Edgbaston Central Campus Development
Hybrid Planning Application
March 2012

Design and Access Statement Appendix F
Gisbert Kapp Car Park
Project 19

UNIVERSITY OF BIRMINGHAM
Design & Access Guidelines

University of Birmingham
Edgbaston Central Campus Development – Hybrid Planning Application – New Gisbert Kapp Car Park
3182 4A February 2012 Revision F Dated 20/02/2012

1. Introduction

1.1 Purpose and Structure of the Design & Access Guidelines

1.1.1 In accordance with Section 42 of the Planning and Compensation Act 2004, this design and access statement has been drafted to support the outline proposals for the provision of a multi-storey car park adjacent to 52 Pritchatts Road and Gisbert Kapp. The car park is to provide up to 400 spaces and include landscape alterations, as part of the Edgbaston Central Campus development hybrid planning application. The purpose of this statement is to communicate how good design has been considered from the outset of the development process in accordance with the requirements of the Act and is structured as follows:

- **Section 2. Context** - A description of the contextual elements influencing the proposal.
- **Section 3. Design Development** - A summary of the design process.
- **Section 4. Design** - A description of the scheme’s design.
- **Section 5. Access** - A description of the scheme’s access arrangements.

This is an Outline Application with reserved matters for

(a) Appearance
(c) Landscaping
(c) Layout; and
(d) Scale, within the upper and lower limit for the height, width and length of the building stated in the outline application

1.2 Summary of Proposed Scheme

1.2.1 The site to which this application relates consists of redundant tennis courts used as contractors compounds for various completed building projects and subsequently as a temporary car park. The last compound use was by Clegg Construction whilst refurbishing the external façade of Gisbert Kapp & 52 Pritchatts Rd in 2010-11.

Location of the site adjacent Gisbert Kapp/52 Pritchatts Road. Site cabins shown on the site.
2  Context

2.1.1 Good design relates positively to its situation and surroundings. The foundation to such an approach is to examine a site’s context in detail in order to define any opportunities or constraints that will inform design principles and development. The context for this site includes a two level deck accessed car park to the west of the buildings, with a perimeter treatment of exposed concrete.

52 Pritchatts Road and Gisbert Kapp In the foreground with Birmingham city centre beyond

2.1.2 The site is adjacent to the southern boundary of the Edgbaston Conservation Area and adjacent to University buildings known as Gisbert Kapp and 52 Pritchatts Road. These have recently been refurbished including over-cladding in terracotta and zinc panels, shading devices, coloured glazing and curtain walling. Horizontal elements are expressed with terracotta tiles with the zinc cladding located on areas with vertical emphasis.

Gisbert Kapp to the right and 52 Pritchatts Road to the left, as viewed from the car park site
Recently refurbished 52 Prichatts Road in the foreground with the taller Gisbert Kapp beyond.

2.1.3 Located to the east and north are residential properties and gardens in the ownership of the University not in residential use. The gardens of Horton Grange are located to the north. Trees to the north and east boundaries and the existing large frontage tree will be retained and will screen the new development.

2.1.4 The access roads close to the site will be altered as part other proposals within the hybrid planning application. The University access road to the west edge of the site will be extended through the rear car park to Gisbert Kapp to connect at the rear of the Net Shape building linking up to Materials and Metallurgy Building beyond. The Hybrid Application also includes proposals for traffic calming on Pritchatts Road and its appearance will be enhanced.
2.1.5 The Gisbert Kapp complex of buildings has an integral deck car park with tree screen planting fronting the road. The impact of the car park is limited by this arrangement which includes a perimeter grass bank.

2.1.6 The site is heavily tree screened from view when observed on adjacent gardens within the conservation area.
3 Outline Design Proposals

3.1.1 Please refer to drawings 3182 AL (0) 001D & 002D.

3.1.2 The outline proposals are seeking permission for a multi storey car park on this site of an appropriate height and massing set within the submitted parameters.

3.1.3 The proximity to trees to the north, east and south has determined the most appropriate position of the building. An Ecology Assessment has been completed and is included within the overall Hybrid Application. A tree survey has also been prepared and is provided. The building is located between these two mature trees.

4 Design

4.1.1 Building Use: The new building will provide parking spaces for University staff & authorised visitors relocated from central campus areas.

