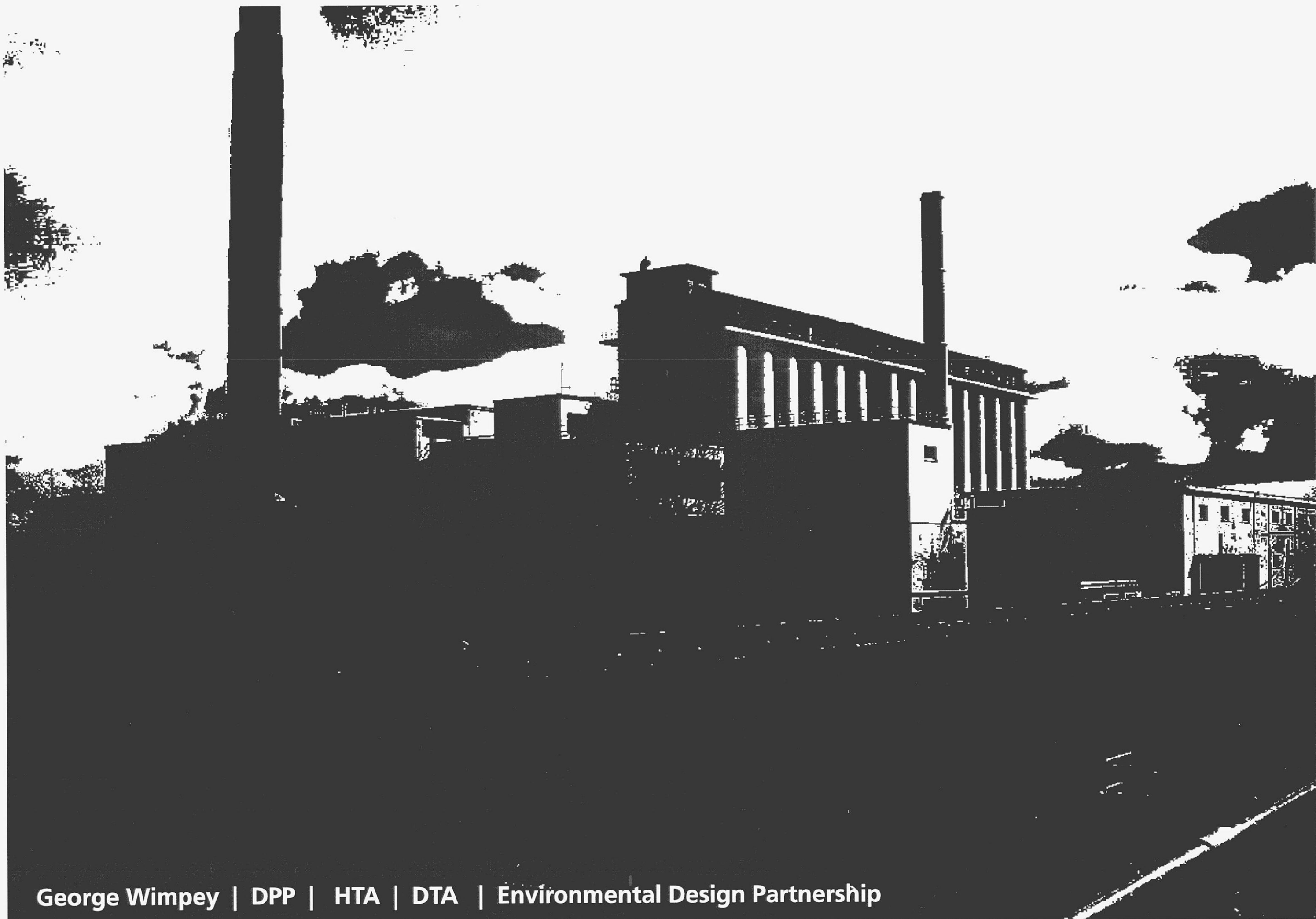


Roche Site

May 2009
HTA Architects for
George Wimpey

Design & Access Statement





George Wimpey | DPP | HTA | DTA | Environmental Design Partnership

Contents

OVERVIEW

Introduction
Purpose and Structure of the Report
Introducing the Site
Planning Context

SITE ANALYSIS

Location
Welwyn Garden City History
Local Context & Photographs
Site Constraints
Surrounding Uses
Neighbouring Building Storey Heights
Existing Site Condition & Photographs
The Roche Headquarters Building
Opportunities

THE PROPOSAL

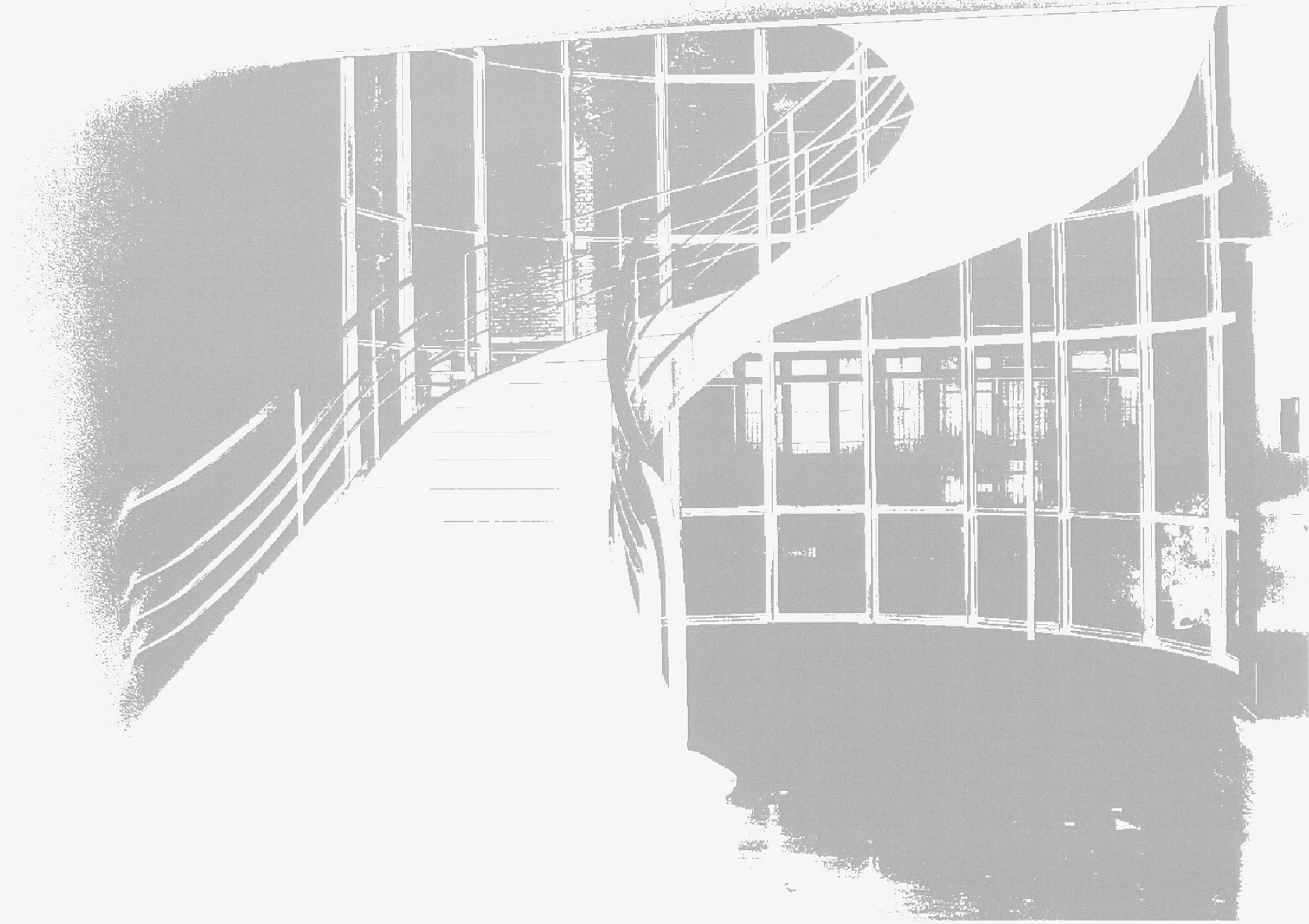
The Masterplan
Use & Amount
Layout
Site Entrances
Movement Hierarchy
Roads
Pedestrian and Cycle Links
Car parking
Parking Strategy
Refuse
Amenity
Active Frontages
Access
Scale and Massing
Materials
Fenestration
Components
Sustainability
Landscape

DESIGN PROCESS

Public Consultation
Secured by Design
Planning Consultation

THE BLOCKS

Block 1
Block 2
Block 3
Block 4
The Listed Building



overview

Introduction

HTA Architects are one of the leading residential design practices in the country. We are committed to creating successful, sustainable places and have a track record in designing award-winning, high-quality schemes.

We were asked by Taylor Wimpey to use our expertise in Urban Design and Architecture to develop a predominately residential scheme for the Roche site in Welwyn Garden City.

As our proposals developed we aligned them with the Broadwater Road West SPD developed and adopted by Welwyn Hatfield Borough Council.

This Design and Access Statement and the submitted drawings represent the results of this work.



Purpose and Structure of Report

This design and access statement has been compiled on behalf of George Wimpey in support of a submission for planning consent for the proposed development at Roche site.

The report has been structured to convey the step-by-step decision making process undertaken in the development of the design proposals. Critically, it outlines the attention to detail that was applied in the analysis, to both the site and the local context, and to the Broadwater Road West SPD. In particular, this includes the relationship between the site and local historical context of Welwyn Garden City.

The report first covers our analysis of the site and its environs. In the Design Process section we discuss the consultation process with the Local Authority and the public.

The Proposal section describes the features of the new scheme through the use of headings that have been established in CABI's best practice guidelines. This describes how we have used our analysis of the site and the guidance of the SPD to develop our proposal.

Details of the development are then illustrated on The Blocks section, including the proposals for the listed former Roche Headquarters building.

This report covers all site-related issues critical to design development, in order to help inform the planning process. Further information on site issues regarding highways, landscaping, ecology and Listed Building Consent can be found within accompanying documents.



Introducing the Site

The Roche site is a former factory site and head office facility for Roche Products extending to approximately 2.83Ha.

The site sits within a prime redevelopment area of Broadwater Road West.

It is conveniently located within Welwyn Garden City centre, close to the mainline train station and important road connections, such as Broadwater Road which runs along the site's eastern edge. The railway line separates the site from the city centre with access being provided via a footbridge to the north-west of the site.

It is bordered to the north and west by light industrial and commercial use, and to the south by residential.



Broadwater Road West Development Area - SPD Dia 3.1



Roche Site Boundary

Planning Context

Relevant Development Plan against which the application proposals should be considered comprises the East of England Plan (2008) and the Welwyn and Hatfield District Local Plan (2005). A detailed assessment of the specific policies which are relevant to the determination of this application is provided within the Planning Statement prepared by DPP, however by way of summary, those policies relevant to the design of the proposed scheme are listed below.

East of England Plan – Relevant Planning Policies

Policy SS1 – Achieving Sustainable Development

Policy SS3 – Key Centres for Development and Change

Policy T1 – Regional Transport Strategy Objectives and Outcomes

Policy T1 – Changing Travel Behaviour

Policy T4 – Urban Transport

Policy ENG1 – Green Infrastructure

Policy ENG6 – The Historic Environment

Policy ENG7 – Quality of the Built Environment

Welwyn and Hatfield Local Plan – Relevant Planning Policies

SD1 – Sustainable Development

R3 – Energy Efficiency

R4 – Renewable Energy Sources

R5 – Waste Management

R27 – Demolition of Listed Buildings

M1 – Integrating Transport and Land Use

M5 – Pedestrian Facilities

M6 – Cycle Routes and Facilities

M14 – Parking Standards for New Development

D4 – Quality of the Public Realm

D5 – Design for Movement

D6 – Legibility

D7 – Safety by Design

D8 – Landscaping

D9 – Access and Design for People with Disabilities

D11 – Design Statements

H6 – Densities

H10 – Accessible Housing

OS3 – Play Space and Open Space Provision in New Residential Development

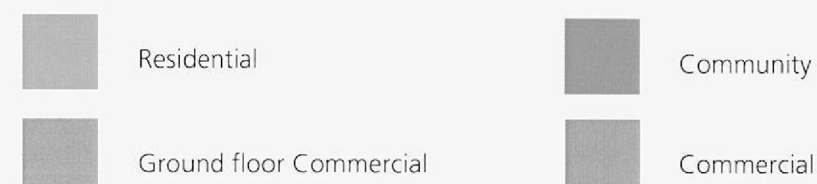
The application site forms part of the Broadwater Road West Area for which a Supplementary Planning Document (BWRW SPD) was published in December 2008. This document was prepared by Urban Practitioners in conformity with the relevant planning policy framework and has undergone extensive public consultation. The principles of the BWRW SPD are therefore consistent with the provisions of planning policy guidance at a national, strategic and local level and are also representative of the aspirations held for the site by the Council and the local community. It is therefore considered that the BWRW SPD holds significant weight in the determination of this planning application. An extensive summary of the document is provided at Section 6 of the Planning Statement prepared by DPP.

The SPD identifies Broadwater Road West as being part of an area with forthcoming residential development opportunities. The site is to be primarily residential with additional elements of community and mixed use to be incorporated.

We have worked closely with this SPD to develop our proposals. Our response to the guidance is explained in this Design and Access Statement and where appropriate, we have quoted the individual sections of the SPD for clarity.



Broadwater Road West Masterplan Framework - SPD Diagram 5.1





site analysis

Site Constraints

The site formally housed a large number of factory buildings of indistinct quality along with the former Roche Headquarters building which comprises the original Grade II listed 1930s building and a non-listed 1950's extension. The factory buildings have now been removed. The listed building and its setting have been retained and permission is to be sought to demolish the non-listed extension to this building. The SPD recognised this building as a notable landmark feature and states that it could be used as a focal point to create legibility throughout the development.

The location of the basements to the former factory buildings are an important constraint as these will need to be either reused or filled.

All services crossing the site have been removed.










The SPD states that there is potential for contamination on the site and a full evaluation and assessment is to be undertaken prior to the redevelopment.

The site is subject to noise created by passing trains and road traffic, and this is to be considered in the detailed design.

There is generally little existing landscape throughout the site, with the exception of a number of trees within the setting of the listed building which are to be retained.

Access to the site is currently from Broadwater Road only. The SPD proposes a future new Boulevard running north-south along the western edge of the site.

A private access road to the BioPark forms the southern boundary.

-  Trees to be retained
-  Key Building Frontage
-  Existing Site Entrance
-  Footbridge and Route to Town Centre
-  Noise Source Broadwater Road West
-  Noise Source Railway Line
-  Demolished Buildings
-  Demolished Buildings with foundations to be filled/reused
-  Grade II Listed Building Original section to remain



Wider Site Constraints Plan

Site Constraints

-  Key Building Frontage
-  Key frontage to public realm
-  Existing Site Entrances
-  Trees to be retained
-  Route of SPD proposed new Boulevard
-  Desire lines through to SPD proposed new Boulevard
-  North-south desire lines connecting through to wider masterplan
-  Demolished Buildings
-  Demolished Buildings with foundations to be filled/reused
-  Grade II Listed Building Original section to remain
-  Grade II Listed Building Area with no interest value
-  BioPark



Site Constraints Plan

Surrounding Uses

The masterplan site sits within an light industrial/ commercial zone, of which the Broadwater Road Area is designated in the SPD for change of use to primarily residential development.

The site is surrounded by a variety of uses.

To the south the site is residential use. The eastern boundary of the site is formed by Broadwater Road East and this is designated as light industrial and commercial use.

The western boundary to the wider masterplan area is formed by the mainline railway. Directly west of the site across the railway line is the town centre area with a residential housing component to the south-west.



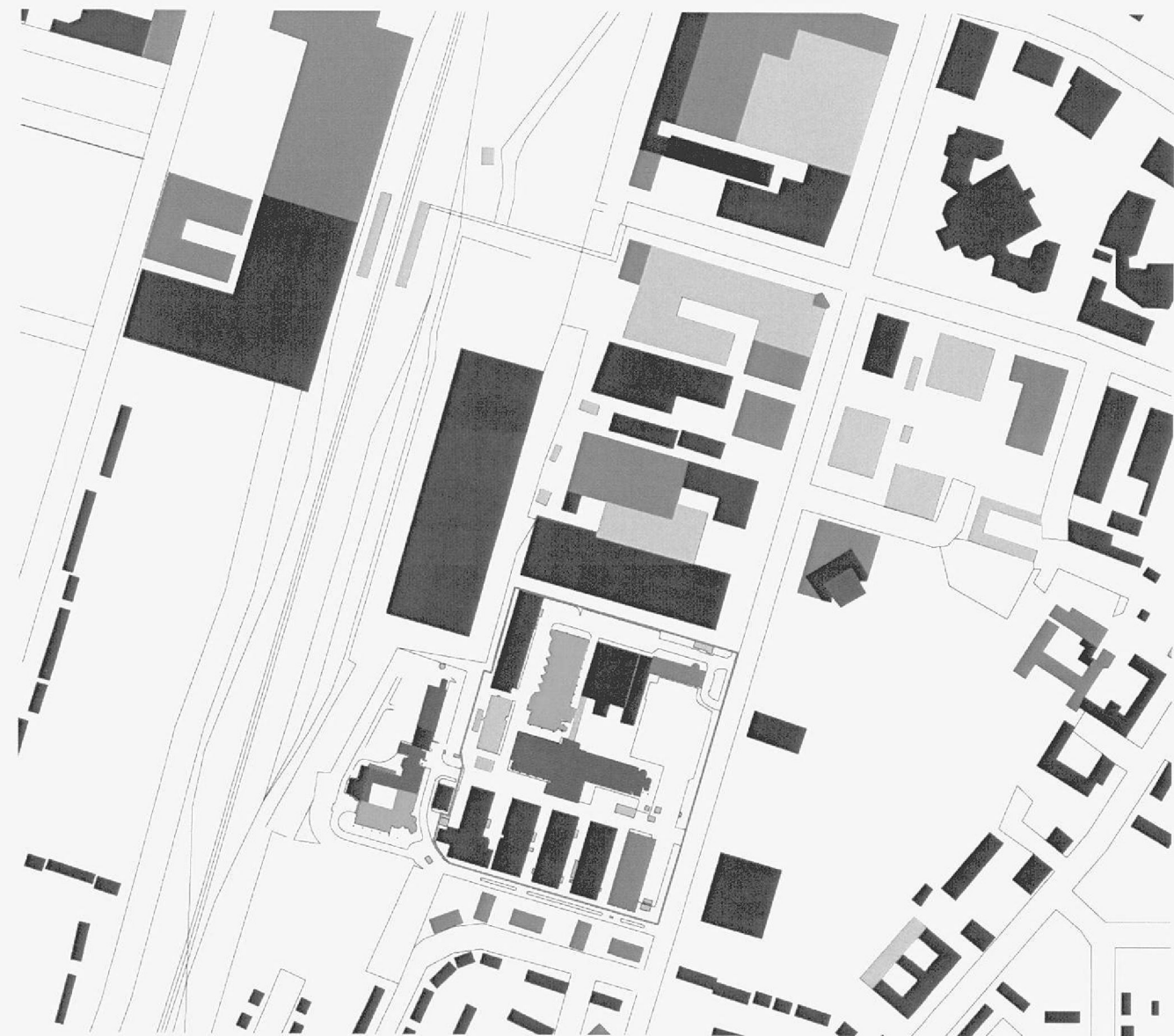
Surrounding Uses Diagram

Storey Heights

The immediate neighbourhood to the south and east of the site generally consists of 2 to 3 storey buildings, with the southern boundary consisting of 3 storey residential properties.

The adjacent diagram shows the scale of the former factory buildings, some of which were up to 6 stories tall. Apart from the listed Roche Headquarters, all these buildings have now been removed from the site.

To the north of the wider masterplan site the scale of development rises up to a maximum of 7 stories. To the west over the footbridge link is the shopping centre building which is a large structure of 3 to 4 stories.



Surrounding Building Heights Diagram

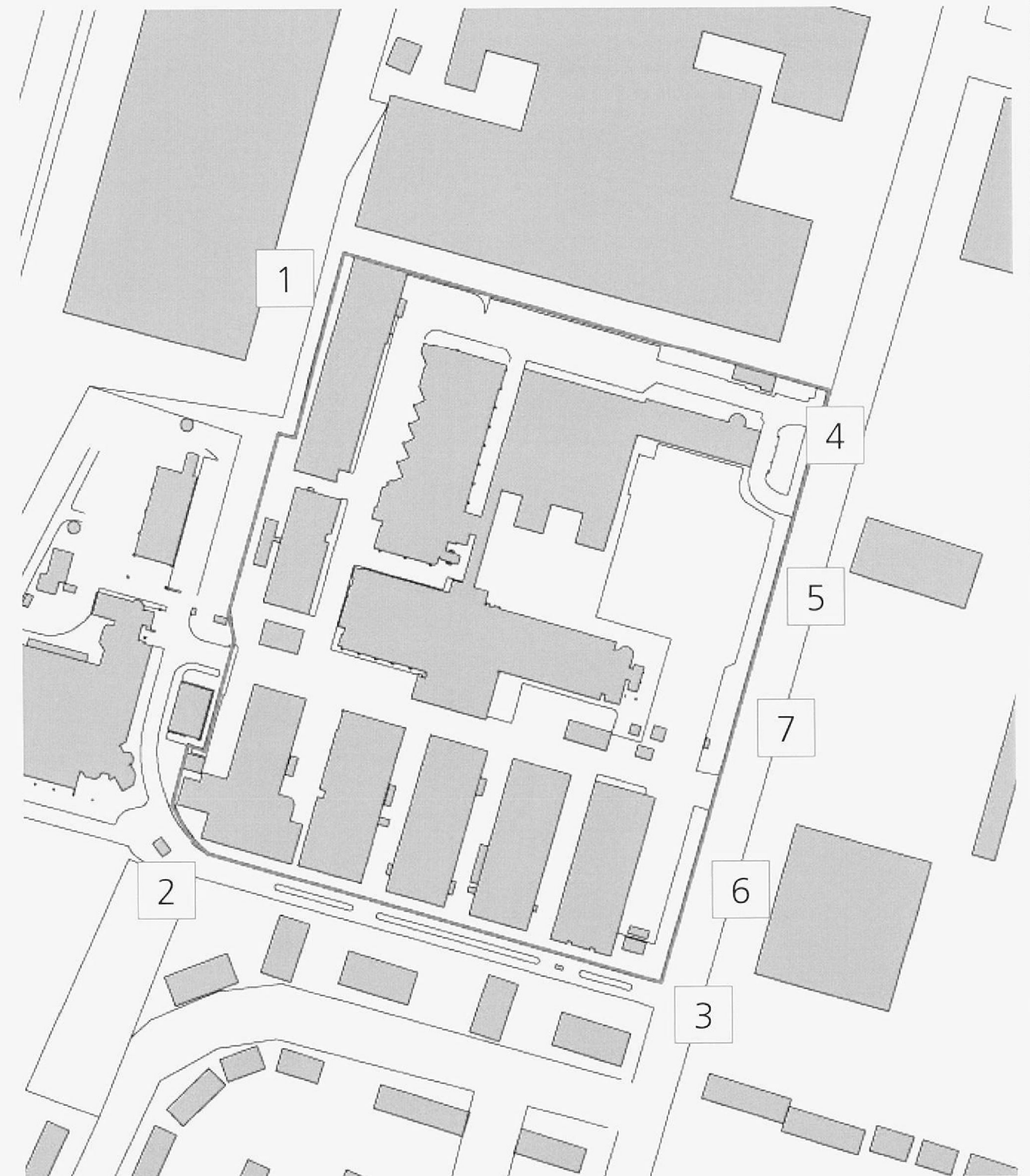
Existing Site Condition and Photographs

The site is currently vacant. The previous development comprised of a range of industrial buildings and the headquarters for Roche Products Industries. With the exception of the latter, all buildings have now been removed.

