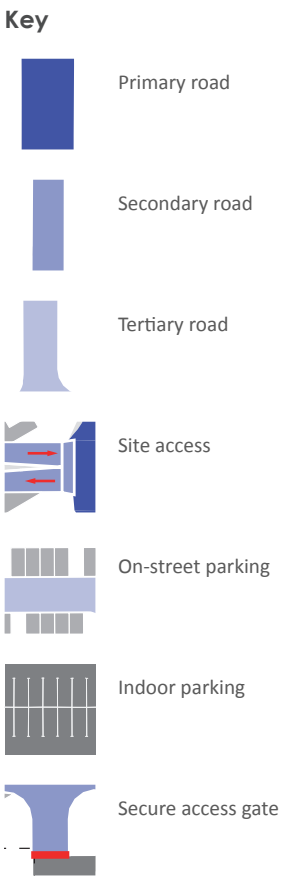
Car parking is largely located within undercroft or basement areas but is supplemented by a small amount of on-street parking. Vehicular access beyond the on-street car parking spaces will be prohibited through the landscaping design to ensure vehicles are not able to pass into the defined publicly accessible spaces.

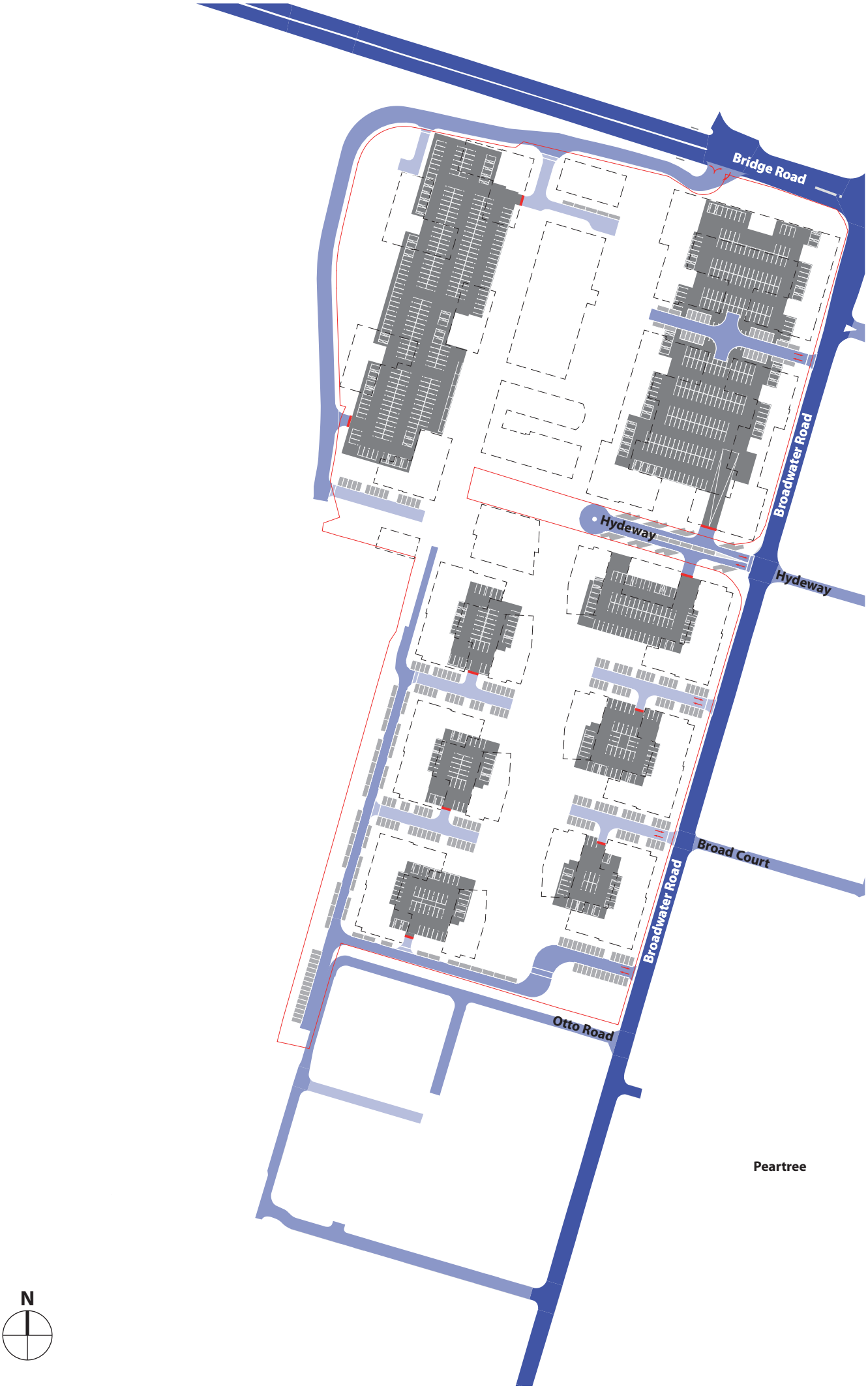
Provision of wheelchair accessible car parking spaces has been dictated by the following statutory and other relevant guidance documents:

