



PLANNING

DESIGN & ACCESS STATEMENT

PDI FACILITY

PLOT 5610

HATFIELD BUSINESS PARK

FOR

Arlington

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Herald Avenue
Coventry Business Park
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1.0 INTRODUCTION

1.1 General

AJA Architects have been appointed by Arlington to act as Architects for a vehicle workshop building with ground floor offices, and associated service yard and car parking, all on a self-contained landscaped site at Plot 5610, Hatfield Business Park.

1.2 Design Proposals

The design and access proposals as shown on the accompanying drawings have been produced to meet the client brief, following a study of the site and its setting.

This statement provides a summary of the considerations taken into account in the design and access of this development. It is intended that this document is read alongside the Planning and Economic Statement which sets out the history, evolution, Outline Permission and Planning Policy Context for the site. It should also be read in conjunction with the Macgregor Smith Landscape Design and Access Statement which sets out the detail of the landscape proposals.

2.0 EXISTING SITE

2.1 General

The application site comprises 0.96 hectares and sits within Hatfield Business Park some 400m west of the A1001 (see Fig.1).



Fig.1

2.2 Extent

Plot 5610 is situated in the northern part of Hatfield Business Park, bounded by Toolbank & Uno Bus Depot to the South, residential to the North of Hatfield Avenue, Computercentre UK to the West and Arla PCL to the East.

2.3 Existing Uses

The site was originally farmland and became part of Hatfield Aerodrome and aerospace factory in the 1930's up until the early 1990's. Since the aerodrome has closed and Hatfield Business Park has been established, the site has been vacant.

2.4 Existing Access

Plot 5610 is served by a shared vehicular access point from Gypsy Moth Avenue, which has been established as part of the Masterplan.

Existing pedestrian and cycle access to the site is from existing adjacent footpath/cycle ways constructed along Gypsy Moth Avenue.

There is an established bus service within the business park served by eight local routes, with bus stops immediately outside the site on Gypsy Moth Avenue (East) and Hatfield Avenue (North), offering easy access via the pedestrian links.

Both of the bus providers offer regular services to Hatfield Railway Station, from which it is less than half an hour into London Kings Cross.

2.5 Existing On-Site Features

The site is a relatively unmaintained open grassed area. It is relatively flat topographically and devoid of significant physical features. However there are two areas of below ground services, drainage and high voltage electrics which have easements associated with them

3.0 CONTEXT

3.1 Use and Character of Surrounding Area.

The site lies within the context of the much wider Hatfield Business Park development and in particular, the northern area which is now well established with a series of similar commercial uses.

The character of this area lying to the south of Plot 5610 and west of Gypsy Moth Avenue is entirely consistent with a warehouse and light production building development. To the east, the character is defined by a series of headquarters offices and a car dealership. To the north the character defined by residential development beyond. In general terms, the buildings in each area are largely typical examples of their use and age in terms of form and materials.

Beyond Hatfield Avenue to the north, is a residential development comprising two and three storey detached & semi-detached houses and town houses, with their own private rear garden and front drive. These are largely typical of housing building over the last 15 years.

To the south are a range of distribution buildings typically built between 1990 & 2015. These include Toolbank (see Fig.2), PCL/Arla (see Fig.3), Ocado (see Fig.4), Booker (see Fig.5), Computacenter (see Fig.6), Bay Trading (see Fig.7), DHL distribution building (see Fig.8) and the Uno Bus Garage.



Fig.2



Fig.3



Fig.4



Fig.5



Fig.6



Fig.7



Fig.8

The over-riding character of each of these buildings is simple volumes, comprising metal clad walls and roofs, generally with a neutral base colour and contrasting feature colour, used in a variety of different ways. This provides a clean, modern appearance which is simple and sits comfortably within the park surroundings.

4.0 DESIGN AND ACCESS

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

4.1 Use

This submission proposes the development of a workshop building with associated offices, falling within Class B8 of the Use Class Order, together with vehicle and pedestrian access, servicing, staff and visitor car parking all in a soft landscaped setting (see Fig. 9).