The height, scale and mass of these buildings had a negative impact upon the residential properties to the south and did not reflect the aspirations of the SPD.

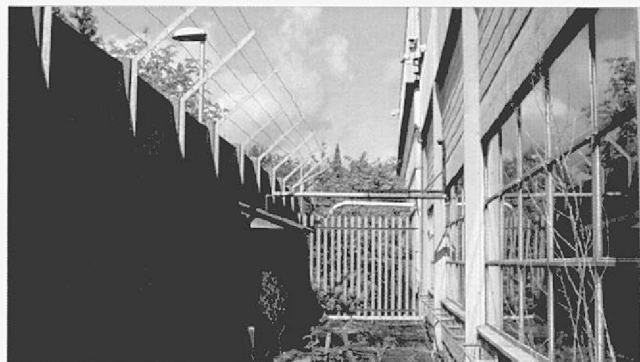
The Grade II listed former Roche headquarters is the most important feature of the site and is located at the northern corner adjacent to the current site entrance. This building consists of the original 1930s structure, which is to remain, and an 1950s addition which has been delisted and will be removed.

The photographs on the following pages illustrate the dilapidated condition of the site and the urgent need for development. The inappropriate height of the existing buildings can be clearly seen, along with the lack of any soft landscaping.



Site Photograph Key

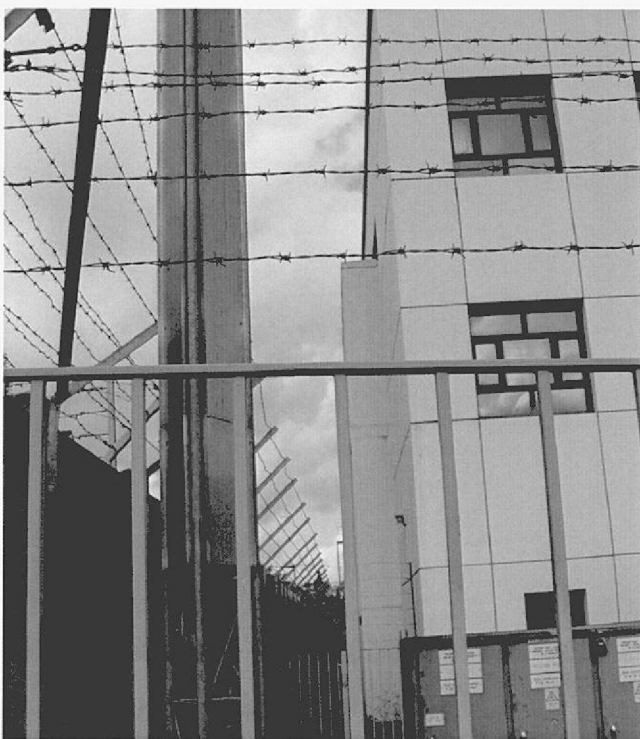
Existing Site Condition and Photographs



1 Much of the site is in a poor condition



2 Looking into the site from the BioPark access road



3 Boundaries remain harsh and industrial.



4 South end of site with listed building in foreground



5 View from Broadwater Road - all visible Buildings have now been removed



6 View from Broadwater Road - building in the foreground has now been removed



7 Centre of site on Broadwater Road - tall factory in foreground now removed

The Roche Headquarters Building

The former Roche Headquarters building was designed in 1934 by Otto R Salvisberg of Zurich in association with C Stanley Brow, and completed in 1938. The pharmaceuticals firm Hoffman La Roche transferred their operation to the site in 1938, employing 240 people. Roche Products (as it is now known) employed 1000 people on the site at its peak in 1973.

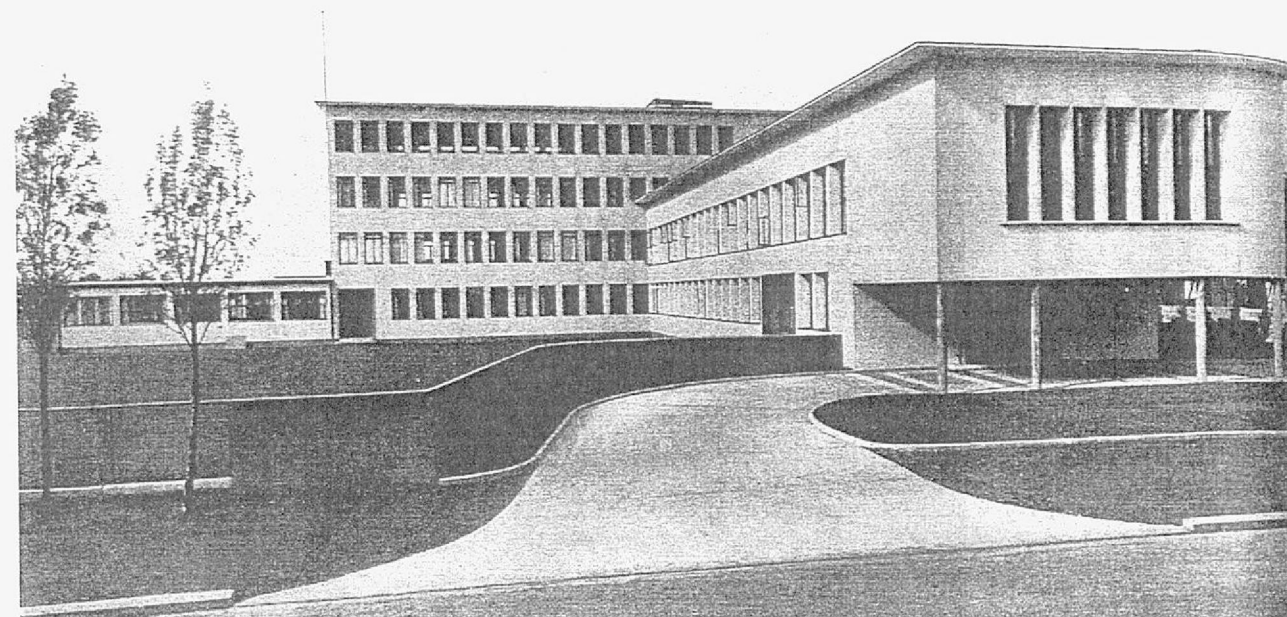
The building was Listed Grade II in 1980, within the following key features identified;

- Reinforced concrete construction
- Steel frame factory building
- Rendered exterior
- Bronze entrance doors
- Principle staircase
- Metal casement (Georgian proportions)
- Projecting flat roof

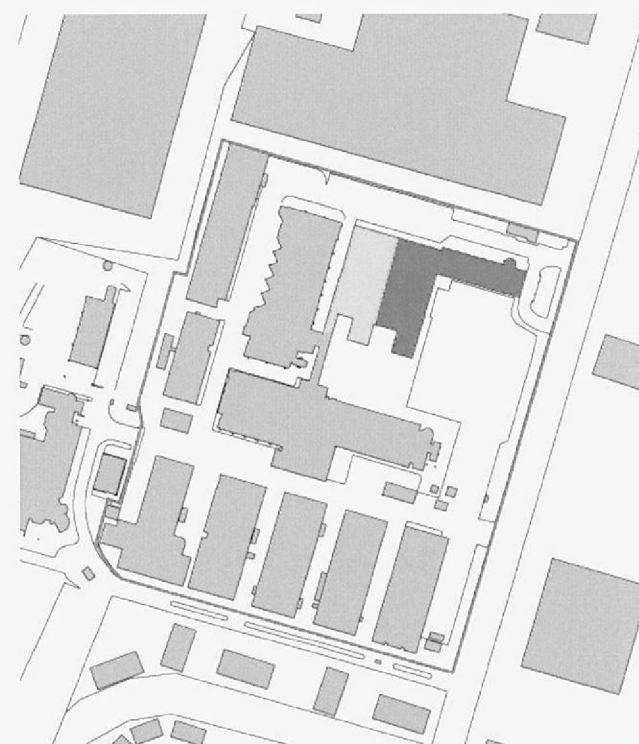
The listing was amended in 1981, indentifying the 1950s extention as not being of no interest.

The formal setting of the building facing Broadwater Road West, containing mature landscape and boundary wall, is also covered in the listings.

The listed building has strong architectural potential within the new development.



The Roche Headquarters Building - historic image showing the building from soon after completion



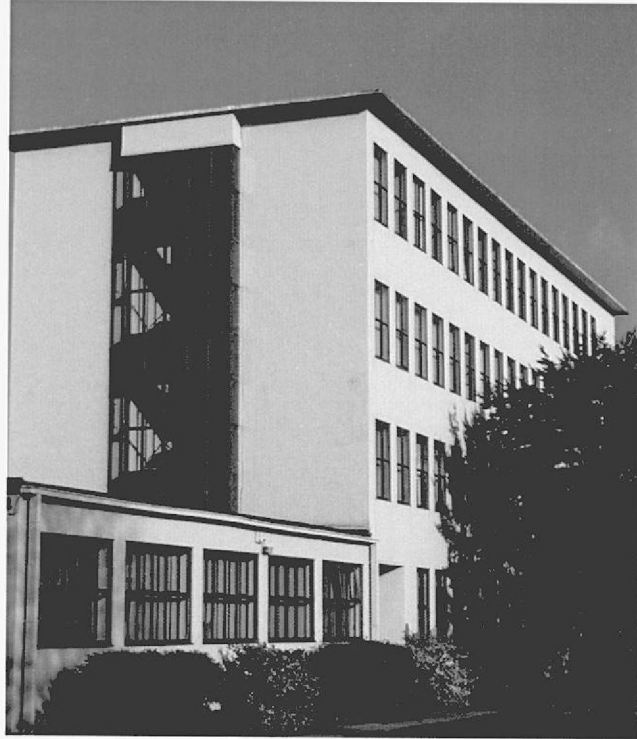
Location Key

- Grade II Listed Building (1938)
- De-listed additions to original (1950s)



Principle Staircase

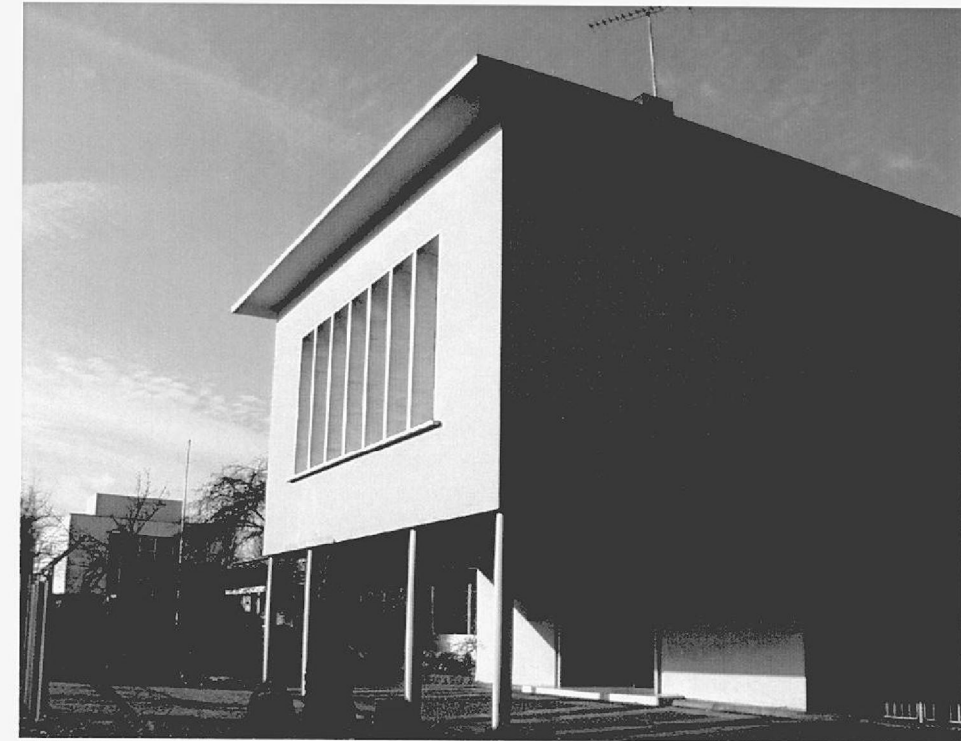
The Roche Headquarters Building



Regular window patterns also add to the overall character.



The listed building plays close attention to its context and offers generous views of the green space with large windows in reception areas



The Main entrance to the listed building provides a valuable entrance feature to the building and a landmark for the prominent north-west corner of the site.



The curved feature helps break up the angular form



These stairs illustrate the level of design consideration in this building



Image indicates the potential for the site when the green space is well managed.

Opportunities

The Broadwater Road West site provides a major opportunity to deliver an exemplary redevelopment in line with the council's vision as set out in the SPD

'To deliver an energetic and pioneering scheme of development which integrates the spirit of the garden city with the very best of high quality 21st Century design, seizing the opportunity to enhance the local environment and create a sustainable, supported neighbourhood of an appropriate scale, which successfully integrates with the local community.' SPD 1.5

The principle opportunity of the proposed redevelopment is to demolish existing buildings which are in a poor state of repair, have a use no longer in demand or have little architectural merit; and to replace these buildings with a contemporary residential scheme which echoes the contextual history of Welwyn Garden City both the industrial heritage and the Garden City Spirit.

Within the Roche site we can provide appropriate surroundings to the Listed Building that will preserve and enhance its presence. The proposed scheme should respond to the key views to Broadwater Road, performing as a boundary to the whole scheme.

There is an opportunity to create a public square, which would be used by residents and the neighbourhood. New planting will be used to enhance the existing vegetation, which does not echo rich landscape past.

The proposed pedestrian and vehicular network will improve permeability as well as legibility to ensure effective movement throughout the site.

In essence, the real opportunity is in creating a sense of place worthy of this locally significant site.

Through our site analysis and reading of the development framework, we have identified a set of key design requirements which we feel are essential to the success of this site.

Our design will seek to:

1. Respond to the industrial character of the area with a reinterpretation of the Garden City concept.
2. Introduce smaller blocks with a more appropriate scale and massing.
3. Increase good and legible permeability through the site and into the surrounding areas.
4. Reinforce continuity of street and spatial enclosure with good front/back relationships and effective overlooking.
5. Create an appropriate setting for the listed building.
6. Effectively interface with existing and proposed context beyond the site's edges.
7. Create strong frontages to the primary thoroughfare of Broadwater Road.
8. Create key landscape spaces.

Our proposal for the Roche site meets these key design requirements and create a scheme which can deliver the council's objectives for Broadwater Road West as set out in the SPD.





the proposal

The Masterplan

'The vision and spatial objectives that have been developed for the Broadwater Road West site seek to integrate this garden city philosophy with the very best of high quality 21st Century design, to create a sustainable and supported community, therefore building on the vision set out by Howard over a century ago' SPD 5.2

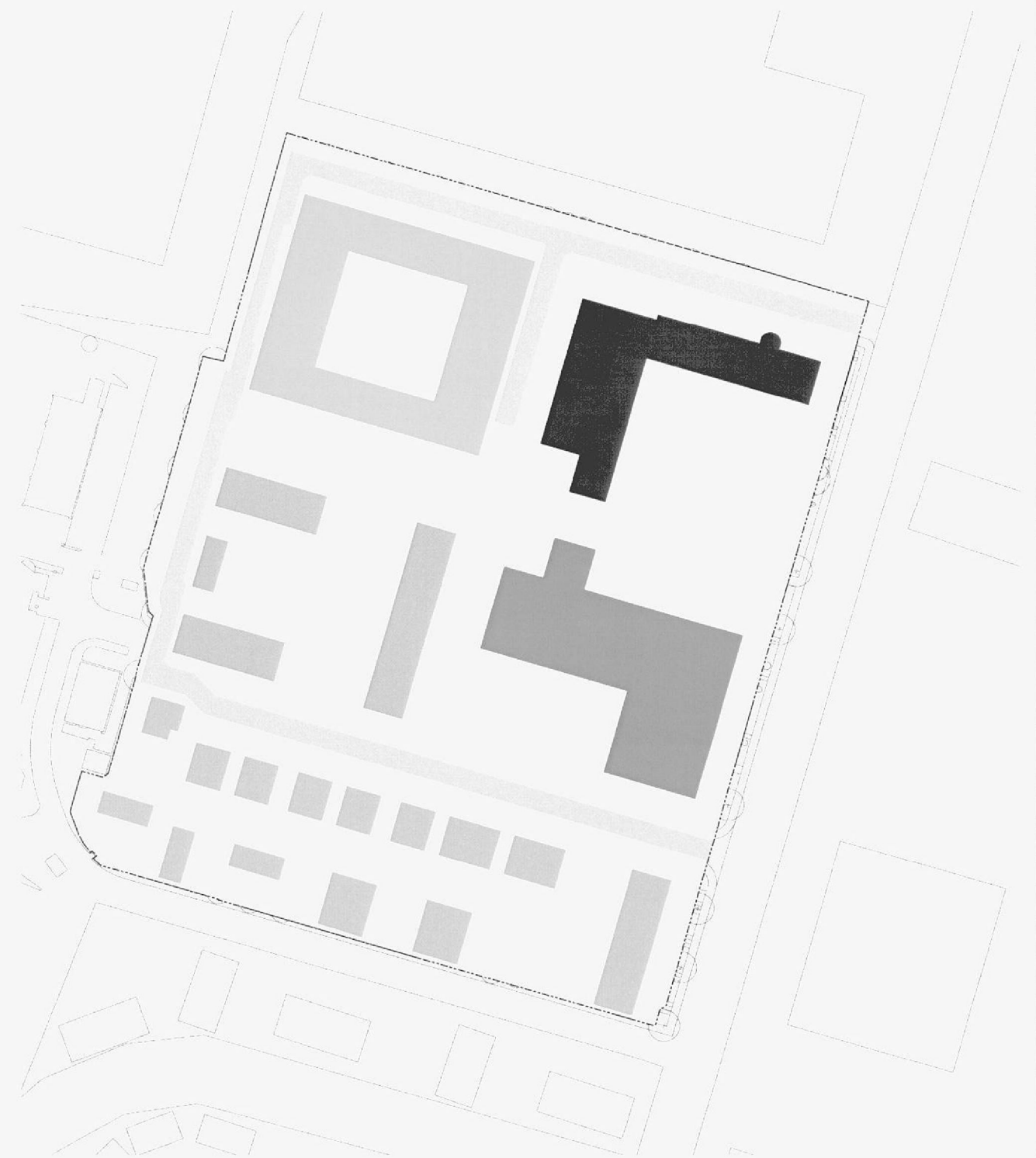
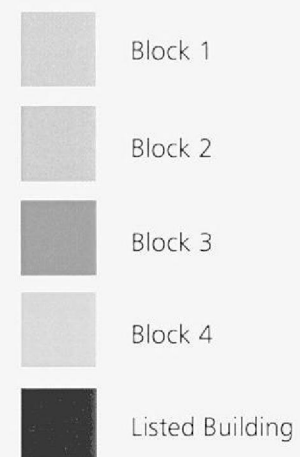
The key elements that our masterplan addresses, as set out in the SPD, are;

- Delivery of the land use arrangement
- Provision for the local community
- Retention & refurbishment of the listed structure
- Provision of open space and landscape
- Creation of permeable block layouts
- Respect of the Garden City design principles
- Achievement of sustainable design
- Enhancement of the links to/from the site
- Promotion of sustainable resource management

Specifically our proposals therefore create a 'new residential community' which incorporates 'community facilities' located within the 'retained and refurbished Former Roche Building'. Our urban design approach has been based upon the framework as established within the SPD, we have created a 'permeable block pattern' with a 'grid form', this layout reinforces the 'hierarchy of routes' as established within the SPD. All of these routes are to be 'tree lined' and green with low level shrub planting proposed for every route. Further to this our masterplan will provide a number of 3 No public green spaces along with two play areas.

The architectural approach to the building design 'respects the Garden City design', by 'acknowledging the industrial heritage' and 'echoing the spirit of the Garden City'.

Further sustainable features include the provision of providing 10% renewable energy across the site.



Key block plan

The Masterplan



Use & Amount

The site has been identified as suitable for primarily residential mixed use development in the SPD.

The SPD states that 'thought should be given to achieving a compatible mix of uses to ensure that they interact with each other positively and help to create a balanced community'. SPD 6.28

Blocks 1 to 4 are residential and the listed building is to become a community space.

A new public open space is provided in the centre of the site for use by residents as a place to meet, for informal play and recreation and as a resource for use by visitors to the community space in listed building.

The site has been designed to encourage permeability and with the proposed future boulevard, it is envisaged that residents from the surrounding areas will be encouraged to cross the site on their way to the town centre.

The proposed development provides 207 units. There is a variety of unit types offering homes for a diverse range of people at all stages in life. The scheme sits comfortably within the site creating an overall density of 74 dwellings per hectare.

In addition to the residential accommodation the scheme provides approximately 1500sqm of community use.