- Welwyn and Hatfield District Plan Review - Supplementary Planning Guidance, Car Parking Standards (Adopted January 2004)
- The London Housing Design Guide

In accordance with the above documents, accessible car parking spaces will be provided as follows:

- Residential - 10% of total unit numbers (W&HDPR) or 1 space for every dwelling built to mobility standards (LHDG). Note; we are proposing 10% of dwellings are built to mobility standards;
- Employment generating development - 5% of total capacity
- Other premises to which the public have access to (i.e. A1, A3 and A4 units, C1 hotels and D class uses - 6% of total capacity.




Bridge Road
Broadwater Road
Hydeway
Hydeway
Broad Court
Broadwater Road
Otto Road
Peartree
N
0 10 50 100m

5.5. Deliveries and Refuse

It is proposed that a centralised management system will be implemented for the collection of both domestic and commercial refuse and recycling. Collection points have been indicated on the diagram opposite where refuse and recycling bins can be towed to by a refuse operative on collection day, disposed of and the bins towed back to designated bin areas located within the undercroft areas of the individual blocks. As with car movements, it is proposed that refuse and recycling lorry movements are limited to the periphery of the site, with no requirement for vehicles to track across defined public accessible spaces - again illustrated on the diagram opposite.

Delivery vehicles serving the non-residential areas of the site will enter via two access points – one off Bridge Road and the other off Hydeway. The proposed workspace and crèche areas in Block 4, healthcare facility in Block 3 and the A3/A4 units within Block 2 will all be served via the road running along the northern and western boundaries of the site, joining Bridge Road at the existing junction point.

Delivery vehicles serving Block 4 will use the lay-by area to the north of the building, which will also provide a drop-off and pick-up point for the crèche, healthcare facility and workspace.

A3/A4 units located within Block 2 as well as the adjacent community building will be served by a designated service bay located to the south of Block 2 as illustrated on diagram opposite.

Deliveries and collections to non-residential areas in blocks 1, 4, 7, and 8 will all be circulate via Hydeway.

Delivery vehicles will be able to gain access to defined service set down areas, located on the eastern edge of Goodman Square, via a set of drop down bollards. The purpose of the drop down bollards is to stop cars and taxis entering the square and will be controlled by the central management office.

More detailed access arrangements for the individual blocks are described in the *Transport Assessment* under separate cover.

Key

Bin store

Ingoing vehicle

Outgoing vehicle


Bridge Road
Broadwater Road
Hyde Way
Broadwater Road
N
0 10 50 100m

6. Proposed Design

6.1. Proposed Masterplan

Scheme Overview

Overall, the masterplan arrangement aims to provide legible spaces and enhance the connectivity throughout the site, while supporting a sense of community.

Based on the grid arrangement discussed in *4.6. Site Layout* on page 66, block forms on the North Site consist of three types: courtyard blocks, L-shaped blocks, and slab blocks. Each of these forms is deployed in response to specific conditions on each location – such as the amount of space available, the arrangement of public spaces and landscape, distant views to landmarks on the site, etc.