4.1.2 Amount: The car park will provide up to 400 spaces.

4.1.3 Layout: The car park structure will take up the current tennis court site footprint. A staircase will be provided in any two of the three locations shown on the parameters plan. The building frontage line to Prichatts Road will be respected lining in with buildings either side. Elsewhere the exact building footprint will be subject to further survey work with regard to proximity if trees, in particular on the northern boundary of the site. Refer to drawing 3182 AL (0) 001D.

4.1.4 Scale: The proposal will comprise of 4 to 5 levels depending on the final footprint of the car park. This is an appropriate scale to mediate between 54 & 52 Prichatts Road where the scale current steps up from 2 levels to 7. This is illustrated on drawing 3182 AL (0) 001D Elevation B, with corresponding maximum levels shown. Massing model views have been prepared to demonstrate that overall scale is in keeping with the street scale. Please refer to views 003,004 and 007 for massing studies to Prichatts Road.

4.1.5 Appearance: It is proposed that the building will use the material palette present in the dominant immediate context, in particular the recently refurbished Gisbert Kapp & 52 Prichatts Road. The materials used were chosen to reflect the buildings the other side of Pritchatts Road, including Muirhead Tower and the JG Smith building. The new building will have a horizontal emphasis to reflect the functional ‘deck’ arrangement of its use. With the close proximity of Gisbert Kapp, and the aspiration to create a family of buildings marking the north...
edge of the campus, it is proposed to use a similar terracotta cladding, terracotta baguette screening and vertical zinc elements. 54 Pritchatts Road a house in the ownership of the University is of traditional construction clay red / brown brick and tile roof. The design of the car park façade to these boundaries will be designed to reduce overlooking from the car park. The frontage and residential boundary will retain tree screening which will be enhanced with infill planting.

The Horizontal emphasis of Gisbert Kapp is the main context influencing the design of the new car park.

5 Access

5.1.1 The Disability Discrimination Act 1995: Parts 2 and 3 place obligations and duties where services and facilities are provided for the public. In this respect all publicly accessible areas within the development are required to be DDA compliant and have regard to Building Regulations Part M (2004), which necessitates Building Control approval.

5.1.2 Pedestrian and vehicular access onto the site will be provided via the existing entrance off Prichatts Road through the secure control point via swipe card access overseen from campus security offices. The parking arrangements for Gisbert Kapp & 52 Pritchatts Road will remain unchanged.

5.1.3 The proposal will accomplish these standards through providing the following:

- Convenient and legible entrances that relate to arrival points.
- Level or ramped circulation routes and egress points.
- DDA compliant disabled parking spaces

5.1.4 The following design criteria will also be applied as part of the full design of the development:

- Any external furniture, paving and landscape features placed in external circulation routes, such as bollards at the edge of the traffic / pedestrian zones, will not create barriers or hazards for disabled people with impaired vision.
- All pedestrian access routes will have clear directional signs, be evenly lit and barrier free. Night illumination will be suitably designed for pedestrian pathways especially the approach to the main entrances and specific entry points from accessible parking areas.
- All surfaces will have known slip resistance in either dry or wet conditions.
- Surfaces will be durable, even and slip resistant.
- Drainage will avoid ponding and areas where freezing may create hazardous surfaces.
- Changes in surface treatments will be logically arranged and should assist direction finding for partially sighted people.
6 Sustainability:

6.1.1 Materials and construction methods will be selected to minimise the impact on the environment. A pre-cast concrete structure is being explored which will reduce the onsite activities, construction vehicle movements, and material waste. The proposed terracotta cladding system is made in a factory and is prefabricated further reducing site waste.

6.1.2 The car park will utilise low energy lighting to reduce the amount of electricity used for security lighting. Fittings will be selected and positioned specifically to reduce light pollution and minimise impact on wildlife.

6.1.3 Appropriate drainage design will ensure that the impact of the development has not impact in terms of flooding downstream including provision of sustainable urban drainage systems as required by the Water Utilities Companies and Local Authority.

7 Transport:

7.1.1 The new facility replaces parking lost elsewhere on campus, and is part of a strategy which includes removing cars from the site of the new Sports Centre and from the centre of the campus to form the new Green Heart. Providing a multi-storey car park on this site reduces parking required in other locations, including the Pritchatts Road car park.