Scheme Statistics

Housing Development	2.8	Ha
	6.92	Acres
Total Units:	207	
Total Hab Rooms	643	
Site Density:	74	dwellings / Ha
	30	dwellings / acre
	230	hab rooms / Ha
Coverage	21,917	sqft/acre

1 Bed	80	39%
2 Bed	80	39%
3 Bed	39	19%
4 Bed	8	4%

Flats	160	77%
Houses	47	23%

Unit Numbers

Unit Type	Total		Per Unit		
	Number	%	sqm	sqft	hab rooms

TOTAL RESIDENTIAL UNITS

1B Flat	80	39%	48.0	517	2
2B Flat	72	35%	65.0	700	3
2B FOG	8	4%	69.0	743	3
3B Townhouse (H1089)	39	19%	104.0	1119	5
4B Townhouse (H1225)	8	4%	120.0	1292	6

207

151,642 643

BLOCK 1

1B Flat	3	9%	48.0	517	2
2B FOG	7	21%	69.0	743	3
3B Townhouse (H1089)	16	47%	104.0	1119	5
4B Townhouse (H1225)	8	24%	120.0	1292	6

34

34,993 155

BLOCK 2

2B FOG	1	4%	69.0	743	3
3B Townhouse (H1089)	23	96%	104.0	1119	5

24

26,490 118

BLOCK 3

1B Flat	36	65%	48.0	517	2
2B Flat	19	35%	65.0	700	3

55

31,893 129

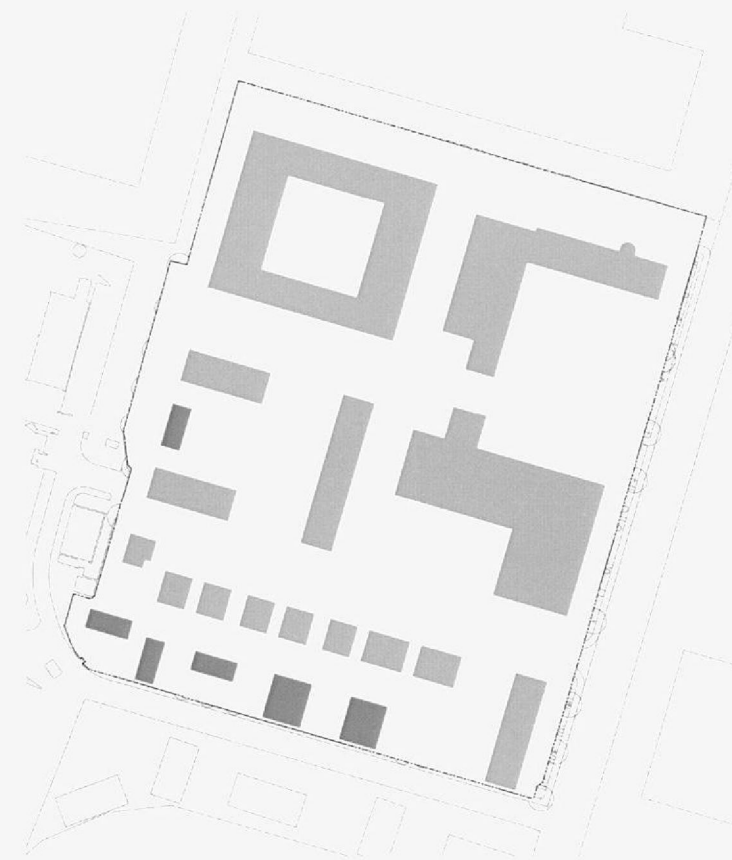
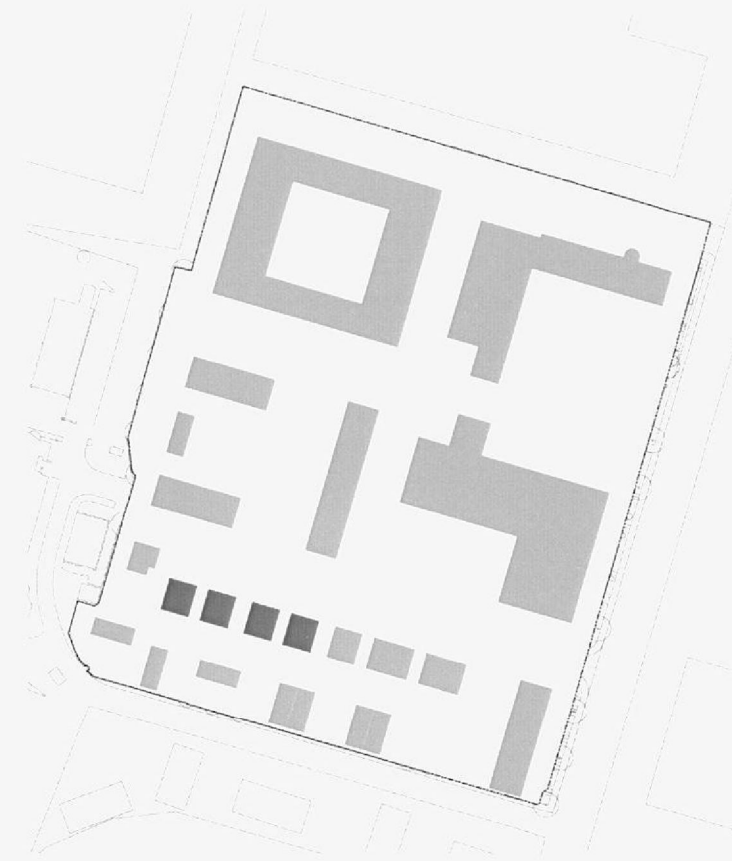
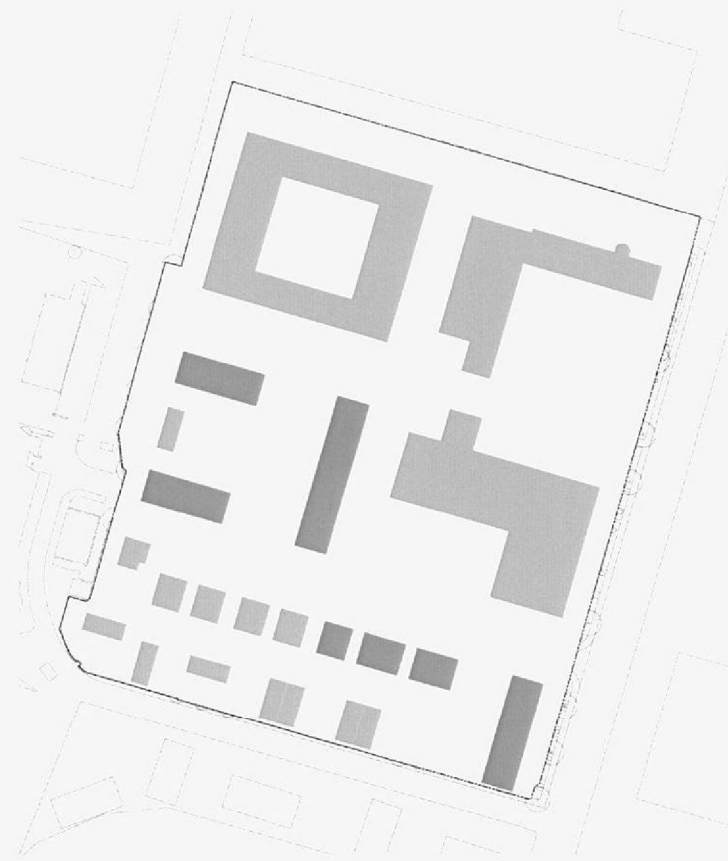
BLOCK 4

1B Flat	41	44%	48.0	517	2
2B Flat	53	56%	65.0	700	3

94

58,265 241

Use & Amount



Unit Types Diagrams



Layout

In line with the framework set out in the SPD we have developed a masterplan consisting of five blocks formally arranged around a new urban square in the centre of the scheme. Blocks 1 to 4 are new build residential and the existing listed building will become a community use space.

There are two vehicular entrance to the scheme both from Broadwater Road. The northern entrance is adjacent to the listed building and the southern entrance is between Block 1 and Block 3. A new street has been created which connects these entrances via the western boundary of the site. The opportunity for future pedestrian and vehicular connections through to the proposed boulevard have been allowed for.

The new urban square is located adjacent to Block 3, which bounds two of the edges. Block 2 forms a further edge of this square with the fourth edge provided by the entrance road.

Reactivation of the streets bounding the site is a key aspect of the design and care has been taken to ensure that the scheme responds appropriately to the different conditions on each boundary.

The scheme is taller with higher density toward the top end of the site closest to the pedestrian link to the town centre and the train station. Lower density, family housing is found toward the southern end of the site responding the existing residential development.

The streets are activated with multiple pedestrian entrances and the layout has been designed for a high level of pedestrian permeability.

Special attention has been given to the relationship between proposed blocks and the Listed Building, in particular Block 3 which fronts and encloses the setting for the Listed building.

Through these key elements our proposed masterplan for the Roche site translates the spirit of the garden city design principles into an exemplar 21st Century scheme.



Layout Site Entrances

There are two proposed vehicular entrances, the proposals for which have been developed in consultation with the highways officer, both from Broadwater Road. These are situated at each end of a new road which creates a continuous circular route through the site.

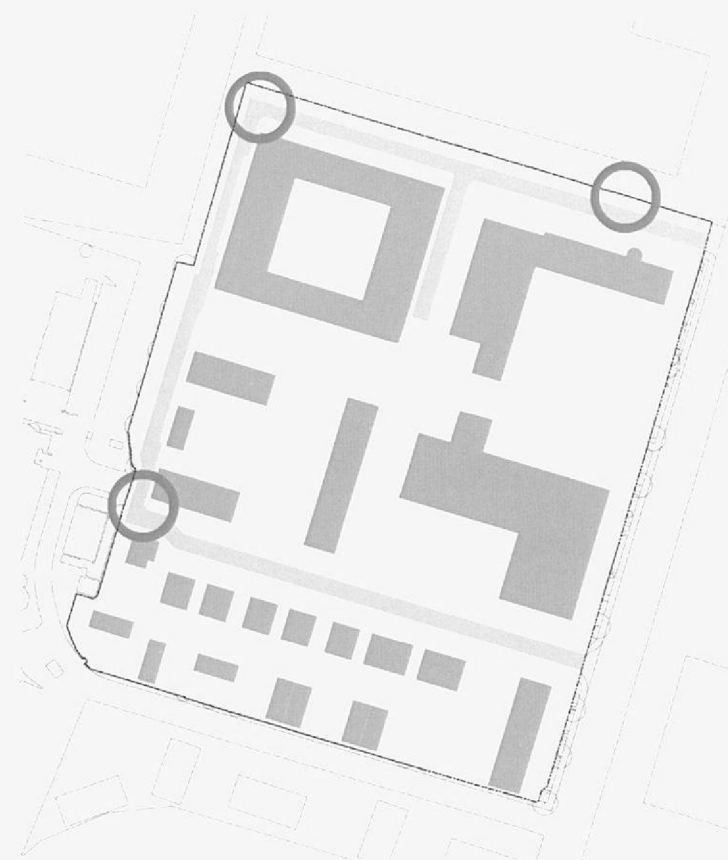
The northern entrance is created from the existing grand entrance to the Roche Headquarters Building, which originally formed a curved semi-circle under the building's entrance. The northern section of this is upgraded to a suitable vehicular entrance point to the site whilst the southern section is retained for pedestrian access to both the site and the commercial uses proposed for the listed building.

The southern entrance is formed from an existing vehicular entrance.

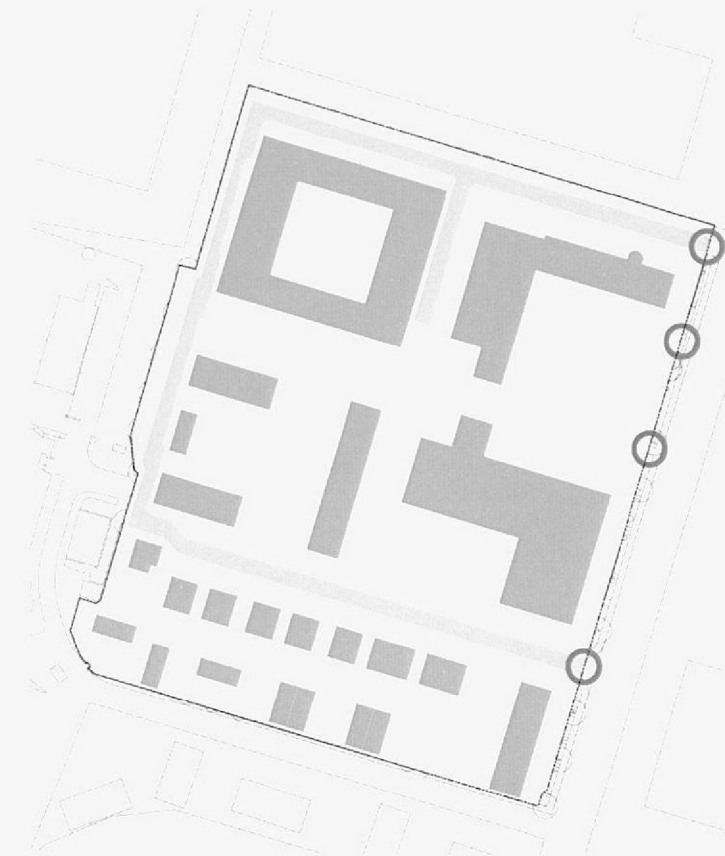
All units and associated car parks are accessible from either entry point, however the northern entrance is more suitable to Blocks 4 and the listed building, whilst the southern entry point is more suitable for Blocks 1, 2 and 3.

There are 4 key pedestrian entry points from Broadwater Road into the site; two of which are at the vehicular entry points and two further points in the surrounds of the former Roche Headquarters Building.

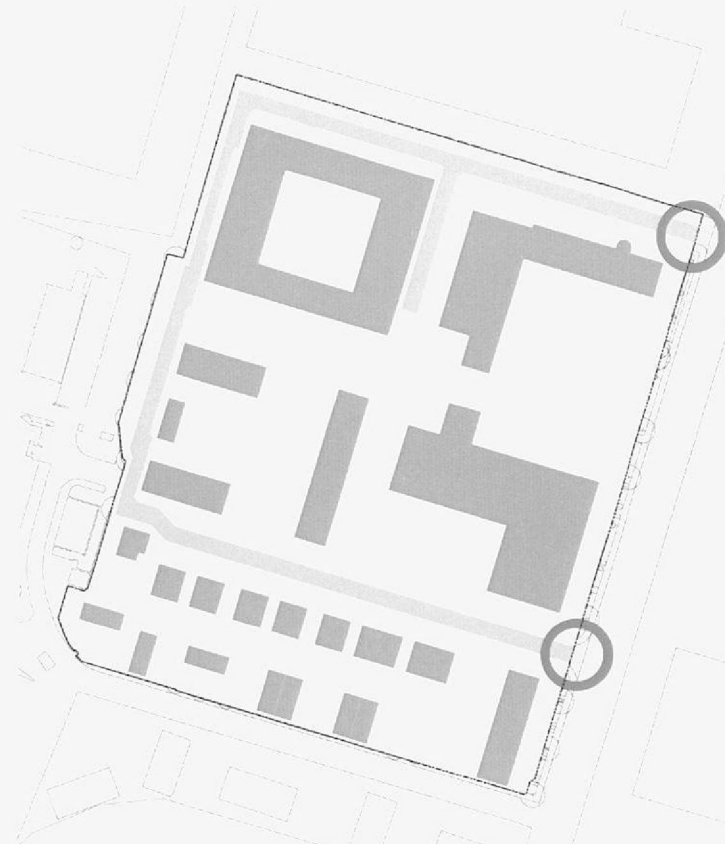
A proposal for a new boulevard running to the west of the site has been put forward in the SPD and we would welcome this opportunity significantly open up the site to pedestrian movement. Our scheme allows for future connection into this boulevard and the layout would encourage the establishment of desire lines through the site for both residents and neighbouring areas.



Future Connections Diagram



Pedestrian Entrances Diagram



Vehicular Entrances Diagram

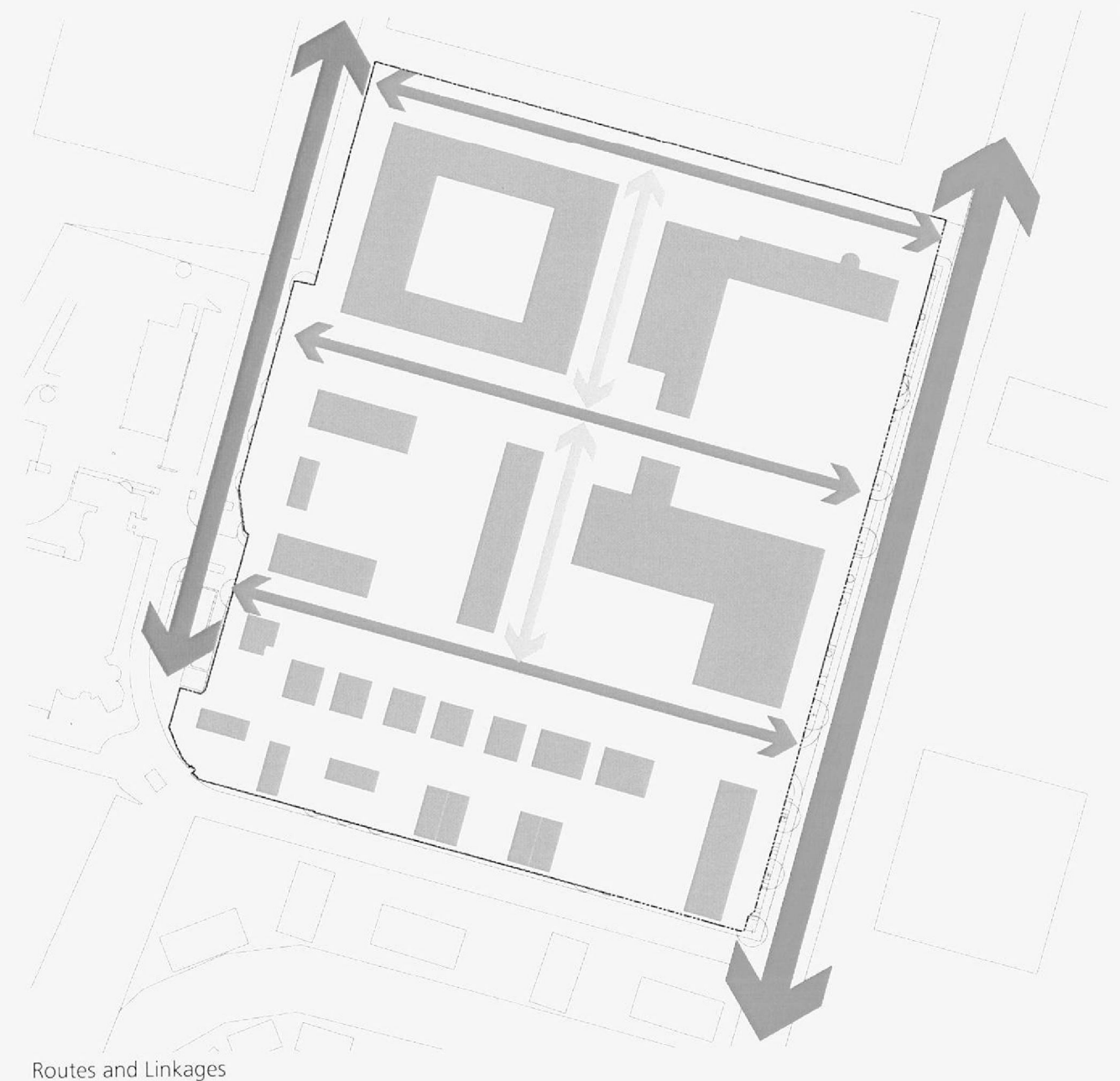
Layout Movement Hierarchy

The SPD identified a number of key routes which run across the site, as our masterplan is closely based upon the framework established within the SPD; these are reflected within our scheme.

East-west movement is facilitated across by the retention of 3 No Secondary connector routes, these link Broadwater Road and the new proposed internal link route to the east, this route is not provided for within the site and is envisaged that this would be brought forward in the future.

North-south movement is provided within the site by the central route between Block 4 and the former Roche Building and Block 2 and 3.

In addition to these routes key pedestrian routes are established within the SPD these are dealt with within a subsequent section.



