

MULTI LEVEL CAR PARK, WELLINGTON WAY

WATERLOOVILLE

Design and Access Statement in support of the development of a multi storey car park on the site of the existing Wellington Way surface car park.

Issue date: 01.05.2019
Rev A
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The Proposal

This design and access statement has been produced to accompany a planning application for the re-development of the existing 124 space Wellington Way car park, Wellington Way, Waterlooville, Hampshire, PO7 7ED to create a 263 space multi level car park consisting of two decks over surface level (the "Proposed Multi Level Car Park").

The Proposed Multi Level Car Park will act as a critical driver for the regeneration of the deteriorating Waterlooville town centre by providing the necessary parking for occupants of the proposed residential development of 264 No. 1 bed/studio apartments at Wellington Way, Waterlooville (planning application ref:APP/18/00234) (the "Proposed Residential Development").

The Proposed Multi Level Car Park will also re-deliver to the Waterlooville town centre the 124 public spaces that currently exist at the existing car park and, subject to take up from the occupants at the Proposed Residential Development, provide additional spaces for public use.

Finally, within the context of the Waterlooville regeneration, the Proposed Multi Level Car Park has been designed so that an additional 2 - 3 levels offering an additional circa 80 car park spaces per floor, can be created in the future, thus ensuring access to parking as new schemes come forward and the vanguard reinvigoration becomes a reality.

The Site and Context

The site is located within Waterlooville town centre to the south of the A3 and to the east of the Wellington Way Shopping Centre, which is situated at the intersection of London Road and Hambledon Road.

The council has aspirations to rejuvenate the town centre, creating an attractive urban environment that encourages vitality and pedestrian movement. An MDA (Major Development Area) study has been produced which highlights the Wellington Way Shopping Centre as a site for redevelopment.

The surrounding townscape is predominantly two to three stories across the area with exception of adjoining St George's Church (with the tower up to five stories), Police Station (four stories) and Library (four stories).

The urban environment and public realm are currently of very low quality. The Proposed Multi Level Car Park will enhance the amenity and appearance of the visually prominent, but bleak existing surface car park and provide an attractive frontage and foreground to the rear entrance of the commercial units fronting the High Street; which serve as the main entrance to the town centre.



View of entrance to carpark from Wellington Way looking South



View of exit from carpark onto Wellington Way looking East



View across car park from Western edge of site looking East



View from road running adjacent to southern boundary looking East



View to rear of commercial units fronting the High Street looking East



View to rear of commercial units fronting the High Street and towards Wellington Shopping Centre and Iceland looking West

Access

The vehicular access route to the site is from the North, along Maurepas Way, which leads to Wellington Way and the existing car park entrance to the south eastern corner of the site. The exit from the existing car park is to the north west. The Proposed Multi Level Car Park will maintain the locations of access and exit, but the existing entrance will become the exit and the existing exit will become the entrance. This will involve provision clear signage from the carriageway, a slip lane to the entrance and direct 24 hour access to the car park.

The existing permit bay holder surface spaces are re-provided, with direct access from the carriageway. A height restriction of 2.1m will be imposed. The disabled parking bays are sized and have sufficient headroom to facilitate high top vehicles with tail lift if required.

Pedestrian access from the town centre and High Street, is via the Wellington Way Shopping Centre situated to the Southwest of the site, via the arcade and proposed demarked crossing point to the main entrance and circulation core. This circulation core is equipped with ambulant stair and lift provision to afford access to all levels. Additionally, a secondary fire escape has been provided to the north western corner to ensure suitable egress in the event of an emergency. Both stair cores are fire escape routes and will be appropriately signposted, lit and will have lobby and wheelchair refuges on all upper floors.

The Design

The design has been developed to respect the local context whilst also providing similar features of the Proposed Residential Development. By doing this, the proposed Multi Level Car Park, will enhance the site and reflect the changing character of adjacent properties and sites.

The design proposes a palette of contrasting textures , colour and materials. Lightweight materials have been chosen such as expanded metal mesh and metal sheet/composite cladding, to facilitate fire protection and natural ventilation required whilst adding lightness, reducing solidity and enabling the ability for the structure to provide a level of architectural interest.

