5.0 Landscaping & Site Strategy

5.1 Landscape Concept

5.1.1 Overview of Landscape Design

The overall landscape concept aims to provide an attractive setting for the proposed Construction Centre that responds to the surrounding buildings and campus activities, namely, the Refectory, Creche, Sports Hall and Think Low Carbon Centre.

5.1.2 Existing External Spaces

As noted in section 2.1 the proposed site for the construction centre is part of the Honeywell Campus site located to the south of the refectory building. The site is bounded to the east by main access road and to the west by the railway line to Huddersfield. Network Rail will require statutory notices during the design and construction phases of the project. To the south the site borders upon land under separate ownership. The steep access road to the Creche, the refectory building and associated car park forms the northern boundary to the site.

The topography across the site is a key feature with a level change west to east of approximately 5m drop between the railway line embankments to the access road and a similar fall from northwest to south east.

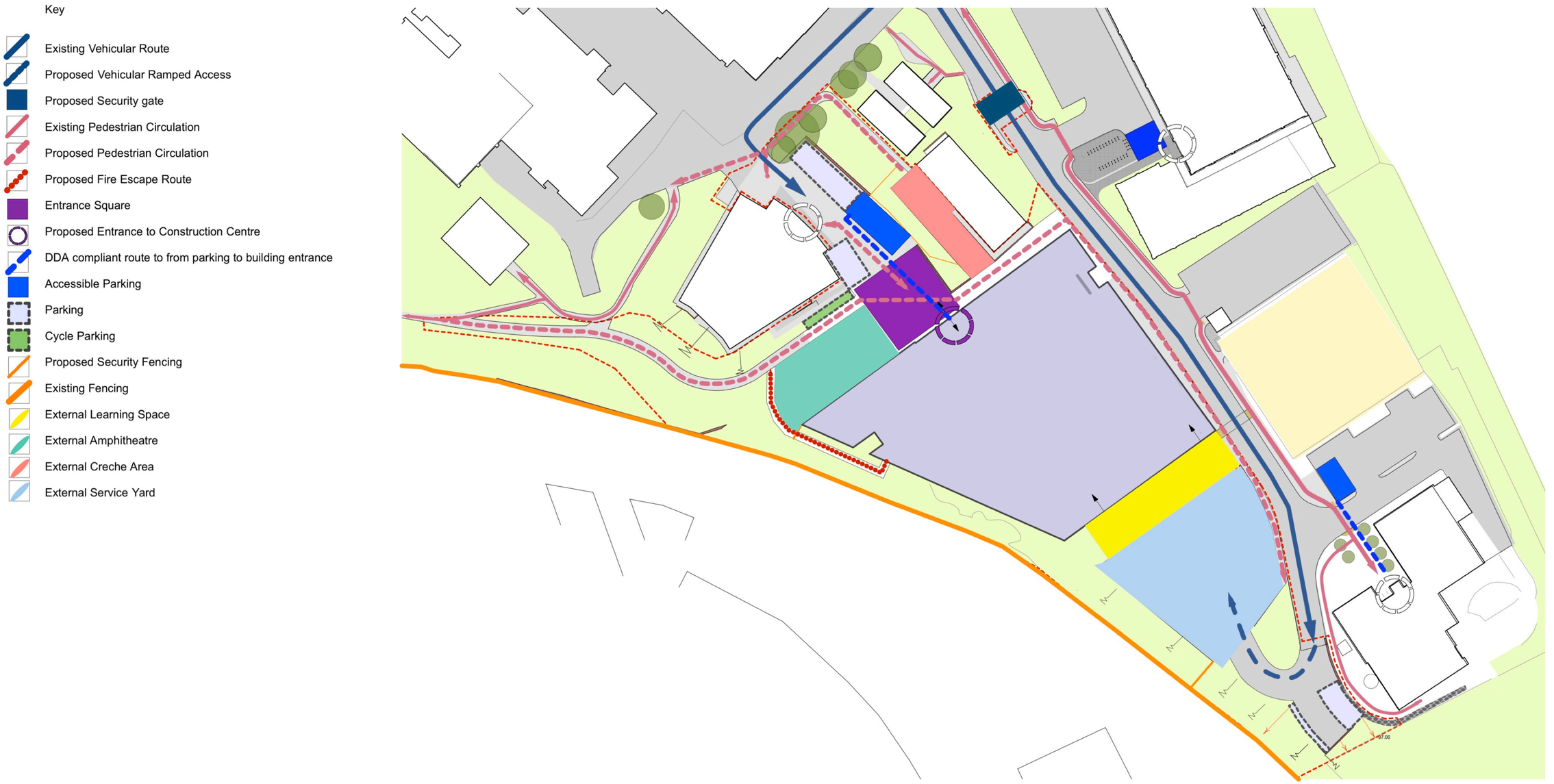
The site is relatively clear of vegetation with a spare covering of rough grass and a number of mature trees to the railway fence line.

