WELWYN GARDEN CITY CAMPUS WEST - DECKED CAR PARK Design & Access Statement Rev B - Nov 2021









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1.0 INTRODUCTION

This document has been produced to accompany a Full Planning Application for the development of a new decked car park at Campus West, Welwyn Garden City.

The proposed car park will provide increased parking provision at Campus West and allow the consolidation of the town's parking through the construction of an efficient and user friendly parking facility on the site. This will also allow the closure of existing surface car parks at Campus East, allowing, at a later stage the redevelopment of the site, without necessitating an impact on car parking that serves the town centre and local offices.

The proposed development involves the construction of a decked car park on the site of the existing Campus West surface car park, increasing car parking spaces from 334 to 490. The building will comprise of a single suspended floors above ground floor level with parking on all levels. In addition, the development will also include improvements to the public realm, with enhanced landscaping to the entrance, improved disabled parking and pedestrian access.





2.1 EXISTING SITE PLAN

The existing site is located to the west of the Campus West building, with the Ayot Greenway running along the northern boundary, Woodside House (a local care home) sitting to the west and Bridge Road running along the southern boundary. The site is predominantly bound by mature trees, with the main access point to the south eastern corner. A secondary access point is to the north eastern corner of the site. Existing site layout below showing the red line application boundary.





2.2 EXISTING SITE & CONTEXT PHOTOS

The photographs below give a snapshot of the existing context and appearance of the existing surface car park.



View 05 - View from west towards Woodside House



View 06 - View along Ayot Green Way



View 01 - From leisure drop off



View 03 - View from the south



View 07 - View across the Park towards the campus





View 02 - From car park entrance



View 04 - View from Bridge Road



View 08 - View of north boundary of car park



2.3 EXISTING SITE SECTIONS

These sections below show the existing level change to the site as well as the mature planting to the boundaries. The adjacent buildings have also been shown to demonstrate the car parks relationship with the context.

The heights and levels of the surrounding buildings have been taken from topographical survey data.

Ayot Greenway

SECTION A-A - THROUGH AYOT GREENWAY

Campus West Car Park

SECTION B-B - THROUGH WOODSIDE HOUSE & CAMPUS WEST LEISURE COMPLEX









3.1 OPPORTUNITIES & CONSTRAINTS



BrightSPACE architects

3.2 PROPOSED SITE DEVELOPMENT STRATEGY

Existing Pedestrian connections

enhanced to Ayot Greenway

Disabled space provision rationalised across whole site to improve locations and increase numbers

Key Design Principles:

- Steel frame structure minimises foundation sizes and loads and increases speed of construction
- Open sided façades provide natural ventilation, natural light and improved visibility
- Trees to the boundaries are to be retained - the steel structure and foundations have been specifically designed to avoid the root protection zones of these trees
- The height of the car park has been limited to minimise visual impact
- Three stairs to maximise connectivity to the local area while maintaining safe escape distance
- Enhanced pedestrian access to increase connectivity to Ayot Greenway
- Emphasis has been given to the primary elevations to the south and the east where views are most prominent from The Campus
- Consistent facade treatment across all elevations allowing the building to read as a single entity
- External & Internal disabled spaces as well as reinstated spaces to the north of the site
- Retained drop off points
- Electric charging points provided
- New crossing provided between Campus West & Rosanne House

W31 T15 T18 T16 T17 T10 T11 112 T3 T2 T4 T32 T34 T35 T36 T37 T46 T43 45 130 **1** Existing trees removed to enable multi Pedestrian route maintained and Pedestrian routes from car park link No barriers are proposed at entrance to car enhanced to south edge of park allowing free flow of traffic onto storey element of proposal with existing routes toward town car park site centre

20025 - Campus West Decked Car Park, Welwyn Garden City - Design & Access Statement



Fire and other large service vehicles to egress site onto Digswell rd



3.3 PROPOSED SCALE AND MASS

The proposed multi storey element of the new car park will consist of 1no. upper parking decks. The original proposal looked to develop 2 upper levels of parking, however following the pre-application process and consultation with the public the decision was made to reduce this to a single storey building.