Use

Current use: Surface Car Park (sui generis)

Proposed use: Multi – Level Car Park (sui generis)

There is no proposed change of use in the application

Amount

Existing:	Site Area:	3100 m ² (within red line shown)
	Parking Spaces:	124 Spaces (Incl. 25No. spaces for permit holders)
Proposed:	Site Area:	3100 m ²
	Building Footprint:	2400 m ²
	Parking Spaces:	
	Ground Floor:	95 Spaces (Inc 8 Accessible Disabled vehicle spaces & 26 permit holder parking)
	First Floor:	83 Spaces (Inc 8 Parent & child vehicle spaces)
	Second Floor:	85 Spaces
	Total:	263 Parking Spaces

The allocation of the spaces has been arranged to re-provide the existing 25 no permit bay holder spaces (with one additional permit holder space), accessed directly from the highway. The balance of the of the existing 124 spaces for general public use will be provided within the proposed multi-level car park, which is accessible 24 hours a day. The remaining additional 139 parking spaces are to be used to fulfil potential and future demand for parking by residents created by the regeneration of the Wellington Way Shopping Centre.

Layout

The proposal seeks to improve the use of the site in the centre of Waterlooville by increasing the number of car parking spaces over and above the existing which is accommodated at surface level.

From the entrance to the Proposed Multi Level Car Park, the parking bays run east to west with the central circulation aisle winding round to the ramp to the upper levels at the north eastern corner and up along the eastern elevation of the building. The main staircase is located to the south west adjacent to the pedestrian access to the Wellington Shopping Centre and town centre beyond. Additionally, the accessible/parent & child parking bays are all located to the southern edge of the building, in close proximity to the stairs and lift.

The upper floors follow the same layout, which also has the potential to allow additional floors to be added in the event that additional spaces are needed in the future. Ramps are at max 1:7 with transitions top and bottom, and have been satisfactorily tracked for a range of vehicle sizes.

In order to ease movement and avoid unnecessary manoeuvring within the proposed dead ends, car bay sensors will be installed, so drivers are informed of the status of spaces in the next aisle as they approach. This is to be conveyed via soffit mounted variable signage displays at ground and first floor levels and a light post mounted sign at rooftop level.

Massing

The Proposed Multi Level Car Park will sit in the foreground of the context of the two and three storey buildings to the East, South and North. The ground floor is approximately 3.3 metres, the first floor is 3.0 metres and screening/ edge protection is afforded to approximately 1.5 metres above deck level/ 1.1 metres above vehicle barriers. The stair and lift towers rise to three storeys above existing ground level. The proposal also presents a curved face to the approach along Wellington Way, with an opportunity for

signage to the car park. The vented cladding and ramps give the form of the building a dynamic that rises to the car park entrance, adding legibility.

Appearance

The structure of the Proposed Multi Level Car Park is a steel frame clad with a skin of lightweight materials. The stair cores are enclosed in a dark grey metal cladding / composite panel to provide a solid element which contrasts against the openness of the mesh cladding to the car decks. The car park decks along the Wellington Way elevation are screened and clad in large format expanded metal lath. The remaining elevations are clad in galvanised grill mesh, providing screening of vehicles, arranged to horizontal bands to provide edge protection, whilst providing large vent and daylighting apertures.

Landscape

New planting will be provided to the perimeter of the proposed, around the entrance and perimeter of the site. This predominately lies to the south, adjacent to the permit bay holder parking spaces and pedestrian entrance and will comprise shrubs and specimen trees, selected to be attractive, robust, low maintenance and provide good ground cover/ visual softening to the proposed.

Summary

This design and access statement and associated drawings demonstrate the aims of the proposal and the consideration that has been undertaken in the development of the design.

The proposal will:

- Provide the parking required for the Proposed Residential Development, which is the key to unlocking the regeneration of the Waterlooville town centre.
- Re-provide the existing parking numbers for both public and permit bay holder parking bays.
- Offer a “future proof” design to add additional parking as new schemes in the town centre come forward as part of the regeneration.
- Contribute to enhancing the amenity and appearance of the visually prominent, but bleak existing surface car park, positively interact with its surroundings both existing and proposed and provide an attractive frontage and foreground to the rear of the commercial units fronting the High Street which serves as a main entrance into the town centre.