Routes and Linkages

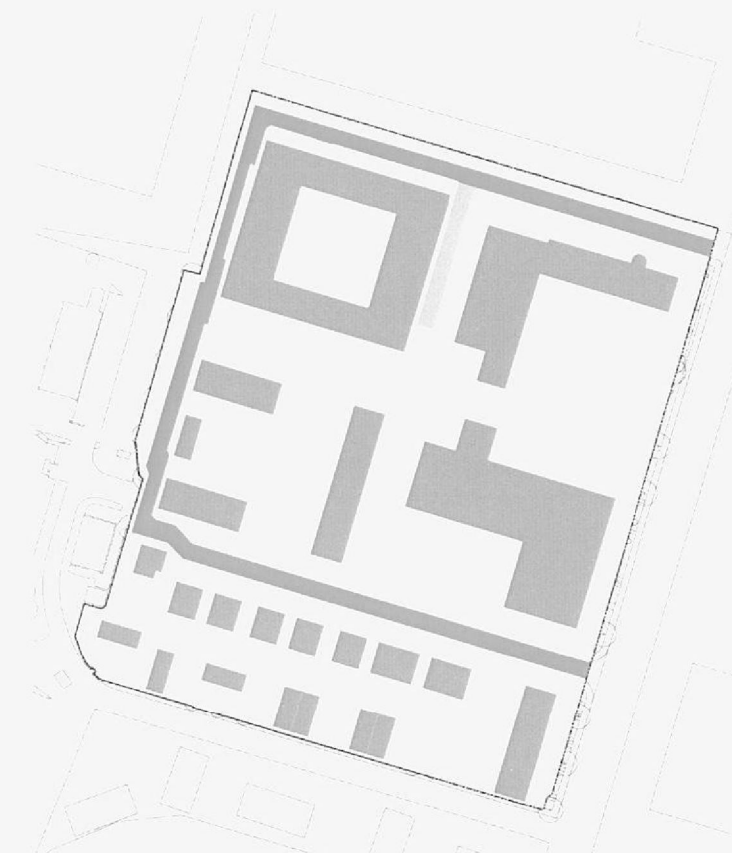
Layout Roads

Key to our proposals is the principle that vehicular routes within the site should be 'designed so as to minimise traffic speeds and maximise the ease of movement by other modes along these routes'. SPD 6.66

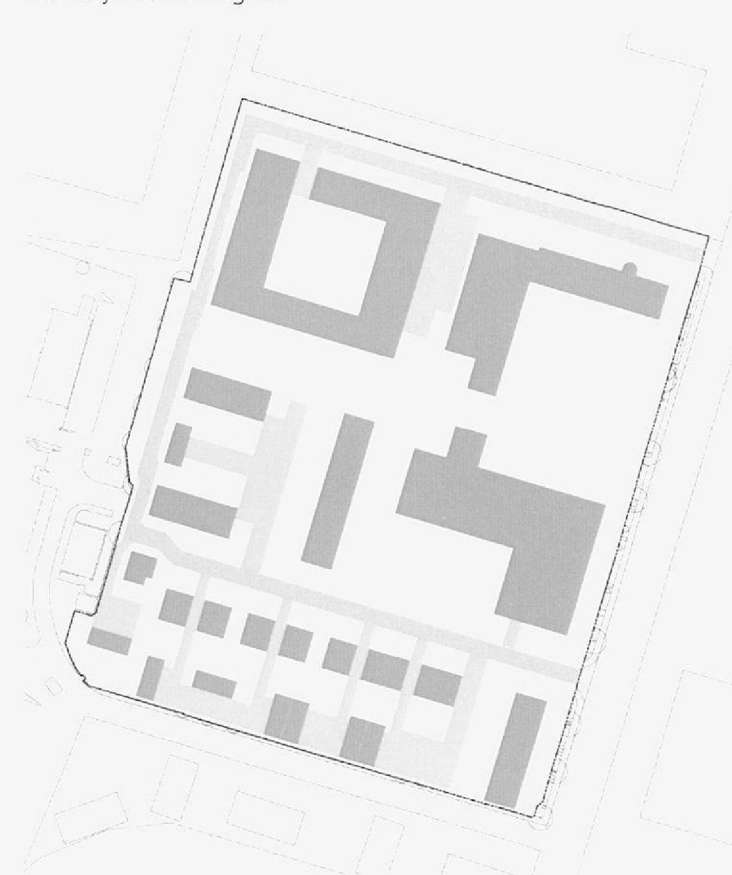
Vehicle access is only provided from the two access points along Broadwater Road. These routes effectively create a u-shaped link through the site, running along the northern and western boundary of the site and adjacent to Block 1 at the southern edge.

Limited vehicle access to on street parking is provided between the former Roche Site and Block 4, this is the only other vehicular route within the site, although controlled vehicle access is permitted between Block 2 & 4 and between Block 2 & 3, this is envisaged to be used by emergency services only.

The key east-west routes are laid out as traditional roads whilst the north south routes follow the principles of home zones as identified within the SPD.



Primary Route Diagram



Car Park Access and Areas Diagram

Layout Pedestrian & Cycle Links

'A key objective of the redevelopment of the site is therefore to provide a high quality pedestrian links(s) to and from the town centre.' SPD 6.54

'Pedestrian movement should be prioritised as much as possible across the site through the use of attractive pedestrian pathways both adjacent to and separate from vehicular routes.' SPD 6.56

Of primary importance to the success of the overall Broadwater Road West development is the upgrade and integration of the pedestrian route across the site via Hydeway and the footbridge over the rail line.

Our scheme follows the clear structure of routes set out in the grid layout in the SPD in order to from useful links for walking and cycling. Although the SPD does not identify specific primary routes in the southern section of the site, the creation of homezone areas and the legibility of the roadways with landscaped features all assist in creating an environment that is supportive of sustainable transport. These internal link routes feed into the secondary connector route leading to the primary route to the town centre.

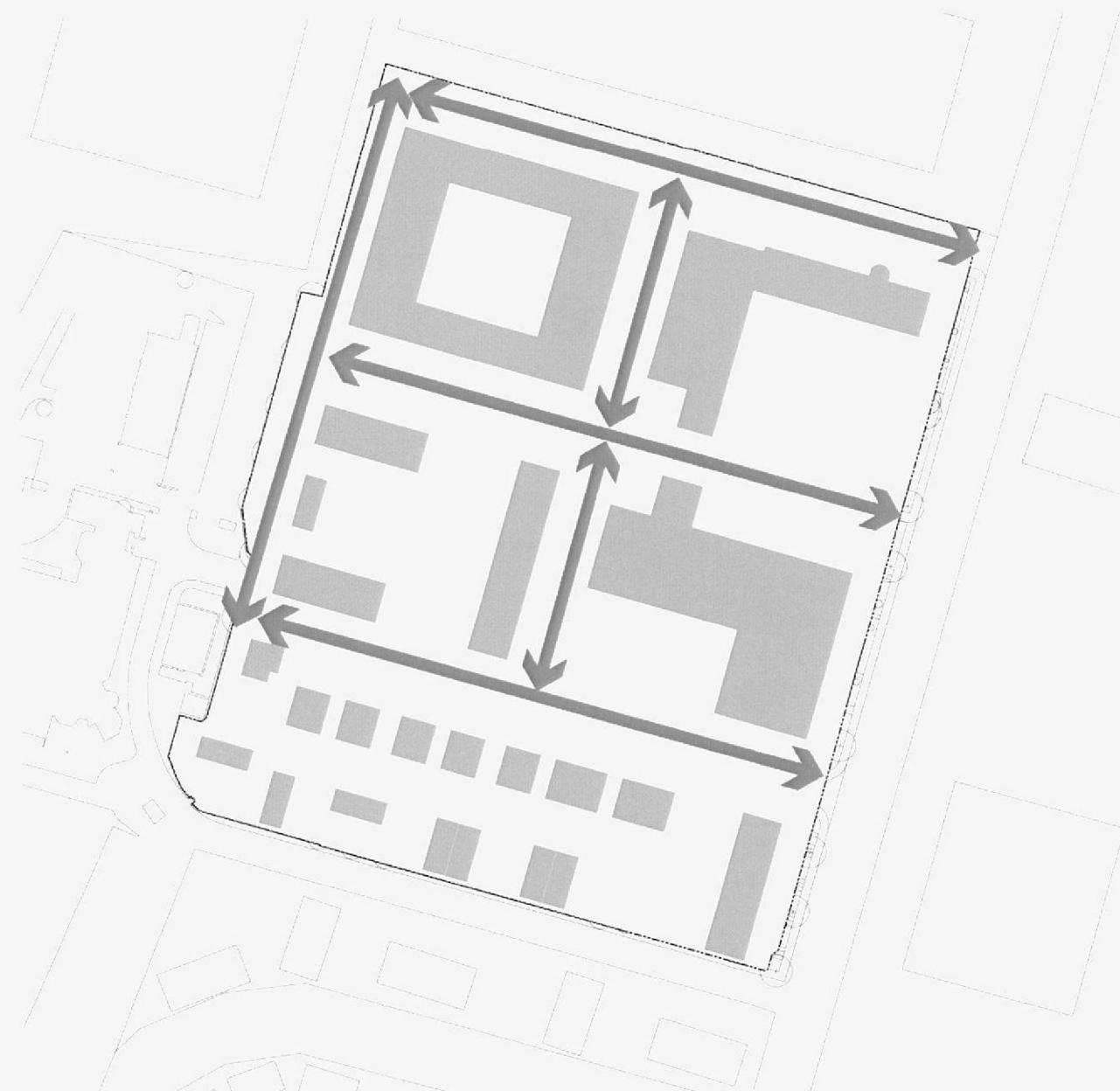
Pedestrian movement has been prioritised as much as possible and is formed both adjacent to the roadway and separately, making use of the green areas and maximising permeability across the site. The creation of a new urban square draws pedestrian movement away from the entrance roadway through the site in a north-west desire line heading toward the pedestrian bridge.

The high quality links have been designed for use by all sectors of society including those with mobility restrictions and those with young children in pushchairs.

'The facilitation of cycle links to the station and provision of high quality cycle storage is a prime objective.' SPD 6.60

A key cycle route within the shared surface roadway, has been created in accordance with the SPD guidance. This runs along the southern section of the internal roadway and links into the north-south boulevard.

The resident's communal cycle storage has been provided close to the core in Blocks 3 and 4. Private cycle storage is provided for residents of Blocks 1 and 2 either within each properties gardens. 16 cycle stands have been provided for outside the former Roche headquarters.



Pedestrian and Cycle Routes

Layout Car Parking

'The provision of residential parking should be accommodated through sensitively designed on-street parking bays and through the development of basement parking areas beneath the residential blocks.' SPD 6.70

It is a key objective of the scheme to promote sustainable forms of transport including public transport, cycling and walking over the use of private cars. The provision of car parking therefore is restricted to the council's adopted parking standards.

The scheme provides total of 223 allocated car parks and 25 unallocated car parks.

The car parking has been accommodated through a variety of different methods suited to each individual block and housing type.

Blocks 1 and 2 which contain large family housing feature a series of internal car parking courtyards with both car ports and open spaces. On plot car parking is provided both from the street and from within these courtyards.

Car parking courtyards need to be carefully designed to encourage passive security and a sense of ownership of these shared spaces. The introduction of flat-over-garage units means that these are not service spaces but are inhabited by residents. The courtyards are kept to a minimum size and where possible serve a restricted number of residents. This is particularly successful in Block 1 where there are four individual courtyards. In Block 2 where the perimeter block layout results in a single courtyard, the number of spaces is restricted by ensuring that the majority of the house is allocated an on-plot space.

Car parking for Blocks 3 and 4 is provided in undercroft or grade car parks, as recommended in the SPD.

Unallocated visitor car parking is provided to the north of the site, away from the north-south access. This parking envisaged to be for the former Roche building.

These measures are in line with the SPDs desire for a development which actively illustrates the priority of walking and cycling over the use of private cars.

Car Parking Provision Summary

WHBC parking requirements:

1 Bed	0.75 space
2 Bed	1 space
3 Bed	1.5 spaces
4 Bed	2 spaces

Parking provided:







Block 1
Require: 49 spaces
Provided: 57 spaces

Block 2
Require: 36 spaces
Provided: 36 spaces

Block 3
Require: 46 spaces
Provided: 46 spaces

Block 4
Require: 84 spaces
Provided: 84 spaces

Visitor Parking
Provided: 25 spaces

	Allocated car parking in car ports
	Allocated car parking on plot
	Allocated car parking within communal car parking courtyard
	Allocated car parking within communal undercroft or grade car park
	Allocated on street car parking
	Unallocated on street visitor car parking for the Listed building



Car Parking Diagram

Parking Strategy Grills Block 4

These diagrams illustrate the detailed design of the ventilation for the undercroft parking associated with block 4. We have not proposed any grills upon the eastern side of the block facing the former Roche Building.

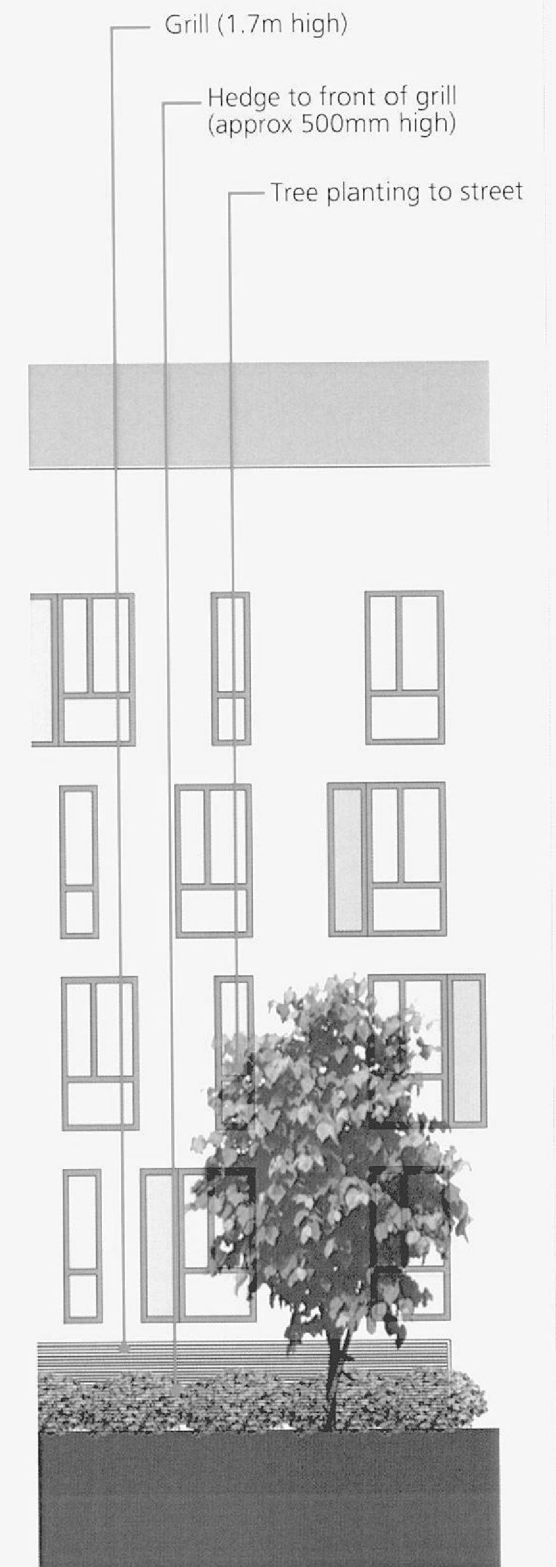
Upon the three other sides of the blocks we will be minimising the impact upon street scene by proposing 500mm high of planting in front of the grilles to softens the impact of the grilles whilst also providing the required ventilation.

Section Key

Image showing grill area for ventilation of undercroft



Section showing ventilation for parking structure

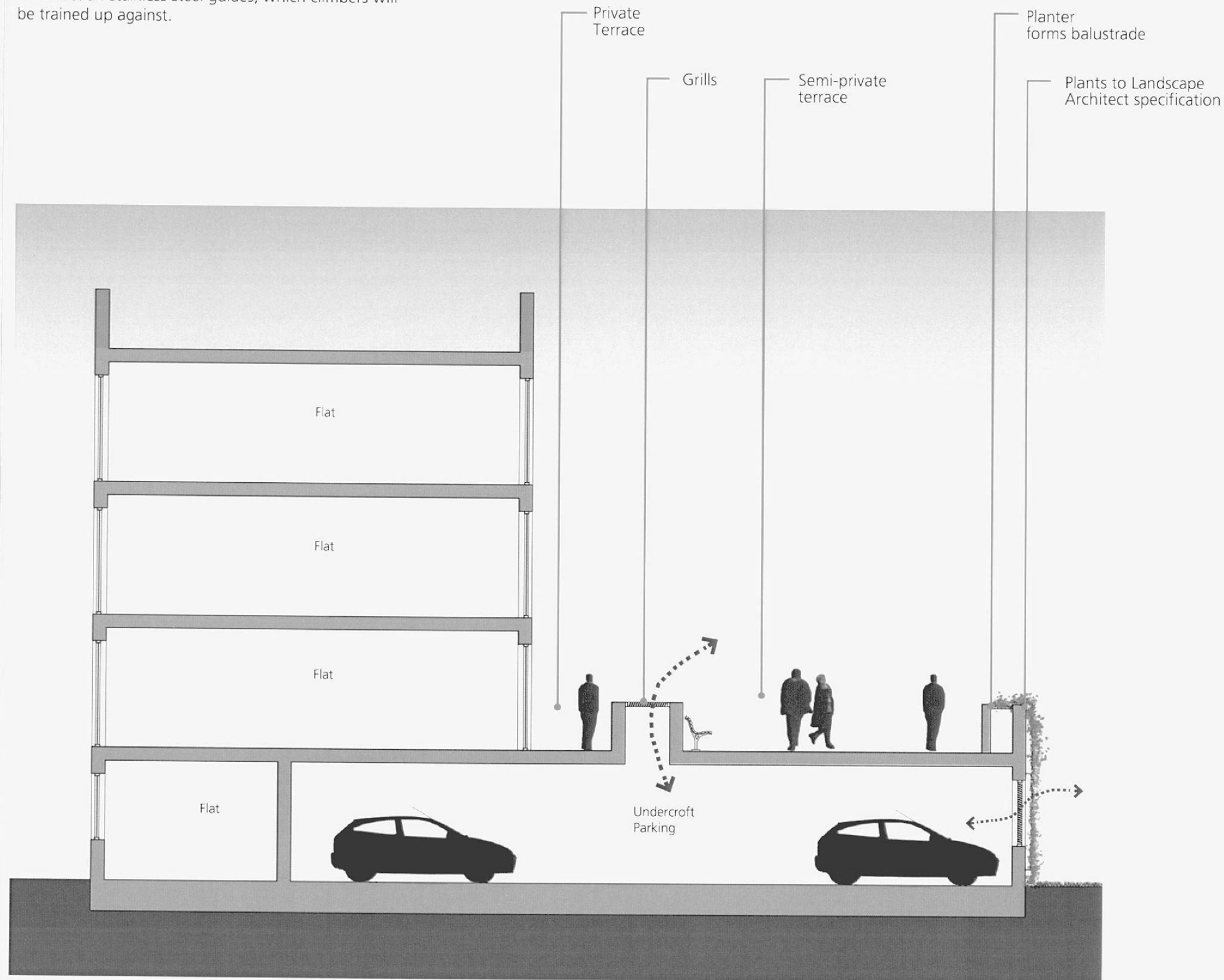
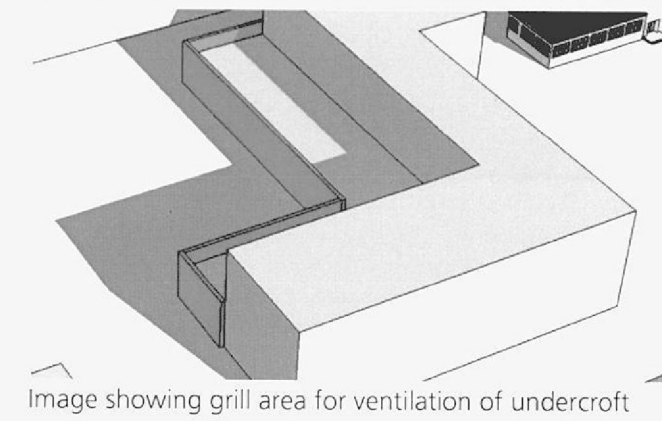
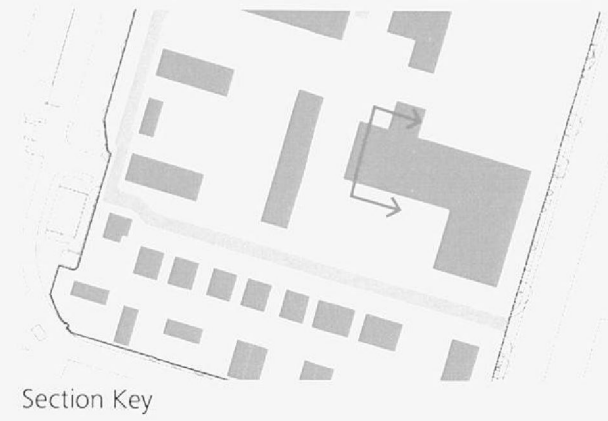


Elevation showing ventilation for parking structure

Parking Strategy Grills Block 3

These diagram illustrates a design of the ventilation to the parking structure for Block 3, which at the same time will provide private and semi-private amenity for all residents of Block 3.

In order to soften the impact of this structure we are proposing to introduce a green wall to the edge of the parking structure, this is created through the introduction stainless steel guides, which climbers will be trained up against.



Section showing ventilation for parking structure



Elevation showing ventilation for parking structure

Layout Refuse

Our refuse proposals for the scheme are a product of a conversation we have had with a representative of WHBC Waste Management Team. It was confirmed the principles as set out below by which we had to conform with in order to meet WHBC Waste Management Standards;

Houses

Refuse

No wheelie bin provided, residents are expected to provide their own bins etc, these are to be taken to the collection point, typically on edge of footpath for weekly collections

Recycling

2 No 55 litre recycling boxes provided, collected on alternate weeks

Other

240 wheelie bin provided for green waste fortnightly collection

Flats

Refuse

1100 Litre Eurobins to be provided within secure bin stores located close to block entrances, typical provision is for 60 litres per property

Recycling

Central Recycling bin provided for each block, size equivalent to 1 No 1100 litre Eurobin.

- Refuse location
- Refuse Collection Point



Refuse Collection Diagram

Layout Amenity

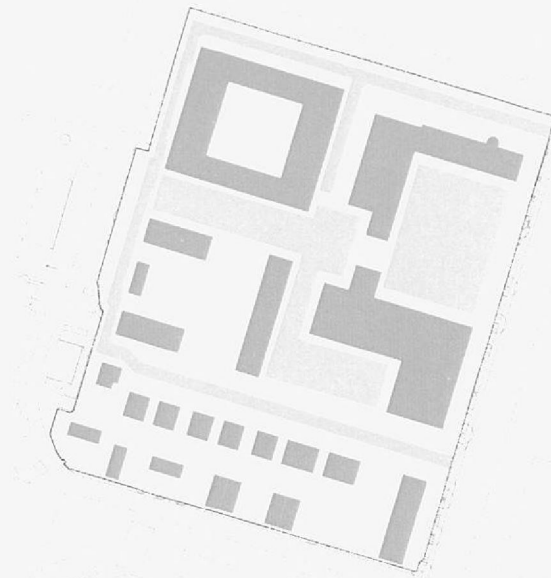
Welwyn Garden City is based on a principle of well landscaped, attractive open spaces for the benefit of the whole community and the Broadwater Road West site is to be developed in a modern interpretation of the Garden City philosophy. Key to the strategy is the inclusion of good quality public open space, we have incorporated a number of spaces within our proposal, these are illustrated on the neighbouring diagram.

In addition to these public spaces, the need for appropriate private amenity space is recognised and this is provided to the various unit types in recognition of their need and in accordance with the council requirements.

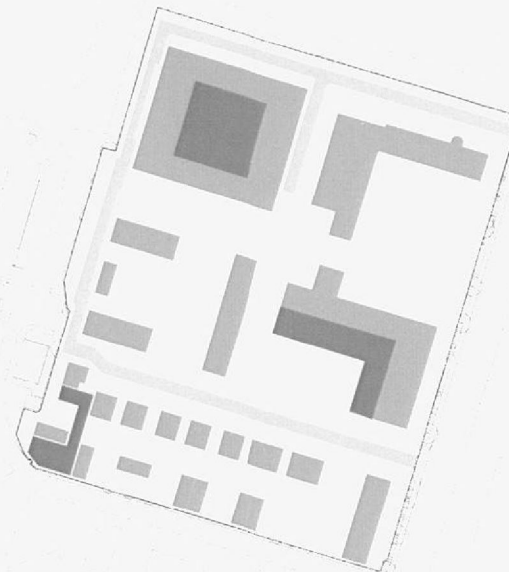
The larger family units to the south of the site in Blocks 1 and 2 are provided with private gardens (min 50sqm). The smaller flatted units in Block 3 & 4 are provided access to a large secure communal garden or terrace.