The site can broadly be split into two parts with Hydeway and Goodman Square providing the east-west spine where these meet.

The character that the defines the north part of the site is defined by the post-industrial nature of the former Shredded Wheat Factory, which the proposed scheme seeks to respond to in both layout, public realm and landscape terms.

The south site character, in contrast to the north, is less formal in layout, architecture and landscape terms. The central park known as the Weave is proposed as an undulating, naturalistic environment.

The images on the following two pages are aerial views of the overall scheme from north-east and south-west perspective respectively.


Bridge Road
Hyde Way
Broadwater Road
Otto Road


Broadwater Road


Bridge Road


Broadwater Road
Otto Road

6.2. Proposed Residential Layout

North Site

The North site can broadly be split into three character zones with the former Shredded Wheat buildings and structures acting as the central spine and heart to the proposal. Just to the south and located in the centre of the site we have located the Civic building on Goodman Square. To the north there is a small residential building in place of some of the existing warehouse buildings which is intended to complete the spine by reflecting the era that the Factory buildings stemmed from.

To the east we have proposed two urban, mansion block, type blocks which form edges to Bridge Road to the north and Broadwater Road to the east.

With the introduction of new streets and public spaces in between Blocks 6 and 7 as well as the Factory buildings we are able to achieve and restore views of the Production Hall and Silos from Bridge and Broadwater Road which have been lost for a long time.

The resultant urban blocks generate semi-private residential amenity spaces at their centre. therefore affording teh best possible aspect to the proposed residential units surrounding these.

To the west Blocks 2&3 sit between the raised pedestrian bridge to the south, banked Bridge Road to the north and the railway lines to the west. The proposed layout seeks to create a new street between the Factory buildings which facilitate primary pedestrian access into this element of the site. By breaking the urban block, when compared to 6 and 7, we are able to retain views of the factory buildings from the rail tracks and west of the site.

Typically, residential blocks have central corridors linking flats on either side. The vertical circulation cores (typically with two lifts and fire stairs) are located centrally within each block, mostly in the locations least suitable for habitable spaces. Each circulation core serves 6 to 10 flats per floor.

The use of simple layouts and repetition of a relatively small number of different dwelling types ensures the viability of the scheme. On the other hand, the envelope design provides variation and contrast through the use of different materials, fenestration patterns, and façade details.

The North site proposes a total of 811 residential and assisted living units of which approximately:

- 50% of the units benefit from dual aspect,
- 38% are single aspect
- 12% are single aspect north facing units

In addition to the generous new public spaces and shared amenity spaces, which are described in detail within the *Landscape Design Statement* we are proposing to provide each residential unit with generous private amenity spaces in the form of gardens, roof terraces, external and inset balconies.

- Gardens vary in size depending on the unit size and type from 5-20m2
- Balconies vary in size depending on the unit type from 5-12m2
- Roof terraces vary in size depending on the unit size and type from 5-25m2

KEY:

Dual Aspect

Single Aspect

Single Aspect North

Private Amenity space

Proposed Design

Proposed Design

South Site

The South site benefits from a central park in form of the Weave. This not only creates a visual link diagonally across the site, visually connecting the listed buildings, but also acts as a central spine off which six clusters of buildings form suburban blocks each with semi-private podium gardens at First floor level.

The primary public elevations of the South site are Broadwater road to the east and Hydeway to the north. These edges as well as the western edge are proposed as more urban in townscape with the central buildings surrounding the park lower in height and less formal in architectural terms.

Each cluster is made up of a variety of building types which we will explore further later on within this document.

Typically, residential blocks have central corridors linking flats on either side. The vertical circulation cores (typically with two lifts and fire stairs) are located centrally within each block, mostly in the locations least suitable for habitable spaces. Each circulation core serves 6 to 10 flats per floor.

The use of simple layouts and repetition of a relatively small number of different dwelling types ensures the viability of the scheme. On the other hand, the envelope design provides variation and contrast through the use of different materials, fenestration patterns, and façade details.