There is approximately 2m change in level across the site from North to South, the upper floor deck is set at a level that ensures clear headroom at the northern end of the site, as a consequence the southern facade at ground floor level is afforded more height as the ground falls away.

In relation to the surrounding context the overall height of the proposal sits below the level of the nearest built elements of the Campus West leisure building and a number of storeys lower than the tallest part of the same building. In relation to Woodside house the proposal is 3 storeys lower than the upperfloor and significantly lower than the ridge height.

The views below illustrate how the proposal sits within the local context and that due to the extent of tree cover only limited views of the proposal are possible from within the local area.

For the purpose of clearly illustrating the mass in these views, the trees on the site boundaries have been shown with a high level of transparency.





VIEW 1 - FROM TOP OF PARKWAY



VIEW 2- PAST WOODSIDE HOUSE





VIEW 3- ACROSS CAMPUS PARK



3.4 PROPOSED SITE SECTIONS

These sections show the relationship in terms of scale and mass of the proposal in the relation to the surrounding buildings and boundary planting.

The heights and levels of the surrounding buildings have been taken from topographical survey data



SECTION B-B - THROUGH WOODSIDE HOUSE & CAMPUS WEST LEISURE COMPLEX





B



3.5 PROPOSED SITE PLAN



PROPOSED OVERALL SITE PLAN



3.6 PROPOSED FLOOR PLANS





PROPOSED FIRST FLOOR



4.1 ELEVATION STRATEGY

South and East elevation – These two elevations address the most public sides of the site. Although there is a good level of mature tree planting along both boundaries there are still relatively open views onto the site from Campus park the southern boundary will offer views onto the site when the deciduous trees drop their leaves. The eastern boundary trees have a relatively high canopy allowing views into the site all year round. The relative openness and the fact that these two elevations face onto the campus park means a high quality of elevation treatment will be necessary.

West elevation – This elevation faces Woodside house. This boundary benefits from a mature planted boundary that reaches around 8m in height, this planting will significantly screen the proposals from Woodside.

North elevation - This elevation faces onto the Ayot Greenway. There are limited views of the site from publicly accessed areas, in appearance terms this elevation has lower sensitivity levels. Despite this the proposal looks to provide a cohesive building design with equal treatment to be provided to all elevations.





PROPOSED CAR PARK ELEVATION STRATEGY



4.2 PROPOSED CLADDING APPROACH

ALUMINIUM FINS WITH CORTEN EFFECT METAL FACADES

Overall approach

Following feedback from consultations with Historic England, the Local Authority and Board Members the key considerations in taking this revision forward have been to address the following points.

- Provide greater solidity at the facade corners to help frame the façades and improve how 'grounded' the building appears
- Homogenise the façades with a material approach so they appear more consistent as a skin over the whole facade and bring more of the overall facade down to ground level reducing the transparency at ground level
- Maintain the previous balance between vertical and horizontal emphasis.
- Allow sufficient variation of colour in the facade cladding to continue the use of the autumnal colour palette in a measured and carefully considered way.
- Ensure the design complies with comments from Secure By Design in terms of visibility while maintaining the grounded appearance
- Clad the building in durable, easily maintainable materials which tonally and texturally blend with the context

South and East elevations.

These primary elevations are visible through the tree screening on the boundary. Since the views are glimpse views through the trees it is important that the car park reads as a complete built form rather than a 'kit of parts'. A holistic approach is required to link the façades together while also responding to the requirements of natural ventilation. It is also important on such long façades that the cladding works best when viewed at an angle.

Metal cladding wraps the corners of the car park acting as bookends to the façades and helping to 'ground' the building. To the south a central feature is created with solid cladding to break the length of the elevation.

Aluminium fins are set at a consistent spacing with a strong rhythm to locate angles and colours to break up the facade further. This rhythm varies more to the eastern elevation to prevent stripes of colour being visible. All fins except over openings are extended to ground to enhance the building solidity.