Further to this all flats have a private Juliette balcony, whilst the flats facing the internal communal space in Block 4 have a useable balcony.

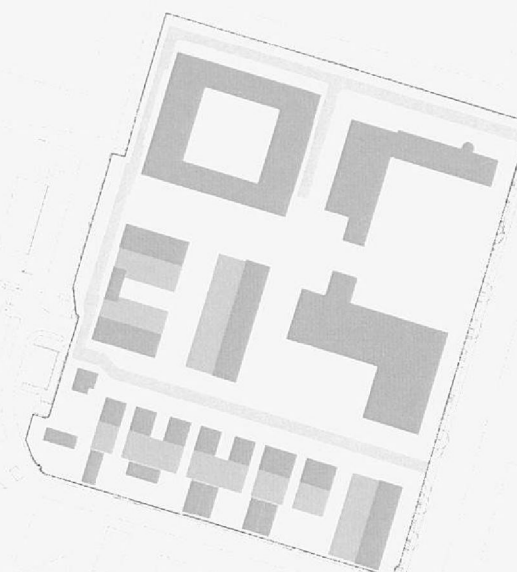
Further information on the public open spaces can be found in the Landscape Statement.



Amenity Diagram - Public Open Space



Amenity Diagram - Enclosed Communal space



Amenity Diagram - Private Gardens



Example of Juliette balcony



Example balconies facing internal communal space



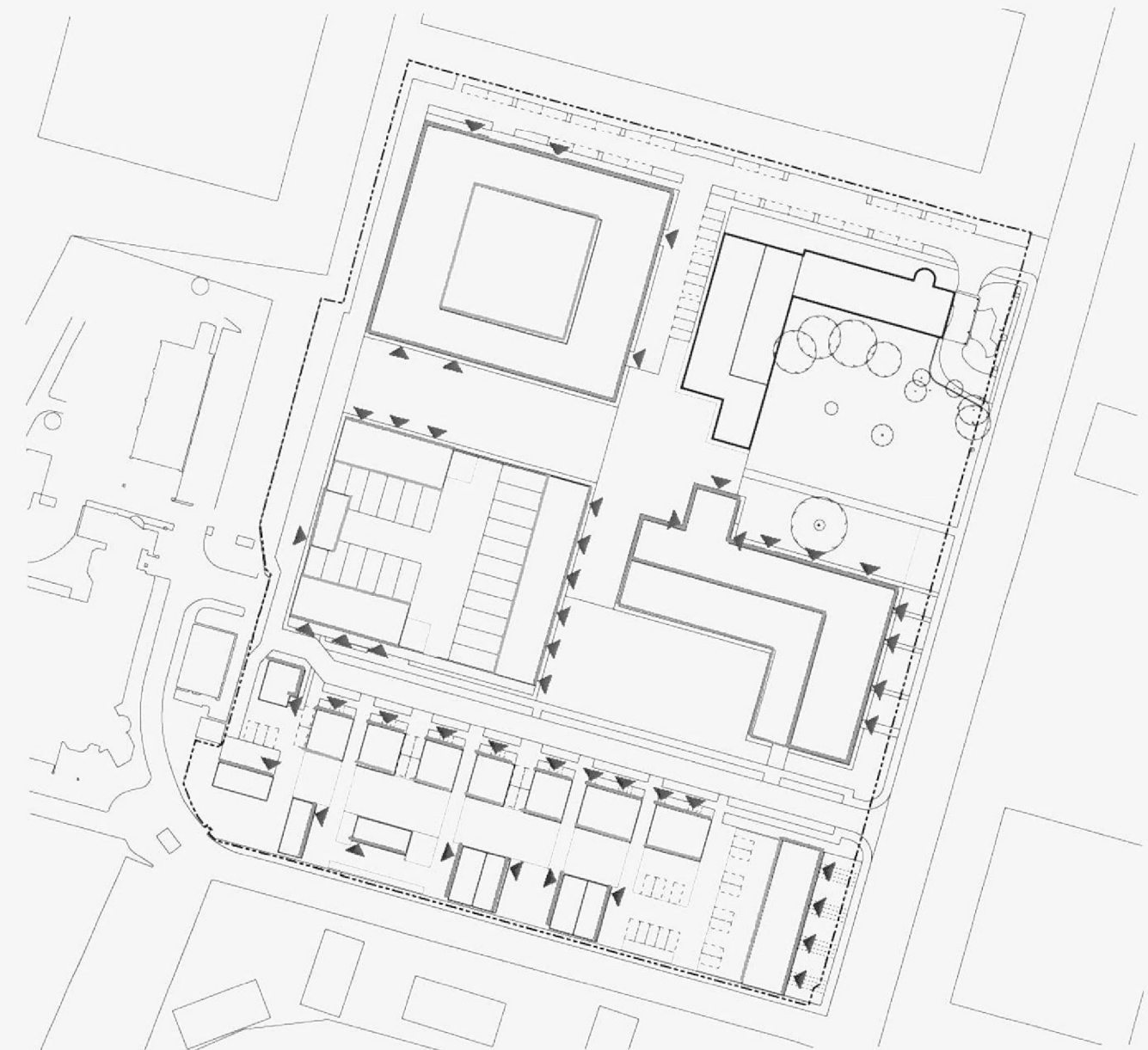
Example private terrace for block 3

Layout Active Frontages

This diagram clearly illustrates that our proposals will create streets and spaces which are active and overlooked, reflecting the guidance within the SPD

'Throughout the site it is imperative that blocks are formed to create active frontages on to the surrounding streets. A robust perimeter block form is preferred for the majority of the block structures. Active street frontages are encouraged to maximise opportunities for natural surveillance (and in turn assist in designing out crime). It is important that new residential development creates a strong sense of enclosure and neighbourhood character. A simple perimeter block form, with clear differentiation between the fronts and backs of properties, will work best to achieve this'. SPD 6.32

The design of the blocks has enabled all routes and spaces to be overlooked by living room and kitchens, the entrances to the homes have been carefully positioned to reinforce this activity. Backs are either within semi private courtyards for the simple perimeter, Block 2 or more traditionally laid out as in Block 1 and 2, here we have improved the surveillance of the parking areas by introducing a small number of flats over garages reflecting a mews. Block 3 is not a traditional model as the building has no back due to its strategic location. Although the parking structure of Block 3 has no activity we would envisage the structure to be well lit and overlooked from above.



Active Frontages Diagram

Layout Access

The approach to inclusive design as suggested within government Guidance, including the specific needs of disabled people, has been integrated into the proposed development. All houses are fully accessible with level access to the front of the building. The majority of the proposed flats have lift (90%) – the 15 flats which can not be accessed by lifts have been provided with an ambulant compliant stair case. Further to this all flats have been designed to comply with the Lifetime Homes.

Specific provision has been made for;

- Wheelchair user parking spaces can be incorporated to a variety of parking spaces as and when they are required.
- The approach to all entrances include accessible thresholds throughout.
- The approach to all units both internal and external are wide enough for wheelchair users.

Within each unit there are no stepped changes of level.

All of the houses have ground floor living accommodation, kitchen and WC facilities to enable the units to be adopted to meet the changing needs of the occupants.



Scale and Massing

The scale and massing of proposals has been developed through the design process to ensure that they are appropriate to the character of the wider area and importantly enhance and contribute to the legibility of the development as a whole.

The building footprint is currently relatively intensive with large scale blocks dominating, and the SPD clearly states that this should not be replicated but designs should seek to create a more appropriate relationship with the surrounding area.

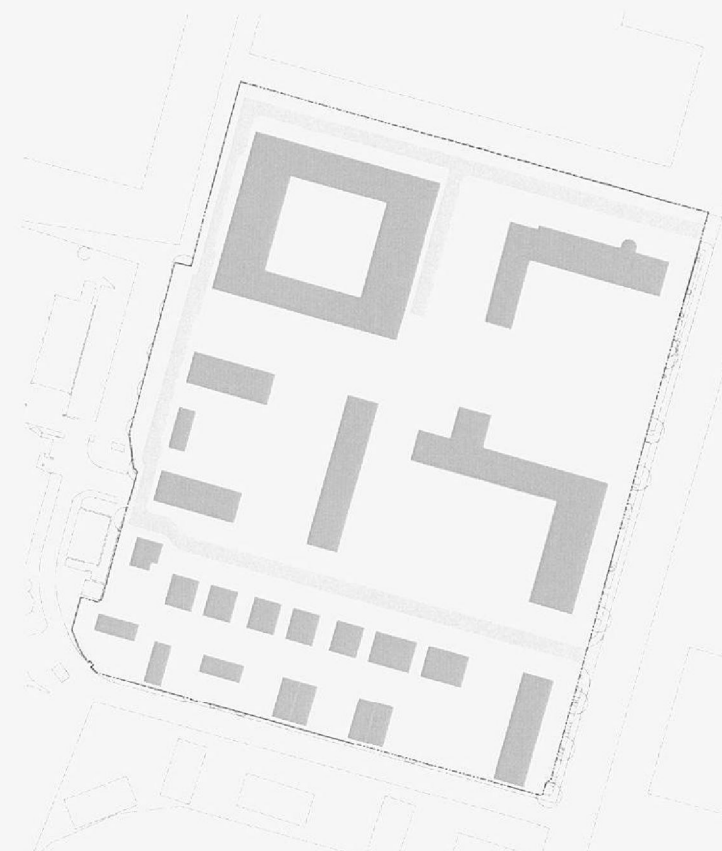
Our proposed storey heights across the site reflect the guidance as set out within the SPD, namely;

'lower rise buildings should generally be accommodated at the southern end of the site, responding to the adjacent residential character areas that the development will need to respect. Medium rise buildings should make up the majority of the site' SPD 6.16

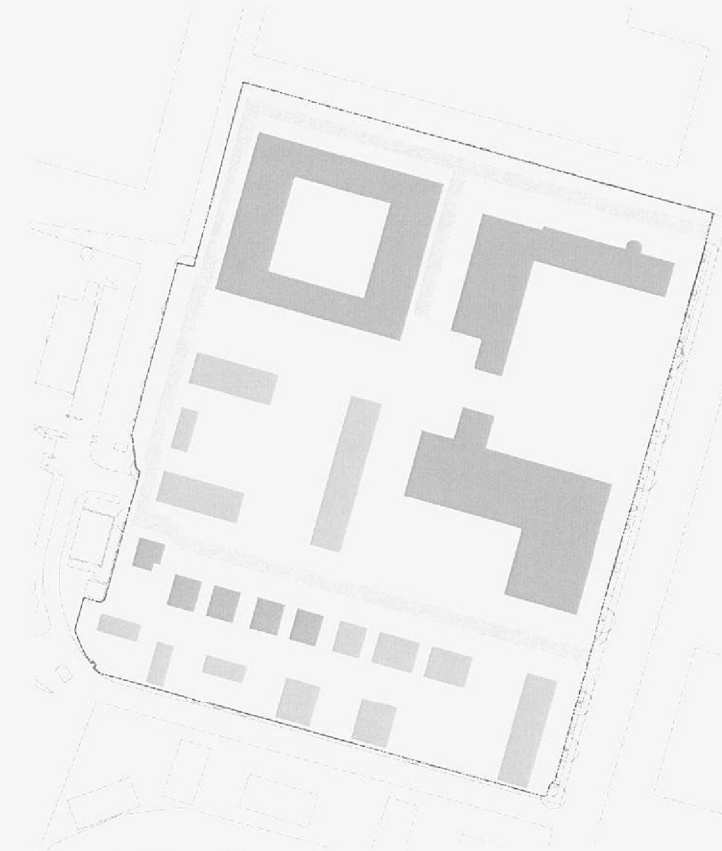
Our scheme follows this guidance, whilst being mindful of the appropriate scale for family housing in the southern section of the site and we have worked to create a more gradual change in height across the southern section of the site.

The proposal is for two to three storey development at the southern edge of the site, reflecting the character of the adjacent three storey residential development across from the Biopark private access road in the Broadwater Crescent area and beyond in the wider context to the south. The proposed units are terraced or semi-detached townhouses and flat-over-garage units.

The scale of the development rises in a series of steps to a maximum of four stories at the northern end of the site, appropriate to the existing four storey Roche Headquarters Building and helping to create a sense of intensification moving closer to the town centre.



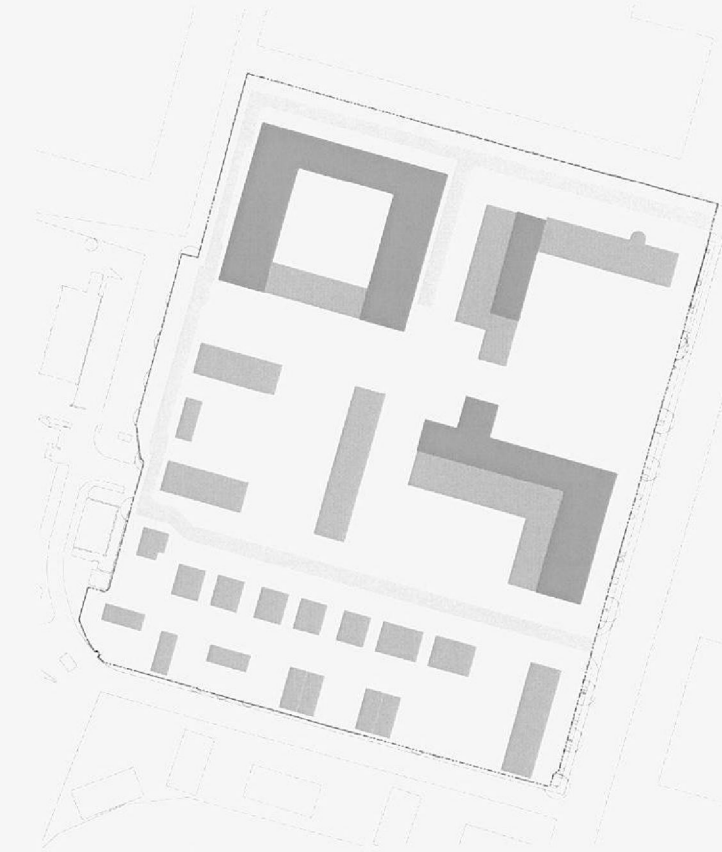
Storey Heights - 1 Storey



Storey Heights - 2 Storey



Storey Heights - 3 Storey



Storey Heights - 4 Storey

Scale and Massing

The SPD seeks 'buildings on the site...designed in full cognisance of their likely impact on their immediate surroundings as well as the wider setting' (SPD 6.15) and recognises that the existing massing has a negative impact on the local environment.

We have developed our proposals to improve the relationship between the site and its neighbourhood, and the proposed scheme delivers the character and specific aims sought by the council as outlined in the SPD.

'retention of relatively large blocks and simple, clean building lines. However as significant part of the site will be residential, the overall effect must also recognise the more domestic scale of the wider area.' SPD 6.8

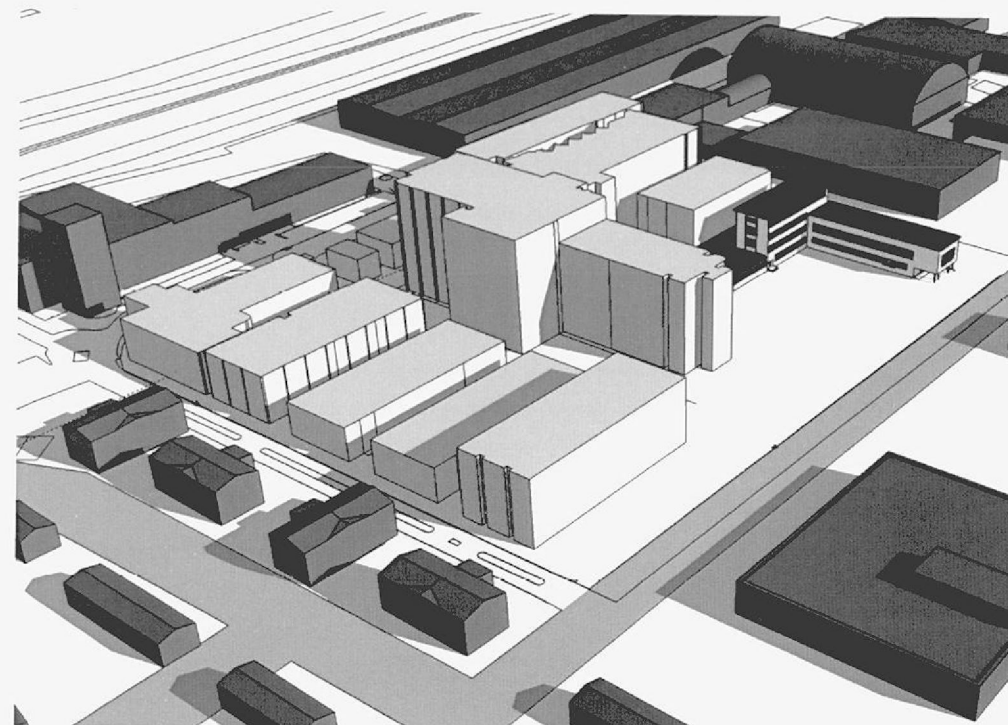
'The proposed urban grain of the site should be characterised by large blocks' SPD 6.12

The scheme are sensitive to the setting of the listed Roche Headquarters building, as highlighted in the SPD;

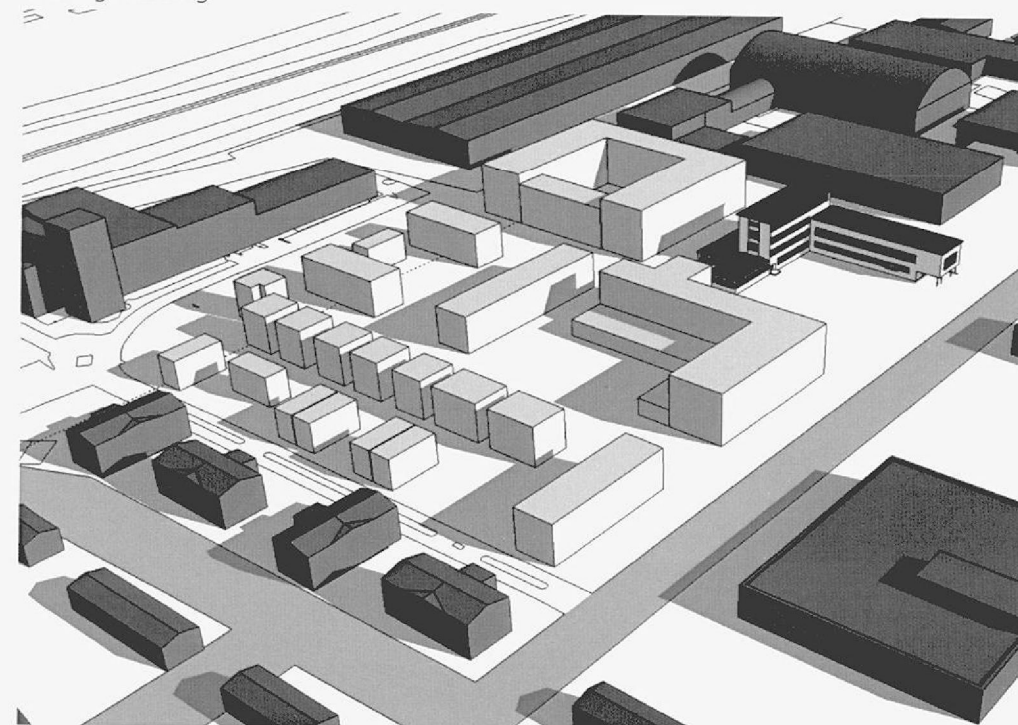
'The two main listed structures of the CPUK silos and the Roche reception building should be incorporated as landmarks in the overall structure of development and the building heights of all blocks should have regard to the setting of these buildings.' SPD 6.15

Our proposals for Block 4 are lower than that of the former Roche building.

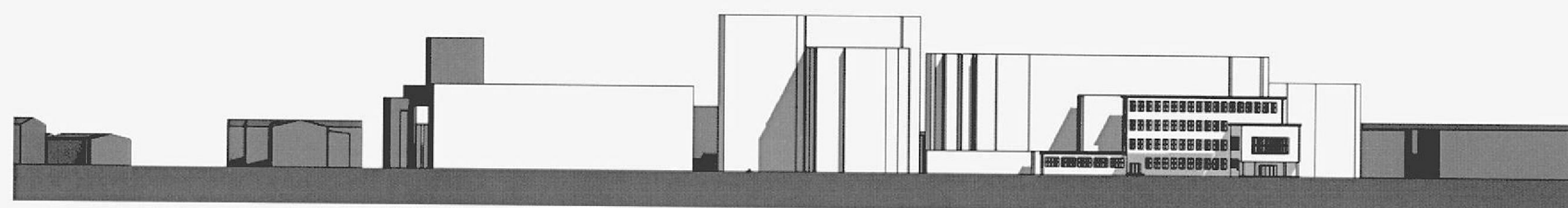
Where Block 3 differs from the block layout in the SPD, we have developed our proposals to relate more formally to the listed Roche Headquarters and to encourage a sense of enclosure to what will become a very important public open space facing out onto Broadwater Road West.