4.2 Amount

The Site Layout Plan indicates the following gross internal areas:

Light Production	8,535 sq.ft.	793 sq.m.
Ground Floor Offices Cores	1,829 sq.ft.	170 sq.m.
Total	10,365 sq.ft.	963 sq.m.

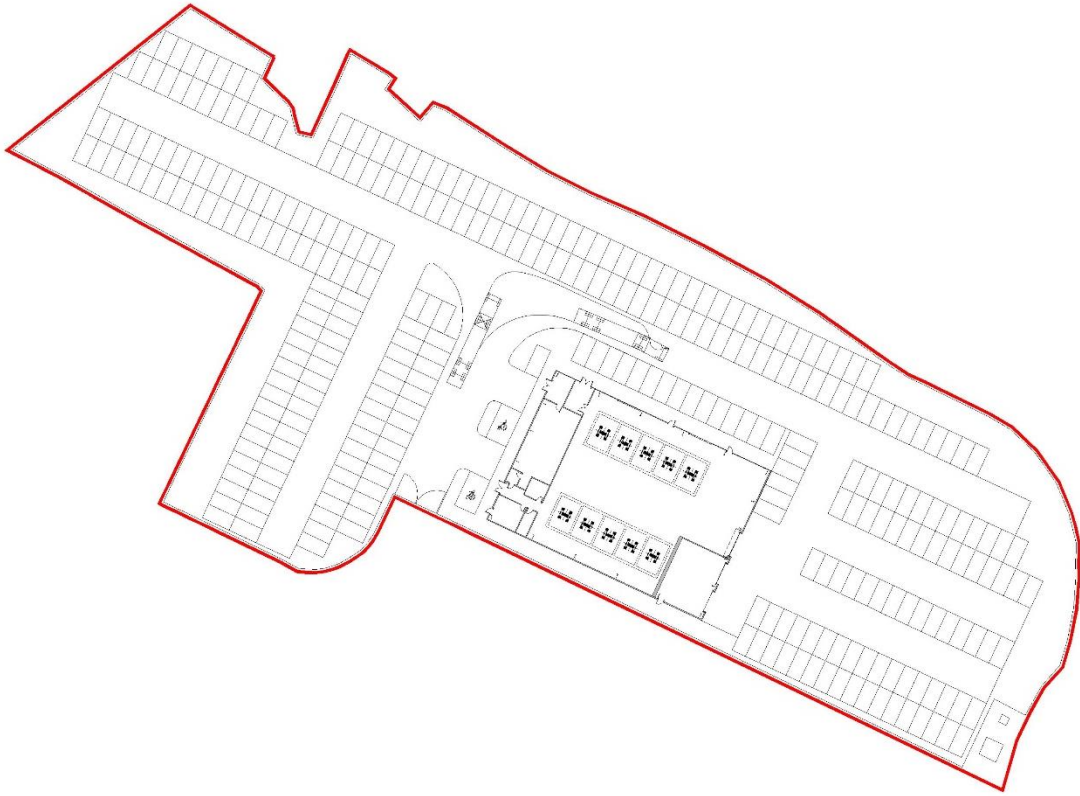


Fig. 9

4.3 Layout

The layout of the site is influenced both by the immediate context and operational factors.

The building has been sited parallel with the boundary to Hatfield Avenue, offset sufficiently to accommodate a combined services easement. This siting also provides the necessary operational requirements for PDI in terms of service vehicle circulation, parking and manoeuvring.

This positioning also allows part of the office frontage to address the site entrance. To the front of the office element is located the staff and visitor car parking and cycle parking area. This landscape treatment is set out in more detail in the accompanying Landscape Design.

Access for service vehicles is from a new shared access which leads from Gypsy Moth Avenue.

4.4 Scale

The footprint of the building measures approximately 38.5m long x 26.5m wide and 6m to underside of internal haunch with a further 2.7m approximately to the ridge.

The scale and proportion of the building has been designed to accommodate the particular requirements of the occupier, Cambria. The clear internal building height is also a specific requirement to allow for the tenant fit-out.