West elevation

Aluminium fins are used to maintain consistency. The fins are mostly extended to ground, apart from at openings, to enhance solidity.

This elevation is a secondary facade in terms of visibility (densely screened to the boundary) and importance from the public realm.

The rhythm and pattern established to the other elevations is continued.

Headlight screening is maintained to the first floor, however the 1.8m privacy screening is no longer required due to the reduction in height and therefore reduction in potential overlooking to Woodside House.

North elevation

Aluminium fins are used to maintain consistency and rhythm across the elevation. The fins are extended to ground to enhance solidity.

Thinner solid cladding panels have been introduced to better ground the building and enhance the verticality seen from the other side of the Ayot Greenway.

Headlight screening will be used to minimise the effect of the light spill onto and across the Ayot Greenway. The fins located in front of the ramp have been angled in to further minimise any light spill. These have also been coloured to match the Corten effect cladding to provide an element of enhanced solidity to this elevation, as also seen with the South elevation.







20025 - Campus West Decked Car Park, Welwyn Garden City - Design & Access Statement

Precedent Examples & Inspiration





4.3 FACADE DEVELOPMENT - A CONTEXTUAL APPROACH

The proposed car park has a larger footprint than many of the other buildings that make up the character of the Campus.

In order to achieve the desired number of parking spaces on the site the proposed building presents a relatively long facade to Bridge road.

The approach taken on the facade design has been to relate the building to the local context, reference the architectural approach taken in general by the better quality buildings around the campus and to use this to break up the proposed facade.

The proposal benefits from a good level of screening on the primary façades but this does not remove the opportunity for incidental views through the trees from a number of positions around the southern and eastern boundary.

There are fewer opportunities for unobstructed long range views but these will be more accessible in winter months when the trees are not in leaf.

For the revised design of the single storey decked car park these principles were revisited to ensure the architectural aim was still in line with original aspiration and looked to further enhance or include

- Enhanced verticality
- Key central feature to key elevations, followed ٠ by rhythmic elements either side of this creating symmetry
- Secondary horizontal elements

BUILT FORM - ORDER AND RATIONALE



Council Offices



John Lewis Building



View from Bridge Road



TREE SCREENING AND CHARACTER



4.4 FACADE DEVELOPMENT - COLOUR PALETTE

The elevations provide an opportunity to use colour in a number of different ways, however through the development of the elevations this has been focused to the aluminium fins only.

The colour palette we have chosen references the brick colours that are characteristic of Welwyn. This will help tie the proposal into the built framework of the area.

When considering the sites natural surroundings we feel that this is also the most suitable colour range to help the building blend in with more autumnal colours when the trees are less able to screen the façades.

John Lewis Building





RAL 8004



RAL 8023



RAL 2001



RAL 7023



Council Offices





John Lewis

The chosen colour palette below has been developed in discussions with the LPA, Historic England and Board Members to ensure the colours are of a suitable tone and brightness appropriate for the building and its context. Please see chosen colour palette below:





4.5 ELEVATION DEVELOPMENT PROCESS

The images below demonstrate the some of the design process the elevation have undergone:

DESIGN DEVELOPMENT - 1

Initial concepts looked to incorporate Ebenezer Howard's strategic designs into the elevation. Despite the links to Welwyn's origins this created an abstract building that would be highly visible in its context.

Methods to 'camouflage' the building were explored by taking a layered approach to the design, with an arrangement of perforated panels and coloured screening. Using the local context we have ascertained where there are most likely to be views of the proposal through vegetation on the boundary.

Initial consultation with Historic England received comments that the building needed to be better grounded and more cohesive in its elevational treatment.



DESIGN DEVELOPMENT - 3

The application of vertical aluminium fins was reviewed as a step to enhance the appearance of a holistic building, with the solid cores and corners providing the grounding elements.

The verticality of the fins breaks up the large horizontal of the mass. Additionally, varying the centres of the fins, the heights, the angles and the colours also creates interest and variety throughout the elevation, again helping to break down the massing of the building.