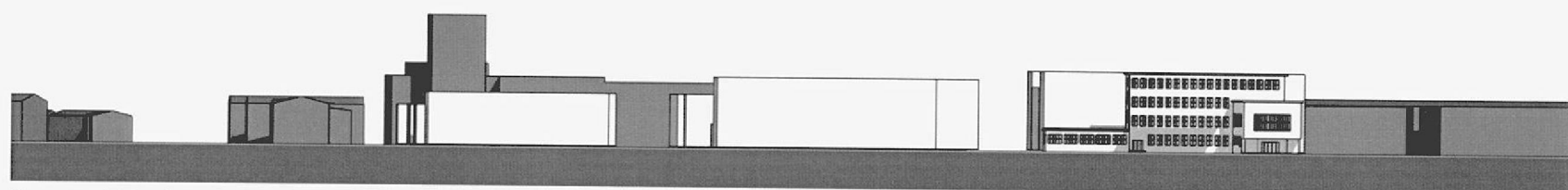
Existing Massing



Proposed Massing



Existing Massing

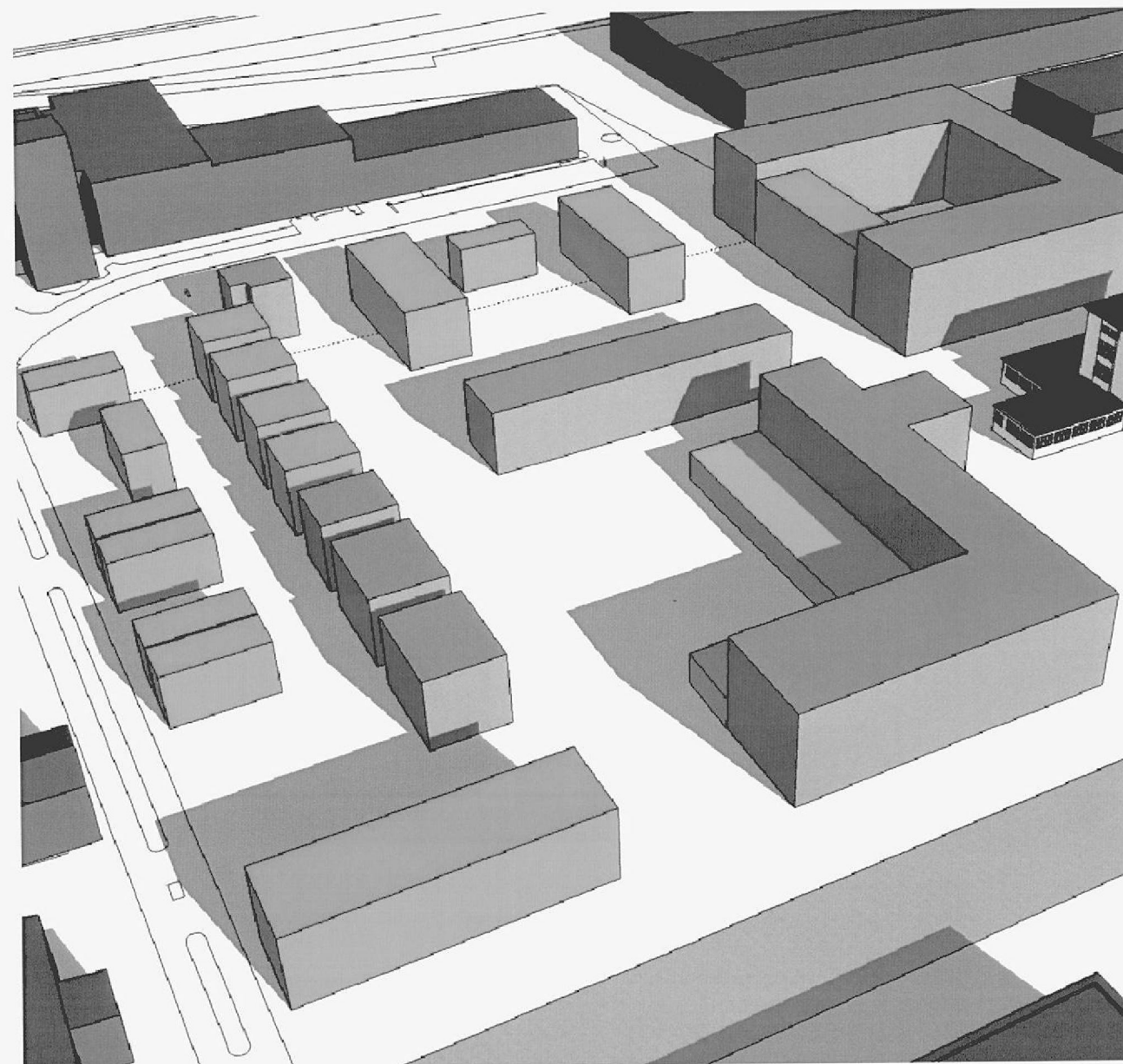


Proposed Massing

Appearance Materials

Our approach to the elevational design has been to use a carefully selected limited palette of materials which respond to the local context. Specifically we have tried to reflect the Garden City ethos by proposing a range of 3 different shades of red bricks, each subtly different adding a richness and depth to the street scene. In addition to this we have included white render to reflect the former Roche Building.

These materials have been carefully distributed contextually across the site. Block 3 and 4 which sit adjacent to the former Roche Building are white render; Block 2 and 1 are predominantly brick although white render has been introduced to the elevations which face the key public space. In addition to these materials we have proposed a number of spandrel panels; this is set out upon a later page.



Materials Key

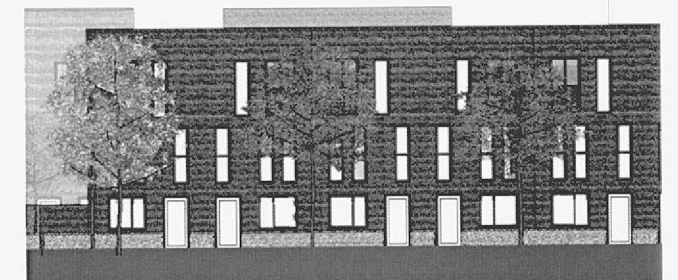


Image showing an example of brick building



Image showing an example of render building

Apperance Fenestration




Generally all homes have large full storey glazing, this provides the following benefits;

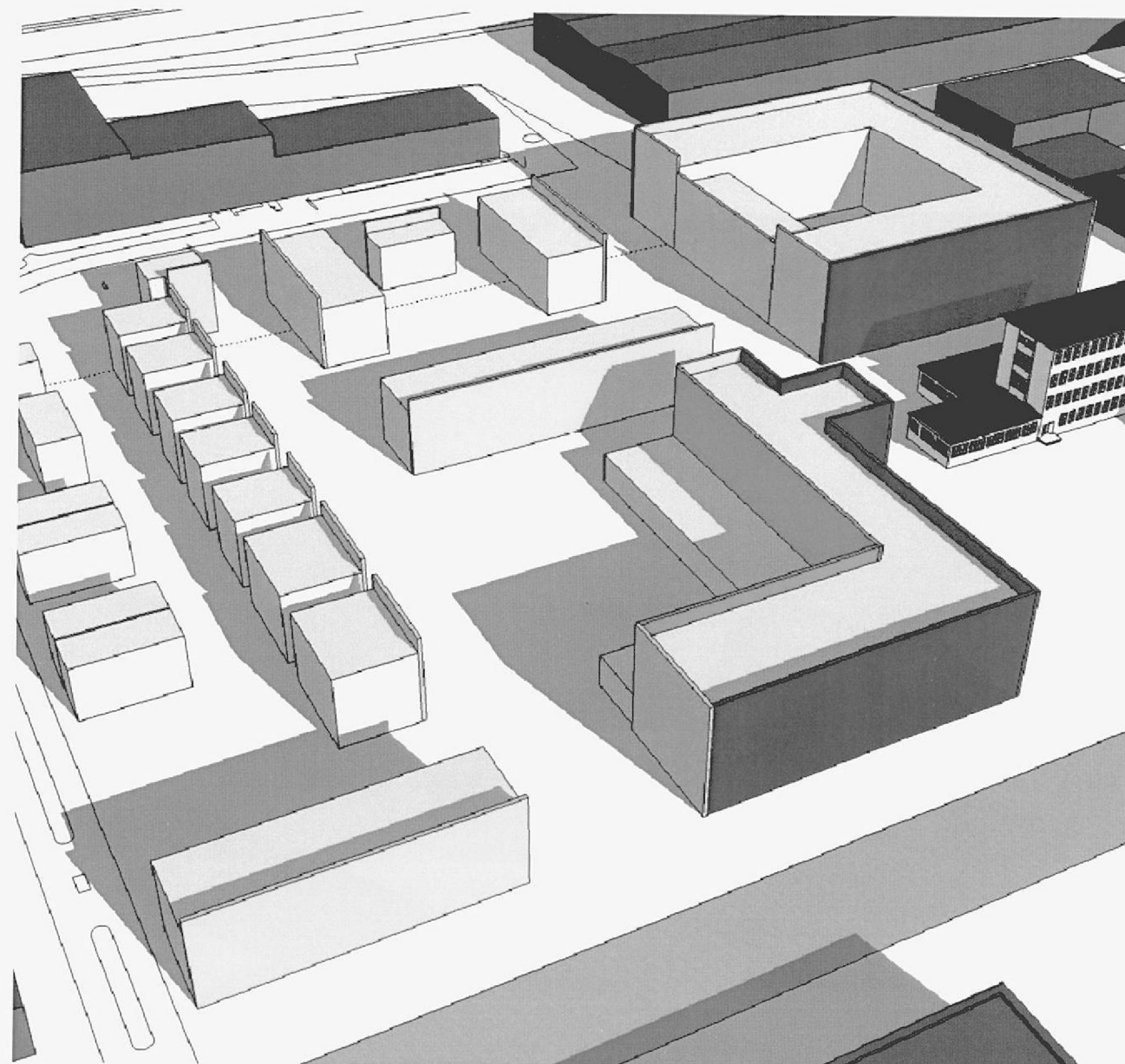
- Permitting the maximum connection to the street
- Maximising the daylight penetration to the room
- Adding height to the elevation

The SPD states that 'The site should maintain its industrial character'. The rhythm and simplicity of the former Roche Building has been echoed in the design of the elevations adjacent to it, the north elevation to Block 3 and the west elevation to Block 4.

Specifically we have grouped the windows to create larger openings which are simply stacked one on top of another. The fenestration for the remaining elevations to these blocks has been a staggered vertically, randomising the elevations, emphasising the industrial character to the opposing elevations.

The fenestration to Block 1 and 2 has been carefully developed in order to create buildings which feel bespoke and unique, although in fact we have used three 'standard' elevational types. The specific windows locations are again randomised.

-  Large Openings Windows
-  Random Openings Windows to Key Spaces
-  Regular Openings window



Fenestration Key



Image showing an example of large openings



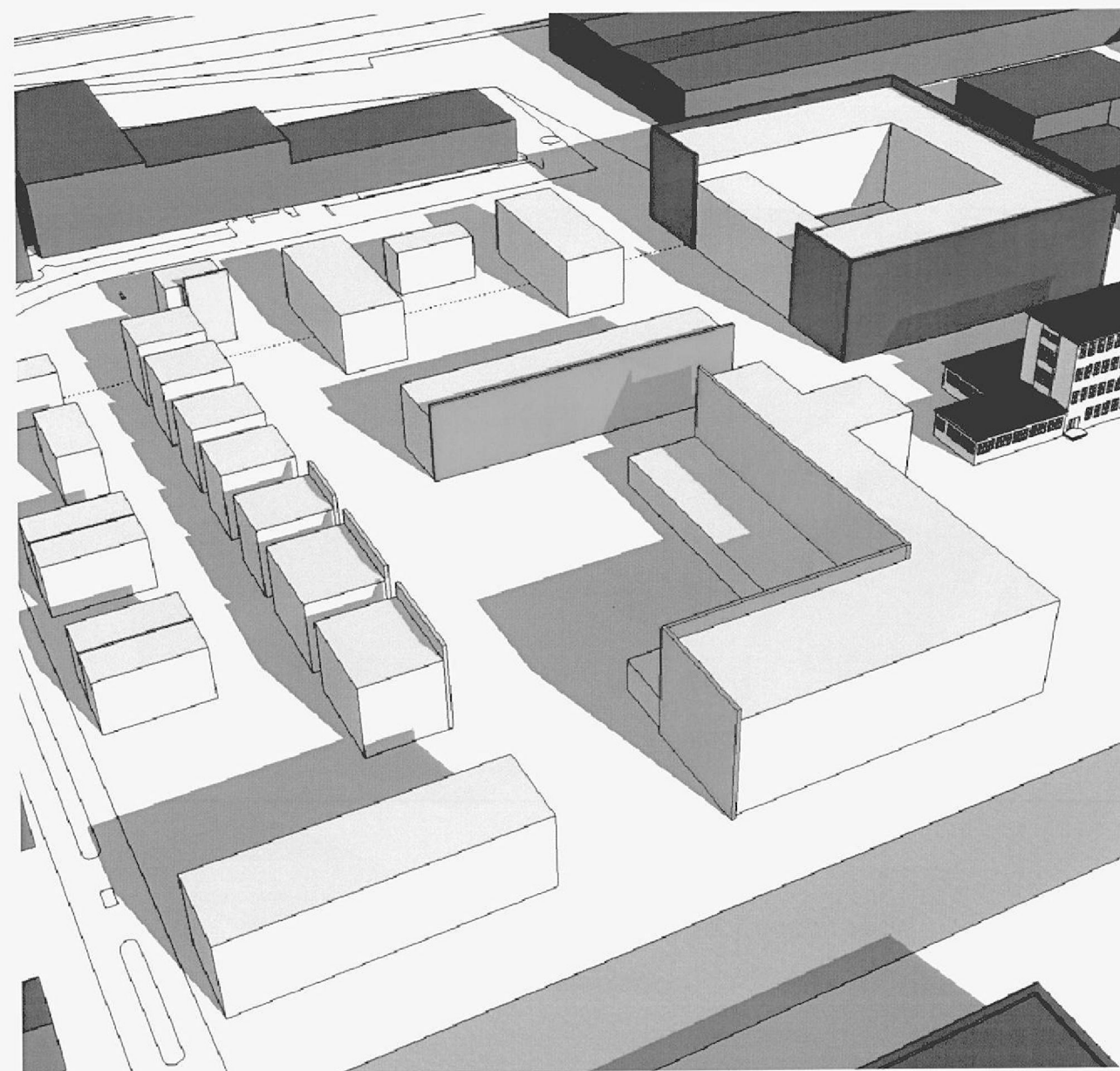
Image showing an example of industrial building

Appearance Components

In addition to the fenestration we have incorporated a number of spandrel panels to the elevations; these are the coloured opaque areas glazing which will add interest and character to the individual blocks. In many instances these spandrel panels are abutting windows, this location increases the visual size of the opening, reflecting the larger openings generally found within the industrial buildings which were within the area.

Individual block identity has been created as each block has an individual colour from which different shades are chosen, Block 1 shades of yellow, Block 2 shades of red, Block 3 shades of green, finally Block 4 shades of blue. This strategy is illustrated in the diagram to the right.

This strategy directly reflects the SPD 'the industrial character of the site should be interpreted in the design of the development creating a strong sense of identity' SPD 6.8



Spandrel Panel Areas



Example of using spandrel panels in Blue Zone



Residential use example of spandrel panels

Sustainability

George Wimpey North Thames have commissioned a sustainability consultant known as Bluesky to advise on the sustainable credentials of the proposed development at Roche. A review of the proposal has been undertaken within the wider context of the Governments Communities Plan (2003) and relevant and up to date planning policy guidance, and the Council's own Sustainability Checklist.

The key requirement in relation to sustainability is set out in Policy ENG1 of the East of England Plan which requires new development of more than 10 dwellings or 1000m² of non-residential floorspace to secure 10% of its energy from decentralised and renewable or low carbon sources, subject to feasibility and viable.

In light of this requirement, George Wimpey are keen to use their best endeavours to secure a scheme which makes a significant contribution towards reducing CO₂ emissions and therefore propose to incorporate renewable technology to allow 10% of the energy demand of the new residential development to be provided through renewable sources such as a gas fired CHP contained within Block 4 and Solar Hot Water Heating to the south/ west facing elevations of 22 no. houses.

A Sustainability Statement has been prepared and submitted as part of the planning application package which contains more detail.



Landscape

SPD Landscape Guidelines

The SPD notes that the character of the city is influenced by 'landscape design, the quality of its spaces and the interrelationship with the built form'. It identifies a number of key features that apply to the landscape design of the site, including:

- tree lined avenues and high quality open space;
- multifunctional community parks and attractive play spaces for children;
- use of materials to define public and private space; and
- the inclusion of specific tree species typical of the character of Welwyn Garden City such as lime, Swedish whitebeam and Lombardy poplar.

Existing landscape features

The most important of the existing trees are found in the open space adjacent to the Roche building and include species such as Maidenhair tree, sweet chestnut, false acacia, walnut, crab apples, as well as two rare species of southern beech. These will be retained in order to maintain the setting to the Roche building. The less important trees in this area such as the poplar, larch and cypress will be removed to facilitate the layout. In addition, the fastigate oak along the Broadwater Road will be retained.

Landscape and Open Space Strategy

The principle aims of the strategy are:

- to provide public open spaces that form focal points within the scheme;
- to provide high quality open space and attractive play spaces for children;
- to provide pedestrian walkways linking the areas of public open space;
- to maintain the central areas free of cars and available to pedestrians only;



Trees to maintain the setting to the Roche building

- to use the hard landscape treatment to define these different areas;
- to retain the trees that provide the setting to the listed building;
- to provide a strong landscape framework of tree and shrub planting;
- to select tree species that reflect the landscape of Welwyn Garden City.

Landscape proposals: Open space and pedestrian areas

A significant proportion of the site is given over to open space interlinked by pedestrian walkways radiating from a central square. The open space to the north east is defined by the Roche building and includes the more unusual tree species noted above. A pedestrian link through this area from Broadwater Road will be lined with plane (*Platanus orientalis* 'Minaret'), while shrub planting will include linear blocks of uniform planting reflecting the fenestration form of the existing building.

The area of public open space between Blocks 2 and 3 includes a passive recreation area with seating for local residents and a LAP for children's play. Planting defining this open space will also soften the flank walls of the adjacent undercroft parking. Climbers will be trained along these walls to create a 'green wall' supplemented with trailing plants from planters on the terrace above. A group of pin oak will be planted to form a focal point in this area. A further open space, to the west of the central square, reinforces the pedestrian east-west link and open space across the site and will be planted with plane trees providing scale to the block of flats immediately to the north. A second LAP defined by a low timber knee rail will be provided in this area.

The central open space or square will be surfaced with block paving and again planted with plane trees. Trees will be planted in tree grilles. Rows of setts, laid out in a grid pattern, will link the tree planting and serve to visually break up the areas of block paving. This grid arrangement of tree planting and hard surface treatment forms the backbone of the north-south pedestrian walkway that links the northern and southern access roads. Swedish whitebeam will be planted in this area, again in tree grilles.

The internal courtyard to Block 4 above the undercroft parking includes raised shrub beds with a central grass area and seating. Tree planting in planters will include either *Amelanchier* 'Ballerina' or *Betula jacquemontii*. Shrub planting will include species tolerant of dry conditions such as lavender, juniper, convolvulus as well as phormium and cistus.

Landscape Proposals: Access roads and boundary treatment

The principal access routes at the northern and southern ends of the site are tree lined providing a green corridor and landscape setting to the buildings. Along the southern access road, Italian alder, generally regarded as a good street tree, will be planted in shrub beds 2m in width. The trees are set back at least 6.0m from the frontage of the building allowing sufficient depth for the full canopy development of the tree. Italian alder will also be planted along the northern access route.

The garden areas to Blocks 1 and 3 forming the frontage to the eastern boundary of the site will be defined by hedge planting and railings creating a uniform and crisp edge set back from the public footpath.

The western boundary will again be defined by tree and shrub planting including Lombardy poplar, a signature tree in the landscape of Welwyn Garden City. The southern boundary will be defined by shrub planting and trees, such as *Malus tschonoskii* recognised for its spring flowering and autumn colour.

Landscape proposals: Hard landscape treatment

The hard surface materials have been chosen to reinforce the different character areas that make up the development. The main pedestrian square and walkways in the central areas of the site will be surfaced with concrete block, such as Marshalls keyblock setts, with Andover setts as surrounds and trims. The access roads will be tarmacadam with transition strips of setts denoting a change of surface materials or carriageway widths. The footpaths along these roads will comprise large unit paving such as Marshalls Saxon paving. The parking areas and rear courtyards along the southern boundary will be surfaced with concrete block.



Masterplan



design process

Involvement Public Consultation

The public exhibition was held at the BioPark, off Broadwater Road located to the rear of the site. This took place on Tuesday 15 July 2008 from 2pm to 8pm. Members of the development team were available at the exhibition to answer questions and explain the principles of the proposed development. Local residents and other key stakeholders, including District and Parish Councillors were invited via a number of means including 942no. invitation letters and a public notice advertisement in the Welwyn and Hatfield Times on 7 July 2008.

At the exhibition, a preliminary concept scheme for 262no. dwellings was presented on large storey boards, which contained explanatory text, diagrams and conceptual drawings. The boards were developed in order to convey the initial scheme concept and the principles upon which it was based.

In order to gather the opinions of attendees, comments books were made available at the exhibition. In addition, anecdotal evidence was recorded by representatives from the development team based on verbal comments made by attendees at the exhibition.

Overall, around 110 people attended the exhibition, with the majority being local residents, although a few Parish and Ward Councillors also attended.

A summary of the feedback received from local stakeholders via each of these means is set out below.

Anecdotal Feedback

Verbal comments received at the exhibition were generally very positive with those attending welcoming the proposed redevelopment of the site. A primarily residential use was considered to be appropriate. Many were unaware of the Council's SPD and masterplan for the redevelopment of the area, but were pleased to hear that the area would be redeveloped. In general terms attendees stated that they were comfortable with the proposals, although some did express concern about the level of development proposed and the impact this might have on local facilities and services and the highway network, as well as the adequacy of provision for car parking. Some others queried whether the modern design approach was appropriate in the Garden City

Formal Written Feedback

Given the number of attendees, the number of formal written comments was relatively low. It was notable, however, that much of the comment received at the exhibition was very positive with attendees pleased that the site was to be redeveloped for residential purposes. This might amount for the low level of comments. Any concerns expressed tended to relate to detailed matters of design, density, parking, traffic etc. and this was reflected in the written comments, which can be summarised as follows.

Housing density

A few respondents mentioned that the proposed density was very high and expressed concern about the impact this might have on the capacity of the local infrastructure.

Housing mix

More family housing should be provided on the site to meet a high demand for such housing in the area. More houses would also ensure a greater variety of occupants on the site. One respondent stated that they would like to see more affordable housing on the site.

Design of housing

The Welwyn Garden City Society wished to see the scheme evolve to bring out a theme that links to two sides of the town. Some respondents considered the plans to be 'pleasing' and 'promising', however, another described the design as 'boxy' and out of keeping with the existing architecture. One respondent considered that the development needed to 'flow' more into the surrounding development and integrate with it.