5.1.3 Landscape Concept and Principles

- Provide an appropriate setting for the Construction Centre, which provides strong links to the adjacent Refectory and Sports hall.
- Develop a strategy for planting which responds to the existing surroundings providing formal and informal planting characters that offer aesthetic, ecological, and biodiversity value.
- Create an entrance plaza, which creates a pleasant threshold and a heart to the campus linking to the Refectory opposite.
- Segregate servicing and vehicle movements away from pedestrian movement and minimise the potential for conflicts between pedestrians and vehicles.
- Accommodate for external learning activities and storage associated with the construction curriculum as well as parking, bin store, containers and social areas.
- Address level changes effectively to maximize the potential educational value of the site and minimise potential barriers to movement between faculties.
- Enhance the pedestrian links to the town centre campus from the central plaza and construction centre.

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5.2 Landscape Strategy



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5.2.1 Access and Circulation

Pedestrian Access
The main entrance into to the Construction Centre building is on the north west face of the building, signified by a formal entrance square directly linking the Centre with the refectory building and associated car park. This is accessed from the north (town centre) via a link path to the existing pedestrian only access into the campus running along the rail line fence. The entrance square to the Construction centre is linked to the Sports centre via a series of steps which meets the existing ramp between the Construction centre and the Creche to take up the 4.5m level difference down to the existing campus access road.

DDA access for college students from the main entrance and ground floor level of the Construction centre to the sports centre at lower ground is through the existing car park opposite the refectory and along the existing road. Accessible parking bays are located within 30ms of the main entrance within the car park in front of the refectory with further spaces within the Sports Centre.

The existing pedestrian footway through the campus along the internal access road is currently only on the Sports centre side of the site. The proposal will provide a pathway along the east site frontage until the road curves up towards the proposed service yard. At this point where the footway ends, a new dropped kerb crossing will provide access across the existing road and into the entrance area of the Think Low Carbon Centre.

A fire escape egress is provided around the back of the Construction centre from the midway landing between ground and first floors of the building. The fire escape egress comes out from the stairwell landing which meets the bottom of the bank and continues along the bank to meet the proposed path into the entrance plaza via a security gate. This path is 1.8m wide with a 1.8m minimum distance between the path and the building.

A new access point will be created at the back of the external crèche area to the existing road and around towards the refectory shared car park, providing a pedestrian link between the car park and the Creche.

Vehicle Access
Access to the Construction Centre yard and access for service vehicles is via an extension of the existing Campus access road which curves around to the back of the building as a 1:18 ramp.

The construction centre car park will provide 4 spaces, and parking for 6 motorcycles. A shared car park in front of the refectory will provide 11 standard spaces and 4 accessibility spaces, to be used by the refectory, crèche, and/or the construction centre. The existing car park provides 21 spaces.

The existing vehicle access and car park to the Creche will be retained however it will be reconfigured as pedestrian only access ramp with steps towards the entrance plaza, and social space for students. Parking for the Creche will be within the car park in front of the refectory with a new pedestrian access to the crèche from the north. With the removal of parking spaces the existing Creche play area can be enlarged.

Service Access and Waste
Skip recycling and a Euro bin compound is situated within the service yard to the back of the proposed building. There are 2 recycling skips and 8 euro bins behind the construction centre, and 4 euro bins beside the refectory.

The service yard access has been arranged to allow the appropriate turning space for a medium size refuse vehicle, 9.86m length to drive into the service yard, reverse and drive back down the ramp.

An additional refuse store is located next to the refectory building adjacent to existing recycling facilities, which is accessible by service vehicles via the existing access road off the College access road.

Cycle Access
Cycle access is provided along Honeywell Lane and into the campus along the access road. A cycle parking shelter to accommodate 32 cycles is proposed beside the Refectory and alongside the pedestrian pathway linking to the main campus. The location is well overlooked from the car park and main entrance square to the construction centre.

5.2.2 Site Topography and Proposed Levels

The site currently sits on a slope, approximately 8m in height difference between the railway and the Campus access road along the north face of the proposed building. Therefore, the existing grass bank will be regarded to a 1:3 slope from the railway fence and will meet a retaining wall, which is integrated into the structure of the building to enable a flat area for the proposed building and the adjacent external learning area.

The 1:3 bank will flatten out to provide a 1.8m wide fire escape route that will come out at the second floor level of the building. The slope will then continue in a 1:3 bank to the edge of the building whilst the fire escape route slopes at 1:20 to meet the proposed path beside the refectory.

The building and the entrance plaza will be level at +97.10. The adjacent service yard will be retained by a wall along the existing road. The service yard will have a very gradual 1:45 slope away from the building to the service access road.

The extension of the existing access road will curve around and fork to provide access into the service yard and into the proposed car park. The road will rise at a 1:18 short ramp, with a short platform at the car park entrance and rise further to reach the turning head area and line of storage containers. Consequently, there will be a 1:10 grass bank to take up the level difference between the edge of the service yard and the curve of the road.

A small retaining wall will be required at the back of the proposed car park in addition to a retaining wall extending from the existing gabion wall.

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5.3 Landscape Proposals

A Main entrance square
B Main route to entrance square
C Access path to main square
D Extended play area for creche
E Pedestrian access to creche
F Parent drop off
G Shared parking area
H Cycle parking for 32 cycles
I Informal grass amphitheatre
J External learning area
K Service yard
L Steel containers
M Pan House
N Plastering mixing facility
O Euro bins
P Heavy vehicle access road
Q Car parking and motorcycle parking