The response from the Local Authority and Historic England was positive, with further design development required to the stair cores.



DESIGN DEVELOPMENT - 2

Following Historic England's feedback to ground the building, more solidity was added to the stair cores and corners. Corten steel has been applied to the material palette to enhance the grain and texture.

The elevational treatment was also applied to all elevations to create a more cohesive building aesthetic.

Further consultation with the Local Authority and Historic England highlighted that the introduction of the solid elements was an improvement, however the design still needed to work harder to bring the elevations together and minimise the transient appearance of the structure.



DESIGN DEVELOPMENT - 4

On review of the design from a maintenance and security perspective the use of Corten steel as well as the provision of visibility in the cores was raised.

The team reviewed a range of different cladding options, including alternative metal cladding systems and brick slip options.

Different roof forms and opening options were also reviewed to allow visibility and light into the stair cores, while maintaining the grounding solidity required for the architecture.

Following this proposal here the feedback was received from the consultation and pre-app process that resulted in the decision being made to reduce the mass from 2 storeys to a single storey car park.





4.6 FACADE DEVELOPMENT - CONCEPT APPROACH

The following diagram explains the principles behind the approach to the facade design.

- Strong Vertical emphasis
- Secondary Horizontal lines
- Grouping of materials to break up length of facade
- Expression of structure to link with vertical emphasis found within surroundings,
- Layered approach that adds depth and variety to the façades, combining openess with a homogeneous overall appearance.
- Principle corners clad to provide solidity and to ground the building
- Coloured surface treatment to link cladding to ground and landscaping





4.7 MATERIAL PALETTE

The material palette has been carefully developed with the design team as well as with Local Authority and Historic England's input. Textured PPC metal cladding to give a Corten appearance is proposed to ground the building to the corners and stair elements of the building. This is a product with a polyester powder coat finish that provides the colours and texture of a Corten steel. The decision to move away from Corten steel itself is due to possible issues of rust leaching, staining of clothes and other surfaces, as well as the potential for rust to come into contact with the cars through wind and rain. The alternative finish proposed provides the qualities of the Corten steel without the possible issues associated with it. The rest of the elevations are wrapped with aluminium fins of brown / orange tones and greys.

The colours have been carefully selected to respond both to the autumnal colours of the surrounding trees but also the brick tones seen in the local context. The grey colour has been included to tone down the brightness of the overall elevation, giving a varied appearance to the elevations.





COLOURED TARMAC

BAY ELEVATION





RAL 2001

RAL 7023





5.1 PROPOSED ELEVATIONS

The proposed elevations are shown below with explanation of the design decisions made across the facade.

ELEVATION A-A - FROM BRIDGE ROAD







CLOSE UP OF CLADDING



5.1 PROPOSED ELEVATIONS

The proposed elevations are shown below with explanation of the design decisions made across the facade.

ELEVATION C-C - FROM WOODSIDE HOUSE



ELEVATION D-D - FROM AYOT GREENWAY







5.2 PROPOSED AERIALS

VIEW 2 - AERIAL FROM NORTH WEST

Trees in foreground omitted in visual for clarity





VIEW 1 - AERIAL VIEW FROM SOUTHEAST



RAL 8004 fins





VIEW FROM ENTRANCE OF CAR PARK - WINTER VIEW VIEW IS ILLUSTRATIVE ONLY - FINAL DESIGN OF THE CARPARK WILL REQUIRE MINOR CHANGE TO THE FIN SPACING TO THE RIGHT HAND SIDE OF THE VEHICLE EXIT.





VIEW FROM THE CAMPUS - WINTER VIEW VIEW IS ILLUSTRATIVE ONLY - FINAL DESIGN OF THE CARPARK WILL REQUIRE MINOR CHANGE TO THE FIN SPACING TO THE RIGHT HAND SIDE OF THE VEHICLE EXIT.