The South site proposes a total of 643 residential and assisted living units of which approximately 53% of the units benefit from dual aspect, 40% are single aspect and only 7% are single aspect north facing units.

In addition to the new central park known as the Weave as well as shared amenity spaces at first floor (podium) level, we are proposing to provide each residential unit with generous private amenity spaces in the form of gardens, roof terraces, external and inset balconies.

- Gardens vary in size depending on the unit size and type from 7-13m2
- Balconies vary in size depending on the unit size and type from Juliette-12m2
- Roof terraces vary in size depending on the unit size and type from 50-57m2

KEY:

Dual Aspect

Single Aspect

Single Aspect North

Private Amenity space

Proposed Design

Typical Upper

6.3. Block 1: The Louis de Soissons Building

Sitting at the eastern end of the footbridge, the Civic Building is one of the first buildings seen by pedestrians approaching the new residential and Cultural Quarter from Welwyn town centre and the train station. Accordingly, the Civic Building has a special significance in the master plan. It accommodates community uses and sits on the most prominent location – Goodman Square – opposite the former factory buildings designed by the late Louis de Soissons.

Louis de Soissons Architects – the practice that carries on the legacy of Welwyn Garden City's original chief architect – has been appointed to design the Civic Building.

The design affirms the building's individuality through a façade with large openings framed by an external armature – in contrast with both the predominant brick façades of the residential buildings, and the industrial expression of the former factory buildings.

The proposed design for the Civic Building aims to provide an elegant, contemporary and suitably powerful entrance to the exciting and vibrant new Quarter. The distinctive form and materials contrast with the adjacent buildings – both existing and proposed – and are intended to complement the building's setting.

Proposed Design

Use, Layout, Access, and Circulation

Gross internal area (GIA)	2,307 m²
Number of storeys	5

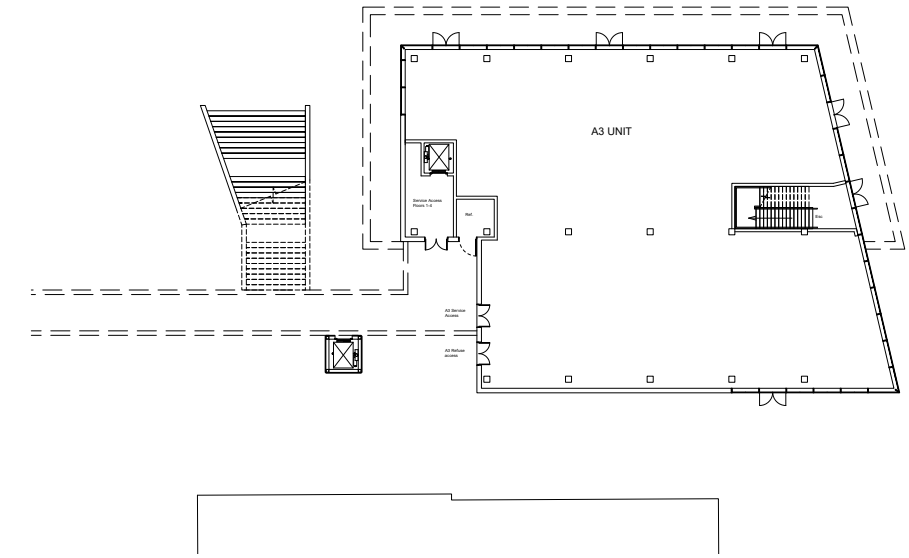
Floor	Use	GIA (m²)
Ground	Restaurant	615
First	Community use	466
Second	Health	466
Third	Offices	466
Fourth	Offices	294

The ground floor unit (use class A3) is intended to be a restaurant or coffee shop for residents and visitors to the Cultural Quarter.