Impact on Residential Amenity

Listed building

Two respondents commented on the listed building that it could be used as an artist's studio similar to that provided in The Galleria Court, London, while others simply wished to be kept apprised of future plans for its use. One respondent expressed concern about the three storey buildings proposed on the southern boundary on the basis that they might reduce light into their kitchen window.

Landscaping

One respondent commented on the landscaping and suggested that all trees should be 'tall and evergreen'.

Car Parking and Highways

One respondent referred to matters of car parking and traffic and questioned whether sufficient provision was proposed and expressed concern about increased traffic on Broadwater Road.



Copies of the presentation boards

Involvement Public Consultation

Response to Consultation Feedback

Following the public exhibition, the development team considered the comments received from local residents and interested bodies and whether it was necessary to make revisions to the scheme to respond to these.

The comments received at the exhibition were unusual insofar as few made layout scheme specific comments, and those that did either expressed support considering it 'promising' or made an observation about a specific point i.e. impact of 3 storey building on southern boundary on neighbouring properties. None of the attendees expressed any concern regarding the principle of redeveloping the site for a residential led scheme. Some time has now passed since the exhibition and during that time the scheme has evolved to respond to officer's comments. The scheme proposes a significantly reduced level of development (207 dwellings) compared to that displayed at the exhibition and in some areas of the site a different building form/height. The scheme, and the way in which it has evolved, is discussed in detail in this Design and Access Statement that accompanies the application. However, the manner in which it has been altered to take account of the comments received from those who attended the exhibition, can be summarised as follows:

The heights of the buildings across the site have been altered so that there is now a 'grading up' across the site from 2.5 storeys to 4 storeys from south to north. The buildings closest to the southern boundary have been reduced to 2.5 storeys with the tallest buildings being part 3/part 4 storeys adjacent to the northern boundary.

Although the scheme remains predominantly flatted, along the southern boundary and Block 2 on the western boundary now comprise houses.

Car parking for the dwellings is provided at the maximum standard.

Listed building to be retained, appropriately refurbished for a community use.

Other comments were made which related to the wider impacts of the development on local infrastructure, namely the highway and local services. The extent of those impacts, and whether existing infrastructure has the capacity to accommodate the needs of the future residents without harm and the contribution the proposed development would make to improving that infrastructure through financial contributions or physical works are dealt with in the technical assessments that accompany the application. These assessments, the methodology and conclusions of which have been discussed with the relevant statutory bodies, demonstrate that the development can be accommodated without harm. Furthermore, impacts on local facilities, can be satisfactorily dealt with via financial contribution that will be secured by S106 agreement.

In the context of the above, George Wimpey North Thames, have in the preparation of the application for the redevelopment of the former Roche site, provided an opportunity for the consultation of local stakeholders and made information on the emerging proposals available to them so that they could comment and influence the direction of those proposals prior to the submission of a formal planning application. The form and extent of the public consultation exercise entered into accords not only with the provision of PPS1, but also the Council's own adopted Statement of Community Involvement.

(For further details refer to DPP report)



Involvement Secured by Design

Prior to submitting this application we met with the local police liaison officer. Below is a list of recommendations, these have been incorporated.

In principle the Police Liaison Officer for WHBC was in agreement with the approach and design of the scheme, in terms of the Secured by Design Accreditation. Specific comments are listed below:

Secure by Design Standards to all homes regardless of tenure.

Block 1:

All garden fences to be 1.5m high close boarded timber fence with 600mm trellis, increasing the overlooking of surrounding mews courtyards
Fixed gate to mews courts entrances
Access gates to rear gardens to be robust and be lockable
Lighting to be provided, details to be confirmed after planning approval

Block 2:

Electronic Gate to parking court
Boundary to street to be 2.1m timber fence with 225mm trellis
Access gates to rear gardens must be robust and be lockable

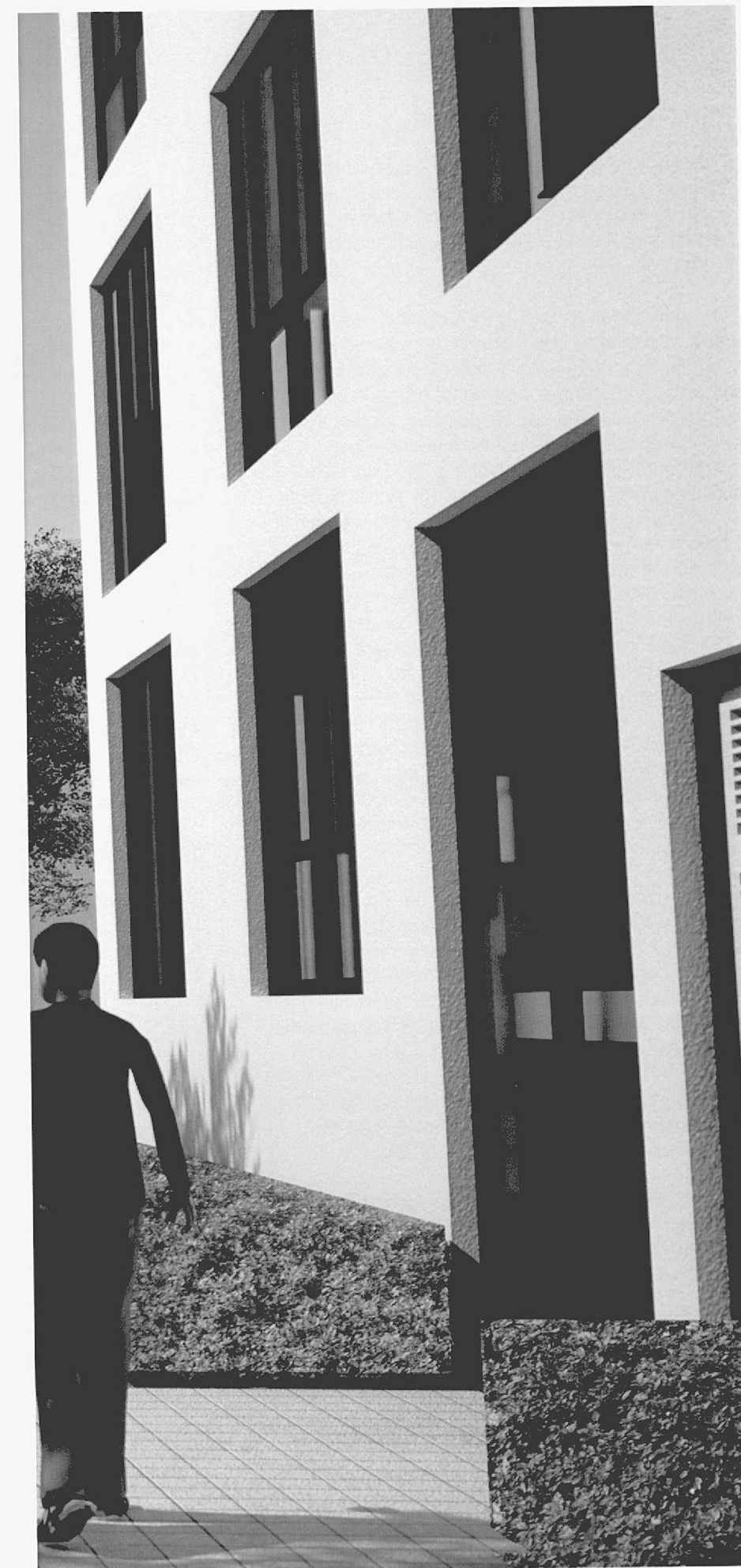
Block 3:

Secure access to parking, preference to be roller shutters
Video access to blocks serving more than 10 properties
Cycle store: secured door
Secure access to each floor of each block, restricting movement between floors.

Block 4:

Secure access to parking, preference to be roller shutters
Video access to blocks serving more than 10 properties
Cycle store: secured door
Secure access to each floor of each block, restricting movement between floors.

Street lighting must comply with BS 5489-1:2003
Front door: PAS 24:2007
Windows to be BS 7950 1997



Involvement Planning Consultation

This application is the product of discussions with Welwyn Hatfield Borough Council (WHBC), our interpretation of the draft SPD and public consultation with residents.

The scheme has been presented to the WHBC on a number of occasions as it has developed. We have taken on board the comments made by WHBC and these have informed the design process.

In the following pages are the latest comments raised by WHBC and our response.

Letter received on 30th April 2009.

WHBC comments:

The work undertaken by Urban Practitioners in preparing the SPD has resulted in an average density across the site of 75dph – this is predicated on a lower density at the Roche site where there are stronger links with the surrounding residential area.

Our response:

We are now proposing 207 units on the Roche site, at a density of 74dph. This is a reduction in 77 units or 27dph from the scheme assessed in this letter.

Housing Development	2.8	Ha
	6.92	Acres
Total Units:	207	
Total Hab Rooms	643	
Site Density:	74	dwelling / Ha
	30	dwelling / acre
	230	hab rooms / Ha
Coverage	21,917	sqft/acre

1 Bed	80	39%
2 Bed	80	39%
3 Bed	39	19%
4 Bed	8	4%

Flats	160	77%
Houses	47	23%

Extract of the schedule of accommodation

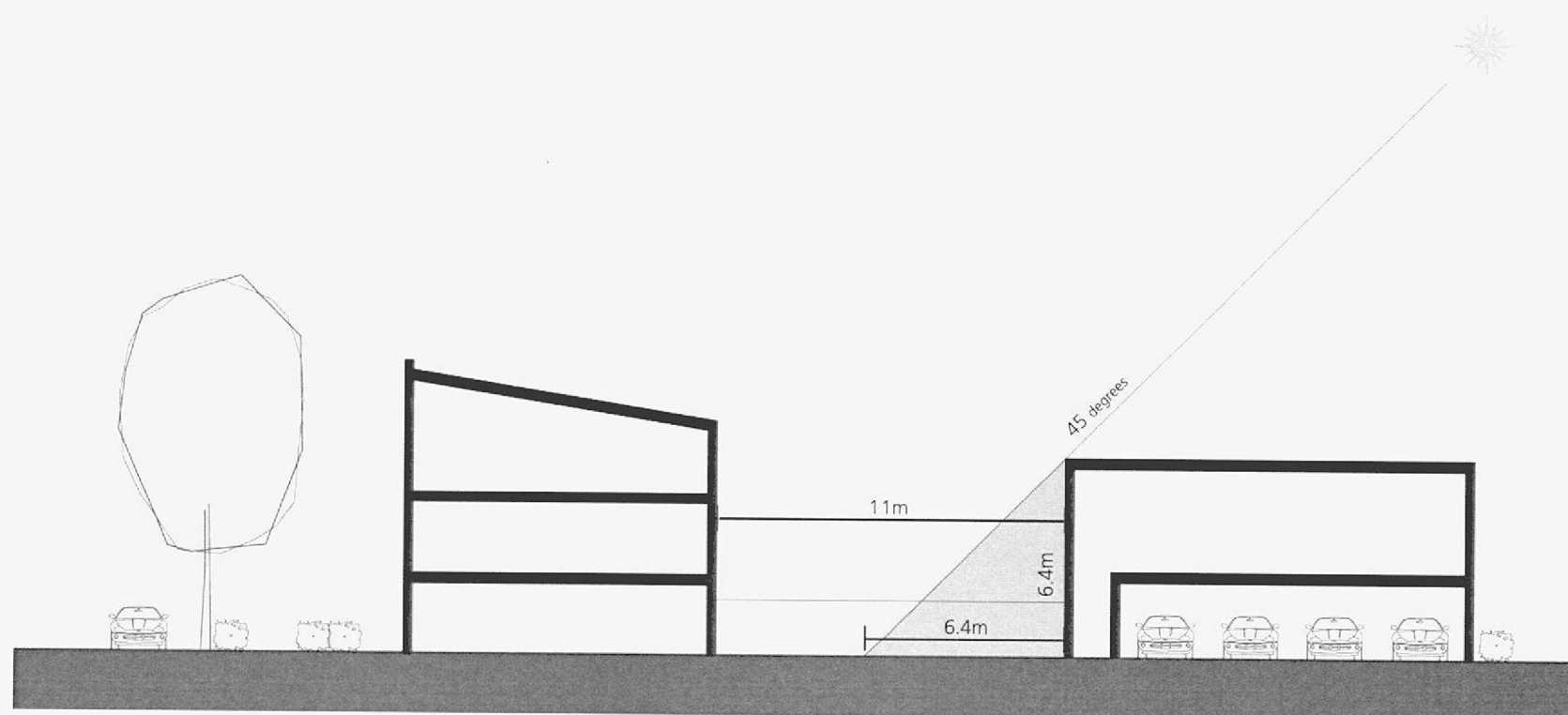
WHBC comments

Block 1

Whilst block 1 is promoting a total number of units similar to that envisaged in the masterplan there are concerns that the layout could be improved upon. The use of FOGs dominates and overshadows the rear gardens of the units in front.

Our response:

As illustrated adjacent, there is just a small portion of the private gardens that is overshadowed by the FOGs. Please note that all back gardens of Block 1 properties are facing south and that the FOGs are 11m from the rear of the house, therefore the partial overshadowing will provide some relief from the direct sun.



Section through a Fog and 2.5 storey height house

Involvement Planning Consultation

WHBC comments:

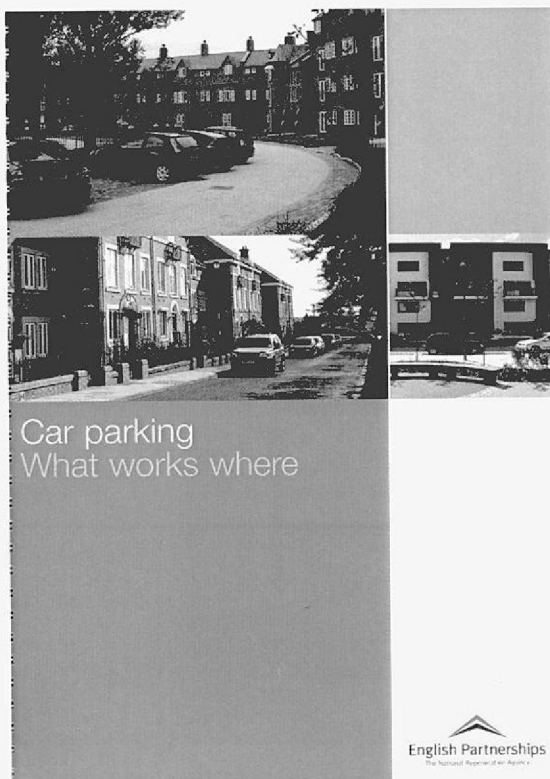
Block 1

Parking is remote and poorly related to some of the units it is designed to serve.

Our response:

All parking for Block 1 has been revised to be closer to each home. Please refer to parking plan.

Further to this we have enclosed examples of successfully built schemes which incorporate FOGS. These examples are from 'Car parking – What works where' by English Partnerships for the recommendations of how the best way to design parking spaces.



Car parking
What works where

English Partnerships
The National Partnership for Housing

'Car parking – What works where' by English Partnerships

A On plot: mews court



Formal iron railings define private spaces but don't spoil surveillance.



Integral garages to dwellings on Beacon Street

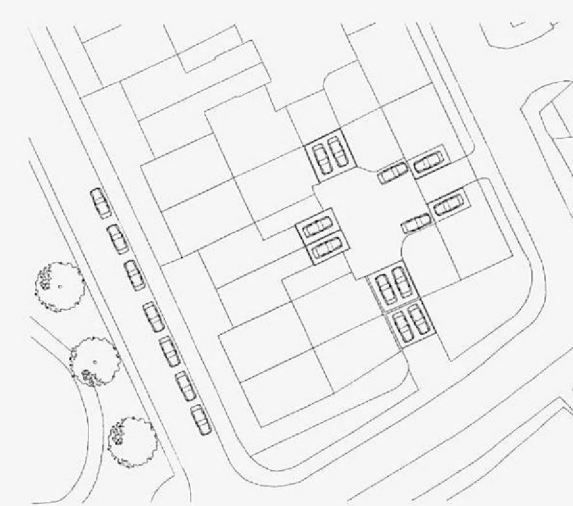
Cross-reference
See also pages 73 and 103



Garages access directly to townhouses on square



Facade around access to mews court



A Off plot: rear court / on plot: mews court



Bay windows compensate for loss of windows to street caused by garages.



Garages are designed to look like Welsh stable doors.

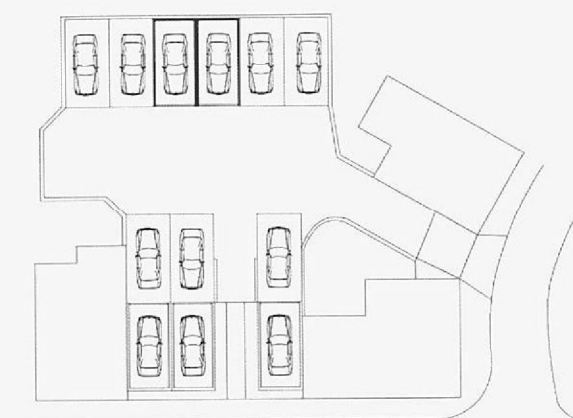
Cross-reference
See pages 61, 83, 85, 95, 103, 105 and 131



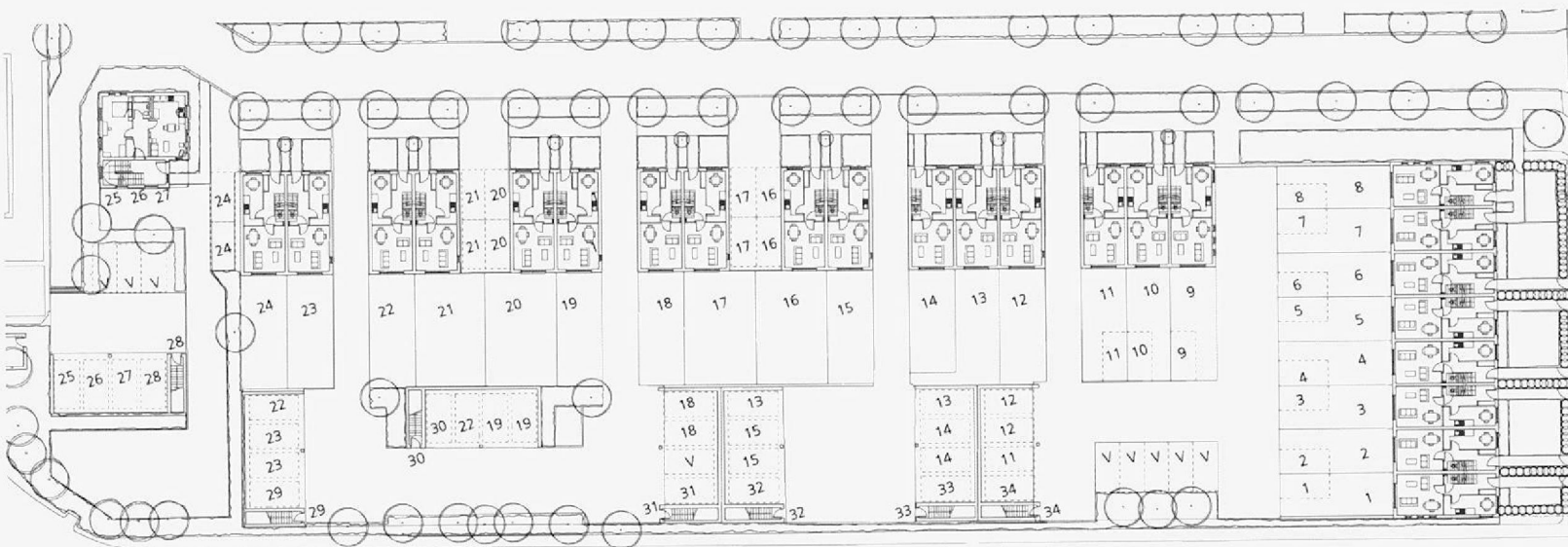
Arch emphasises court's sense of defensible space.



Steps up make access from mews on street side.



Extract of 'Car parking – What works where' by English Partnerships



Block 1 parking plan

Involvement Planning Consultation

WHBC comments:

Block 1

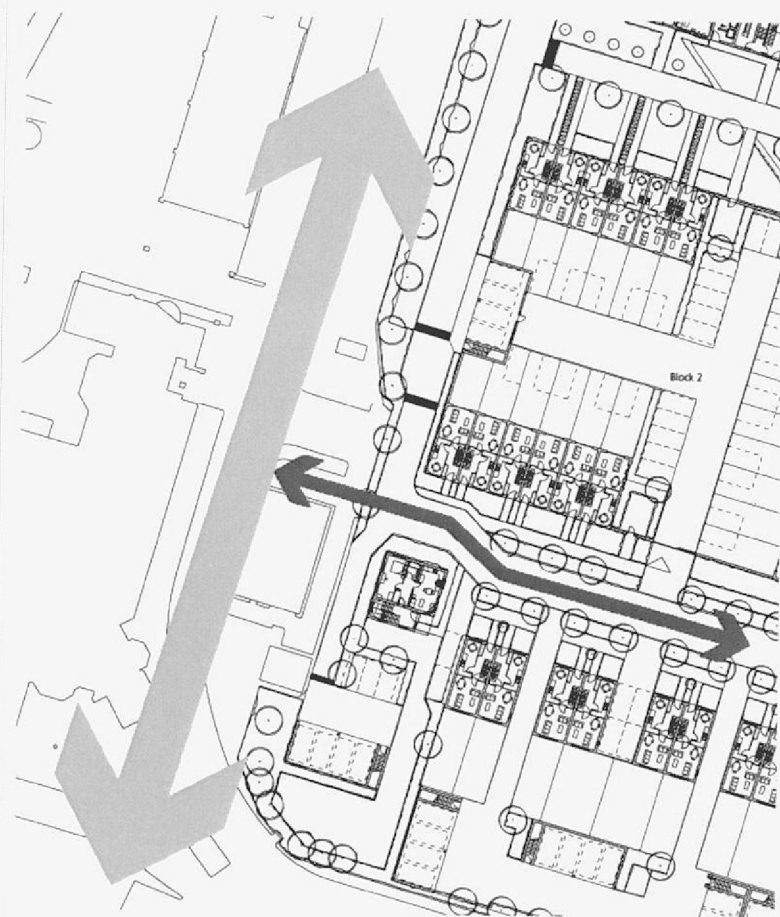
The individual block of flats seems to float within its site, not properly terminating the vista and resulting in a large area of underused land. The question must be asked as to whether this is really the innovative approach to design that the SPD is requiring.