4.5 Landscaping

4.5.1 Hard Landscaping

See the accompanying Macgregor Smith Landscape Design.

4.5.2 Soft Landscaping

See the accompanying Macgregor Smith Landscape Design.

4.6 Appearance

The following measures have been taken to ensure that the proposals provide a high quality development, in keeping with the character of the area and particular, its immediate neighbours.

Fundamental to this objective, is to ensure that the building form is carefully detailed and articulated, so as to provide interesting and attractive views from both the immediate and more distant surroundings. Working alongside this approach, new soft landscaping is being provided to soften these views and assist in harmonising the new proposals with their immediate context (see Fig.10), when read in conjunction with McGregor Smith landscaping.

The external wall treatment comprises a carefully selected palette of materials, including horizontally spanning composite cladding and horizontally spanning trapezoidal built up cladding elsewhere. In general, these cladding types have been composed to create a clearly articulated rhythm of subtly varying textures to provide emphasis to the offices element, and colours, combining silver with accented darker greys to windows & doors. This is in keeping with the existing distribution developments to the south as mentioned above.

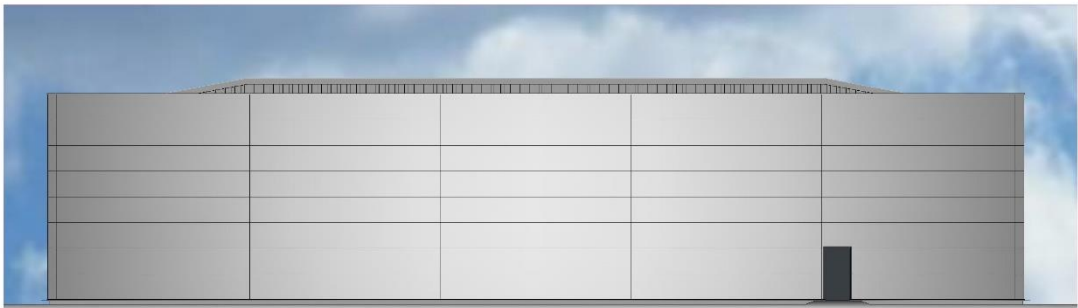
The different cladding types have also been used to subtly distinguish between the different internal functions within the building. The main office frontage is clad with flat profile composite cladding, whereas the distribution area is treated with flat composite panel horizontally spanning built up cladding.



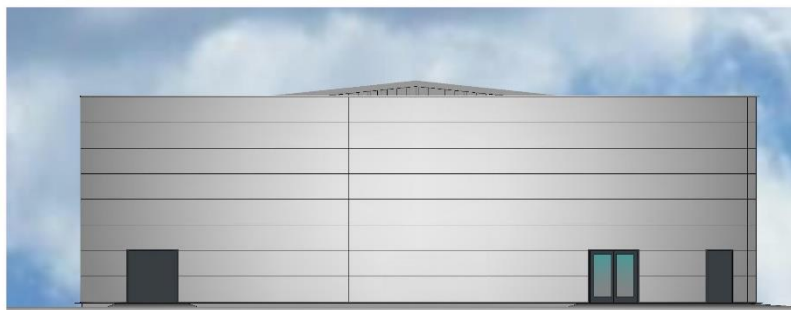
North Elevation



East Elevation



South Elevation



West Elevation

Fig.10

The general colour palette has been selected to reflect the neutral range of colours used on the adjacent buildings and to create a cohesive and refined appearance, which will sit comfortably within its surroundings and provide a sensitive backdrop to the perimeter landscaping.



North Elevation

Fig.11

The approach to the design of the workshop elevation is to create a high quality business park environment (see Fig.11). This is achieved through the creation of glazed feature panels.

Generous areas of glazing are provided to the workshop areas, maximising the amount of natural daylight and offering a good internal environment. This is arranged as simple full height glazing, providing clean, simple articulation to this facade.

4.7 External Lighting

The parking areas will be illuminated during the hours of darkness, to an appropriate lighting level. The lighting design will utilise good quality, attractive 'dark sky' downward directional fittings with no light spillage above the horizontal to avoid light pollution.