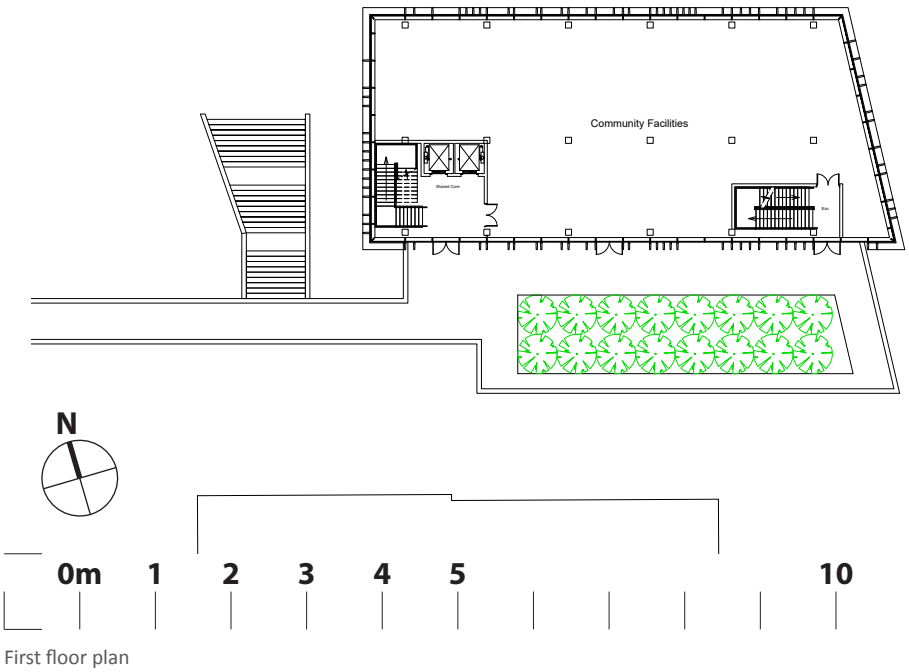
External doors from the Community Use area on to this landscaped deck will allow it to be used as part of this public facility.

On-street parking for visitors is provided on Hydeway.

Service access to the ground floor A3 unit and offices is discreetly located at the rear of the building, for deliveries and rubbish collection via the rear service road.



Ground floor plan



First floor plan

Proposed Design

Design Details and Materials

Initial sketches for this building were aimed at creating a gridded, white framed building, sympathetic to the character and form of the retained Listed Buildings.

That architectural language, however, was used for many of the proposed residential blocks elsewhere in the proposed scheme. It became clear that this prominent building needed to have a singular design, deliberately contrasting with the Shredded Wheat factory and the surrounding new blocks, and reflecting its particular use – neither residential nor cultural.

The building is designed as an elegant and simple dark glass block, clad with an irregular grid of projecting black metal fins that provide depth and a changing appearance when seen from around the site.

The ground floor is set back some two metres from the upper floors, so that the main bulk of the building appears to float above the ground. The overhang also provides shelter and shade to the ground floor A3 unit.

The top floor is also set back some two metres, partly to create an attractive wrap-around roof terrace to the offices, but also to reduce the apparent bulk of the building.

The dark glass, minimal framing, and the black metal fins are elements of a contemporary design with an industrial legacy, in response to the previous use of the site and to the black metal framework of the important pedestrian railway bridge. Also, the original industrial building on this location was a tall, thin and unusually dark building, with deep bands of dark grey brickwork, so the design pays subtle homage to that building.

The projecting metal fins provide vertical emphasis to the elevations, which reflects the verticality of the retained adjacent silos.

Design precedents. Left: Vincent Van Duysen. AVH Offices. Antwerp, Belgium. 2002 (unbuilt).
Right: Park Associati. La Serenissima building. Milan, Italy. 2012.

Proposed Design

The relationship between the Civic Building and the railway footbridge is one of the main elements of the design. See *Railway Footbridge, Lift, and Stairs* on page 96 for details of footbridge design and accessibility.

A landscaped deck has been created outside the building's first floor, level with the railway footbridge. This deck will form an attractive feature for pedestrians approaching the site. The main shared entrance to the Community and Health areas, as well as to the offices, is deliberately located at this level, to generate pedestrian activity and promote security on the footbridge. External doors from the Community area onto the landscaped deck will allow it to be used as part of this public facility.