VIEW FROM WOODSIDE HOUSE - WINTER VIEW VIEW IS ILLUSTRATIVE ONLY - FINAL DESIGN OF THE CARPARK WILL REQUIRE MINOR CHANGE TO THE HEIGHT OF THE SCREENING FACING WOODSIDE HOUSE



VIEW FROM BRIDGE STREET - WINTER VIEW





VIEW FROM HIGH LEVEL OF AYOT GREENWAY- WINTER VIEW





VIEW FROM AYOT GREENWAY - WINTER VIEW



VIEW FROM THE CAMPUS - WINTER VIEW



6.1 PEDESTRIAN & CYCLE ROUTES





6.2 LANDSCAPING

The landscaping has been further enhanced to the south eastern corner around the entrance, with the few surface parking bays here being omitted and replaced with additional planting.

Where new tarmac is proposed to the surface treatment in the locality of the corten effect metal cladding we are proposing these areas to be coloured to compliment this and to aid the grounding of the building.

Please refer to drawing 2166-TFC-00-00-DR-L-1001 P07 for full details.

Additional information has also been provided to show example photographs of the proposed planting as well as the planted and mature heights. Please refer to the document 2166 Campus West landscaping information for further details.





Additional planting has also been proposed to the northern elevation between the trees to increase screening.





6.3 LIGHTING / NOISE / SIGNAGE

LIGHTING

An existing lighting survey was completed by BSP Engineers.

Within the report the area is defined as being an area of 'medium district brightness' and proposals have been reviewed against what is considered acceptable within this character area.

The survey of existing lighting finds the current lux levels in relation to vertical boundary readings to be line with the current guidance, while the horizontal illumination was below the current British Standards - likely due to several luminaires not working. Specific readings are taken at both Roundwood Drive and Demsley Close, both concluded that the existing lighting was unlikely to have a greater impact on the dwellings than the current street lighting provided.

The report includes recommendations for the proposed lighting which covers:

- Lighting Levels
- Luminaire Types
- Lighting Control
- Emergency Lighting Requirements
- Construction Phase Lighting

The proposed lighting scheme has been developed in accordance with the recommendations of the report.

Please refer to document 1863 - Lighting Assessment Summary (210129) for further details. Please refer to drawing Campus West RevC spill lighting layout for further information on the proposed lighting layout and predicted light spill.

NOISE

A noise survey of the existing and predicted noise impact was completed by Hepworth Acoustic.

The survey assessed the potential noise impact of the proposed car park to the nearest dwelling. This also reviewed the current prevailing noise climate in the area, how this is likely to change with the proposal and what the resultant noise impact could be.

The predicted noise levels from the proposed car park extension are low in absolute terms and within the prevailing noise climate of the area. As such no mitigation is required.

Please refer to document P19-664-R01v1 - Campus West Car Park, Welwyn Garden City - Noise Assessment for further details.

SIGNAGE

Clarification of required signage has been requested through the pre-app process. The client is looking to provide statutory signage to the building only. A new sign will be provided to the entrance of the car park to replace the existing signage shown in the image below.





6.4 HEADLIGHT SCREENING

Consideration has been given to minimise the effect of light spill from the car park, particularly onto the existing trees and environment of the Ayot Greenway.

Headlight screening infill panels are to be incorporated within the installation of the edge protection barriers. These are perforated panels to allow some element of ventilation through while using a hole size that is small enough to minimise the effect of any light spill.

The height of installation of the panel is designed to ensure that it addresses a wide range of different vehicle heights as can be seen from the illustration below

The technical details opposite show the method of fixing, panel appearance and provides photos of a couple of installed conditions on other projects.





Technical data:

Dimensions: Height: 670 mm Depth: 42 mm Max. Element width: 2,763 mm Material thickness: 2 mm

Material: ALU Surface: nature (raw) Optional: powder coating

Versions:

- Perforated plate Rg 10-20,78 - Plain-metal Weight per meter of perforated plate: approx. 3,71 kg Weight per meter of Plain-metal: approx. 4,28 kg



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