The service areas will be similarly illuminated with building mounted fittings over and adjacent to service doors and column mounted lighting as required at the perimeter.

The access road will be illuminated with column mounted luminaires designed to ensure no light spillage to LPA requirements.

4.8 Access

4.8.1 Vehicle

The vehicle access for both cars and service vehicles, is from Gypsy Moth Avenue to the south west, via an existing shared access road. Despite the shared access and use of the service yard, the car parking and servicing areas will be clearly delineated to reduce any potential conflict between the two. The relatively low number of service vehicles visiting the site, also assists in this regard. Gypsy Moth Avenue connects to Hatfield Avenue which in turn leads on to the A1001 to the east.

The service yard is designed to provide adequate manoeuvring space to satisfy the servicing and unloading requirements of all relevant forms of delivery vehicles. The gradients in this area will be carefully considered to allow for the safe movement and efficient use of both delivery vehicles and forklifts.

Adjacent to the main offices, accessible DDA compliant parking for disabled staff is provided.

In summary, the access solution will provide safe and efficient access and egress to the new development for all forms of traffic.

4.8.2 Pedestrian

The combined cycleway/footway on Gypsy Moth Avenue provides direct pedestrian and cycle access on to the site as well as the building itself. The footpath links into the wider pedestrian network with access to the nearby bus stops.

4.8.3 Cycle

Gypsy Moth Avenue provides a combined cycleway/footway. Cyclists have easy and direct access to a designated covered cycle store within the building which is a highly visible and readily serviceable location.

4.8.4 Inclusive Access

Accessible DDA compliant parking is provided adjacent to the main offices. Gradients in the parking areas will be carefully considered to allow safe and convenient access to all.

4.8.5 Parking

Staff Car Parking	14 spaces
Accessible Car Parking	2 spaces
Total Car/Storage Parking	325 spaces
Cycle Parking	10 spaces

4.9 Security

It is important that this development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating appropriate design features as follows:

- Where possible the car parking areas have been laid out in front of the main offices in order to assist in natural surveillance.
- The parking area will be fenced and fitted with a lockable gate to provide out of hours security.
- Cycle stands are provided to facilitate secure parking for cycles located within the building fabric in a supervisable location.
- External lighting will be designed in accordance with BS5489 to achieve an appropriate level of illumination in all areas.
- Landscaping will be designed so as not to interfere with the natural surveillance of public areas.
- The building will comprise robust construction to all elevations.
- The building fire exit and personnel doors will generally comprise steel doorsets.

4.10 Sustainability

In order to address the aspirations of the Government's objectives of meeting the challenge of climate change, flooding and coastal change, as set out in the NPPF, the following measures have been incorporated within the design:

- Using a balance of cut and fill in the design of the earthworks so as not to import or export material.
- Considerable areas of primarily native planting to promote bio-diversity.
- Large areas of glazing to the workshop to increase natural daylighting.
- The provision of covered cycle parking to promote alternative means of transport.

4.11 Waste Management

This is primarily an issue for the main contractor to address during construction. It will also be for the occupier to deal with after construction works are complete.

Contractors will be required to submit details of the waste materials they expect to be generated by the works and the various trade sub-contractors. They should demonstrate how waste is to be collected, treated, stored and safely disposed of with a minimum of nuisance.

Adjacent to the workshop area will be located a bin store which will accommodate where suitable containers as required for the storage and collection of recyclable waste.

Specialist waste management related to the processes within the building will be dealt with via a separate statement from the occupier.

5.0 SUMMARY

The design proposals have been developed having due regard to the existing site and its immediate context, to create an appropriately sited development which will allow the best possible access by all available modes of transport, and giving high priority to pedestrian access.

The design of all the elements of the submission seeks to make a positive contribution to its surroundings, with attractive contemporary design, which functions well and is safe to use for everyone.

In particular the issues of form, scale, materials and colour have been considered, together with the landscape treatment and the relationship of the building within its environment.

Overall, these proposals offer a form of development and quality of design appropriate to its location and in accordance with guidance offered within the Welwyn Hatfield District Plan.