Our response:

The SPD envisages an off site internal link route parallel to Broadwater Road, this would be linked to the Roche site via a two east-west routes at the north and south of the site. In order for our design to sit within this vision we have maintained the link at the southern edge of the site, although we have partially closed it through the introduction of small block of flats as set out below.

This block has been carefully positioned in order to terminate the vista of the southern footpath (as illustrated adjacent) and signify a change in road treatment from a standard solution to a shared surface along the western edge. The reduction of the route at this point will slow traffic down and promote pedestrian movement.

If this block was not incorporated within our scheme the east-west route would terminate in a fence.



Traffic deviates



Above: Vista of the southern footpath
Below: Vista of the southern road

Involvement Planning Consultation

WHBC comments:

Block 2 and 4

These blocks are both promoting a perimeter block design. The SPD notes that a robust perimeter block form is preferred for the majority of block structures but as a comparison the SPD had envisaged houses rather than flats in block 2 and a significantly lower number of units in block 4.

Our response:

Block 2 has been transformed to a perimeter block of 24 houses, in lieu of 90 flats (a reduction of 66 units). Further to this we have removed a storey from Block 4, a reduction of 12 units, from 106 to 94.

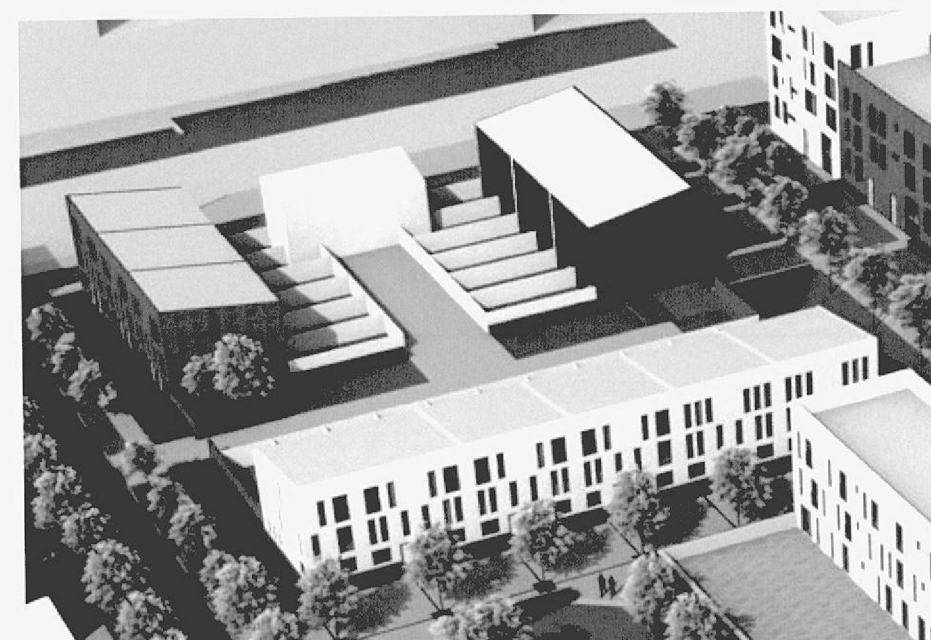
WHBC comments:

Block 2 and 4

The SPD advises that all residential units should have access to individual or communal private outdoor space which should be attractive, functional and appropriate in size to the estimated number of inhabitants it will serve. In comparison to the SPD there is a significant increase in the numbers of units promoted by these two blocks and there are concerns that the internal courtyards will feel dominated as a result.

Our response:

Please see previous response.



Block 2 Previous scheme(above) and new scheme (below)



Block 4 Previous scheme(above) and new scheme (below)

Involvement Planning Consultation

WHBC comments:

Block 4

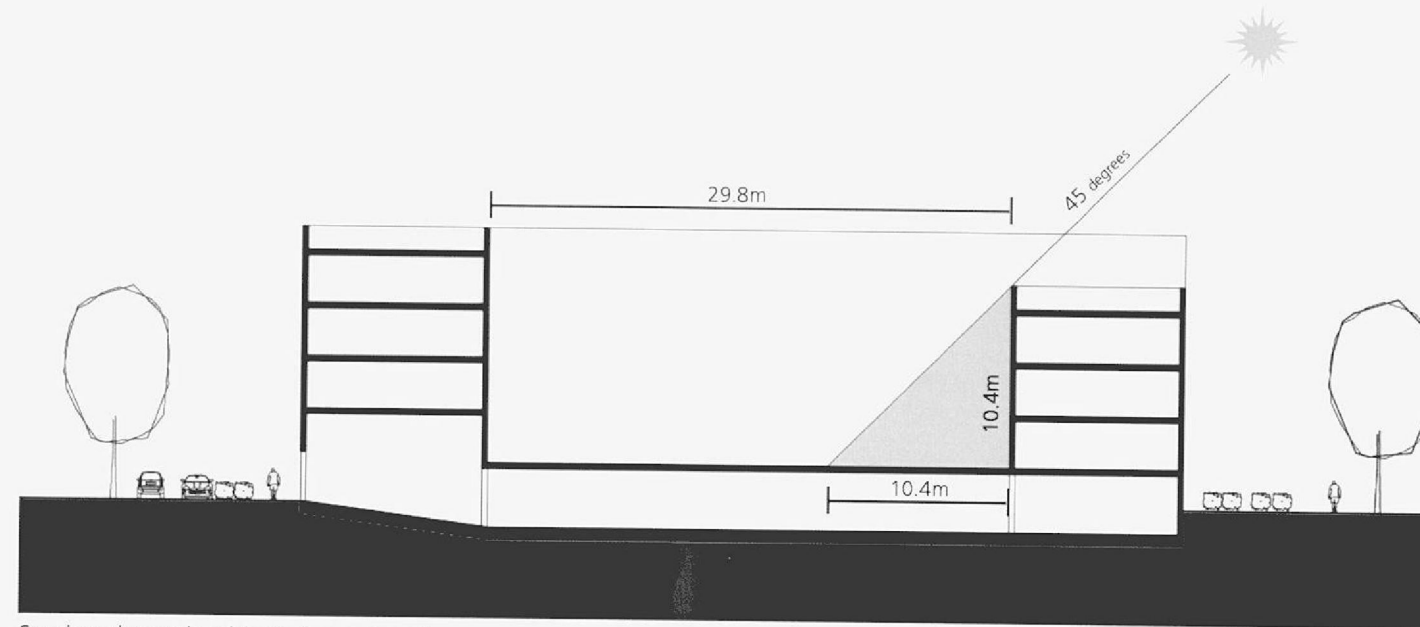
The SPD advises that all residential units should have access to individual or communal private outdoor space which should be attractive, functional and appropriate in size to the estimated number of inhabitants it will serve. In comparison to the SPD there is a significant increase in the numbers of units promoted by these two blocks and there are concerns that the internal courtyards will feel dominated as a result.

This is partly due to the fact that the design is promoting single aspect rather than dual aspect flats and building heights that are greater than those envisaged in the SPD for the Roche site.

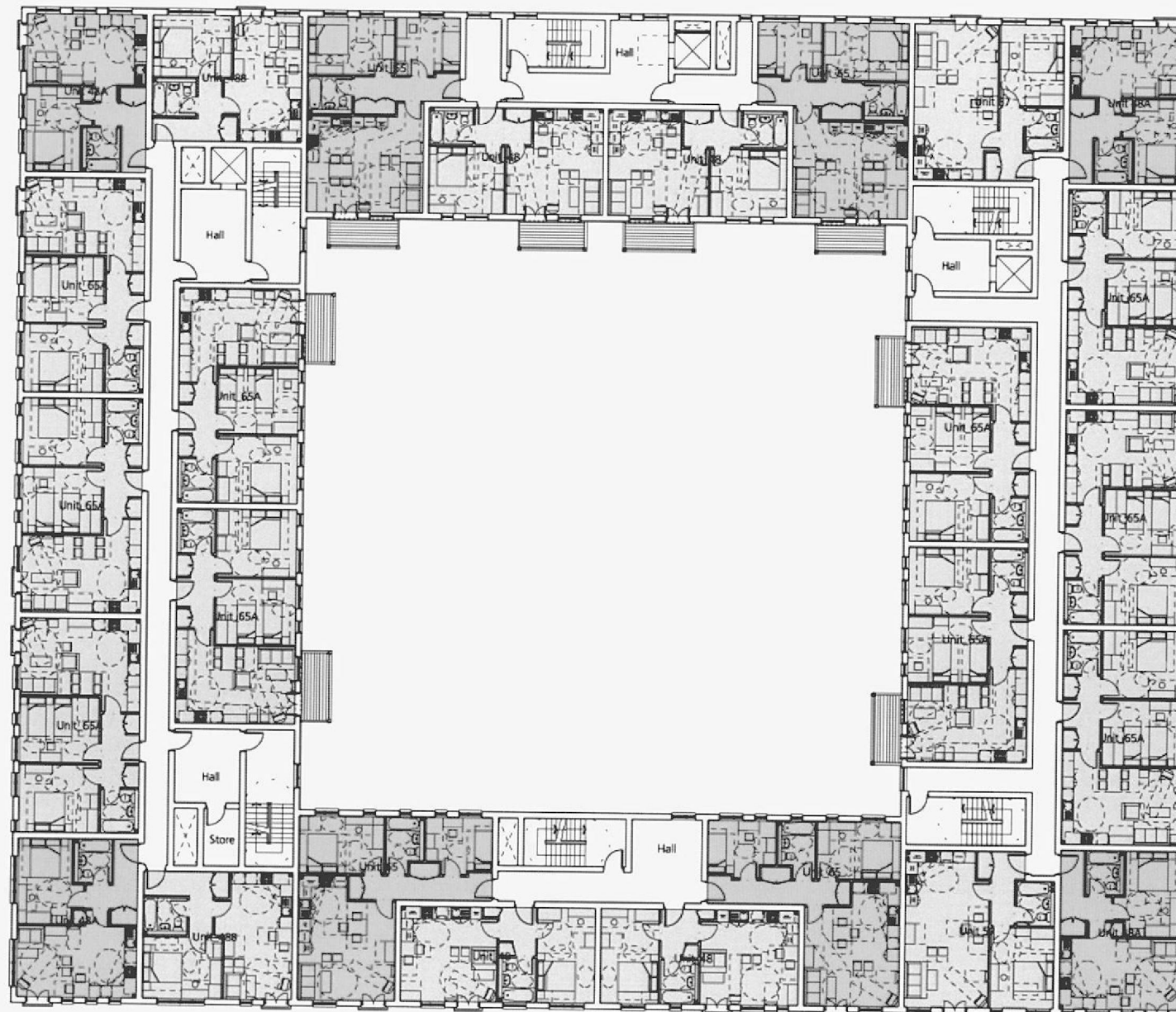
Our response:

Please refer to diagram for single / double facing units, highlighting that for Block 4 we have a total of 63 single aspect properties. The majority of these are east, west or south facing with only 6 flats facing north.

This is a typical building typology used by the housing industry, whether private or affordable. Although double aspect properties have benefits the amount of circulation area required along with additional lifts and stairs often make this solution economically unviable.



Section through a block 4 courtyard



Block 4 typical floor layout

-  Single aspect units
-  Double aspect units

Involvement Planning Consultation

WHBC comments:

Block 2 and 4

Given that the design of the blocks utilises undercroft parking, it is also questionable as to how the management of the internal courtyards will be viable without some sort of vehicular access. It may be useful to consider whether a break in the perimeter block design to allow such access would be useful in terms of future management/maintenance.

Our response:

It has been confirmed by the landscape architect that the maintenance of the landscape and courtyard does not require vehicle access.

WHBC comments:

Block 2 and 4

There are also concerns as to the liveability of the perimeter block design promoted in terms of the internal layout of the flats, access, storage, views and the general amenity for the proposed residents.

Our response:

All flats are compliant with DQS Standards; typically they are a larger size than the majority of private developments. Further to this the DQS Standard requires access and storage to be a material consideration.

All flats will benefit from views and have access to the semi-private courtyard, some homes further benefit from private balconies.

WHBC concerns:

Block 2 and 4

Both blocks are proposing internal balconies which will sit on the northern aspect of the south-facing dual aspect flats. These will receive little sunlight and so it is questionable that these would ever be used.

Our response:

North aspect balconies have been removed.

WHBC comments:

Block 2 and 4

Active street frontages are encouraged in the SPD to maximise natural surveillance and it is noted that you have sought to include entrance points to the blocks as a way of increasing activity.

The SPD advises that lower rise buildings should be accommodated at the southern end of the site to respond to the adjacent residential character. Medium rise would be appropriate across the majority of the site and buildings should not be more than 5 storeys in height. Where four or five storey buildings are proposed the following criteria will be of particular importance in relation to the design –

- Relationship to site context and wider area,
- Effect on historic context,
- Relationship to transport infrastructure,
- Architectural quality of the building,
- Design credibility,
- Sustainable design and construction,
- Contribution to public space and facilities,
- Effect on local environment and amenity of those in the vicinity of the building,
- Contribution to permeability,
- Provision of a well designed environment including fitness for purpose.

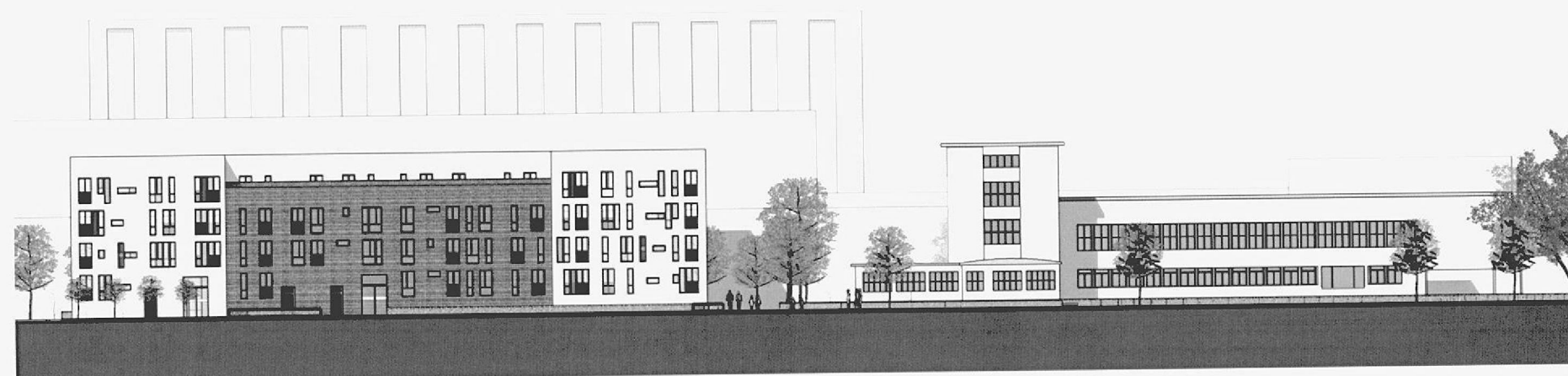
With regard to Block 4 there has not been the opportunity to discuss this building height (which is greater than that envisaged by the SPD) in relation to the impact on the listed building with the Council's listed buildings advisor. There is also a concern that this height is on the northern elevation of the block which could have an impact on the amenity of blocks to come forward on later phases (outside Taylor Wimpey's ownership). Given the Council's concerns on a number of issues relating to the perimeter blocks promoted it is questionable as to whether this block does have a strong design focus. There are concerns that it would result in a large number of residents living within a small perimeter block without there being the compensation of strong architectural or sustainability credentials to consider. So it is questionable as to whether block 4 would be considered acceptable in terms of the criteria listed above and the more detailed areas of concern.

Our response:

Block 4 has reduced a storey in height, reflecting the height of the Listed Building, we feel this is an appropriate height as the SPD stipulates the height should increase northwards.



Block 4 - Previous scheme above; new scheme below



Elevation block 4 and Listed building

Involvement Planning Consultation

WHBC comments:

Block 3

Block 3 has been redesigned to incorporate the ground floor parking within the block structure. This could be an interesting design solution to the concern that the parking to this block was beginning to dominate the central section of this site and the communal area of open space. Questions were raised as to the usability of the terrace created (in terms of noise/fumes from the car parking below) and the location of the bin storage areas (see comments below on sustainable design). Assurance would also need to be given that the green screen to the enclosed car park would be successful.

Our response:

Please see the enclosed illustration from 'Car parking – What works where' by English Partnerships for the recommendations of how the best way to design parking spaces. This example illustrates a deck above parking, although our design is an improvement upon this as we have screened our parking

WHBC comments:

General design comments

The SPD notes that a mix of residential unit types and sizes should be incorporated into the scheme to recognise the need for homes that can adapt to people's changing lifestyles over time. Whilst the scheme is promoting a mix in terms of 1 bed, 2 bed and 3 bed units, in terms of size/design it is questionable as to whether any of the housing would meet the Lifetime Homes standards.

Our response:

All flats have been designed with Lifetime Homes Standards.

WHBC comments:

General design comments

All buildings on site should be of the highest quality design and should translate the industrial legacy into an attractive residential quarter with a strong character. We are seeking a benchmark in design quality and there are concerns from the team that the elevations appear bland and are a retrograde step from earlier proposals.

Our response:

Careful consideration has been given to the design of the buildings in order to create a design which reflects the industrial heritage of the site and the Garden City ethos. Further details can be found in this document.

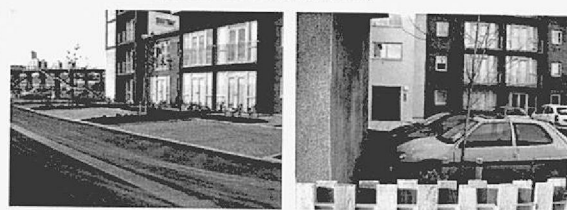
A On street, right angled to pavement



Good surveillance onto vehicles.

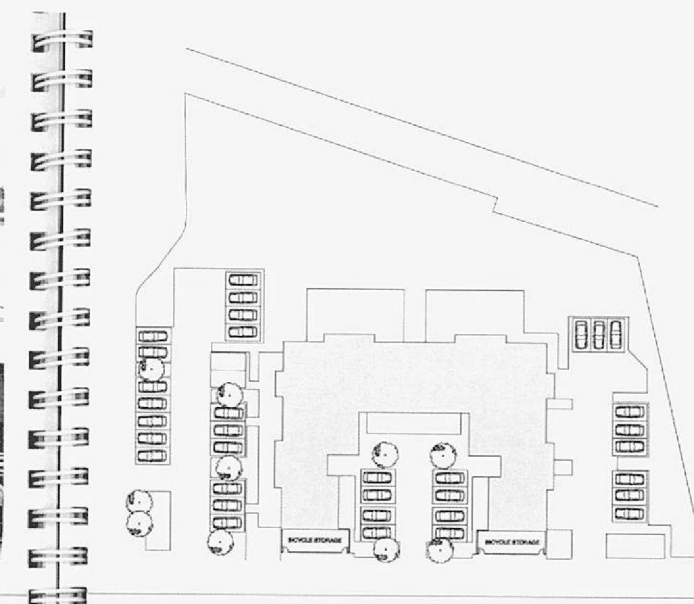
Spaces bound by river have natural security.

Cross-reference
See also pages 39, 47 and 117



Good division of bays with material and planting.

Bicycle store butts up to bays in front court.



Aerial view

Extract of 'Car parking – What works where' by English Partnerships

Involvement Planning Consultation

WHBC comments:

Transport / Parking issues

The SPD sets out a clear structure of routes and the scheme has sought to utilise the suggested layout. However, the SPD notes that a secondary connector route should be placed parallel to Broadwater Road within the site and a primary pedestrian and cycle route (no vehicles) should diagonally link the two listed structures should be established. The current plans do not set out how future routes would be connected to the TW scheme and this would be a key consideration for the Council.

Our response:

Please refer to diagram below

WHBC comments:

Transport / Parking issues

The SPD notes that that a key objective is to provide high quality pedestrian links and so pedestrian movement should be prioritised within the design of the scheme. We are therefore concerned that at points within the scheme the pedestrian footpath is lost which does not facilitate connections or permeability for the user. It is important that the scheme allows for maximum permeability and a strong structure to the pedestrian environment and it was queried as to whether there could be a link provided to the Bio Park ?

Our response:

We have endeavoured to create a pedestrian friendly and preamble scheme, but it has not possible to link our proposals to the Bio Park.

WHBC comments:

Transport / Parking issues

The team queried whether there would be any vehicular access to the central public realm area. In this regard it was considered that it would be preferable if only secure access for emergency vehicles was allowed and no access for general vehicle movements.

Our response:

Please refer to the diagram, here we have highlighted the pedestrian only zone and emergency vehicles access.



Involvement Planning Consultation

WHBC comments:

Transport / Parking issues

There is significant concern at the number of parking spaces allocated to the proposed church use. The Council's adopted parking standard for places of worship is 1 space for 10sqm gross floor area and a cycle parking standard of 1 short term space per 200sqm gfa and 1 long term space per 10 staff on duty at any one time. This represents the maximum car parking standard for the development which is the starting point from which progressive reductions in on site provision may be made, based on the accessibility of the site. As this is non residential it is possible to reduce the parking provision below the maximum standard in areas that are accessible by more sustainable modes of transport. The site is in a zone 2 location but abuts a zone 3 area. Within a zone 2 location the range of parking restraint is 25-50% of the maximum demand based standard. This would provide the basis for discussions as to the appropriate level of car parking. The ground floor area of the building alone is approximately 1189.5sqm which would equate to 119 car parking spaces. Whilst the general presumption is to impose the lower or more restrictive end of each range the range allows development to be tailored to specific circumstances. Despite raising this previously (see note of Jan 09) we have not received any information/evidence from T/W to justify 25 spaces which does appear to be very low.

Our response:

Please refer to the Transport assessment report - DTA

WHBC comments:

Transport / Parking issues

Parking for the residential units now appears to be based on the Council's adopted parking standard. However, parking to the houses seems to be poorly related and there is still a high level of on-street parking leaving very little room for visitor parking within the site. The need to have a parking management plan is therefore critical. The SPD does make some provision for on-street parking but states that this should be sensitively designed such that it forms part of the street scene but does not dominate it.

Our response:

We have designed the parking in line with the Council's adopted standards, as stated below:

- 1 bed – 0.75 spaces
- 2 bed – 1 space
- 3 bed – 1.5 spaces
- 4 bed – 2 spaces

There is a total of 35 on-street parking spaces, these are to the Listed Building (25 no.) and the Block 4 (10 no.)

WHBC comments:

Transport / Parking issues

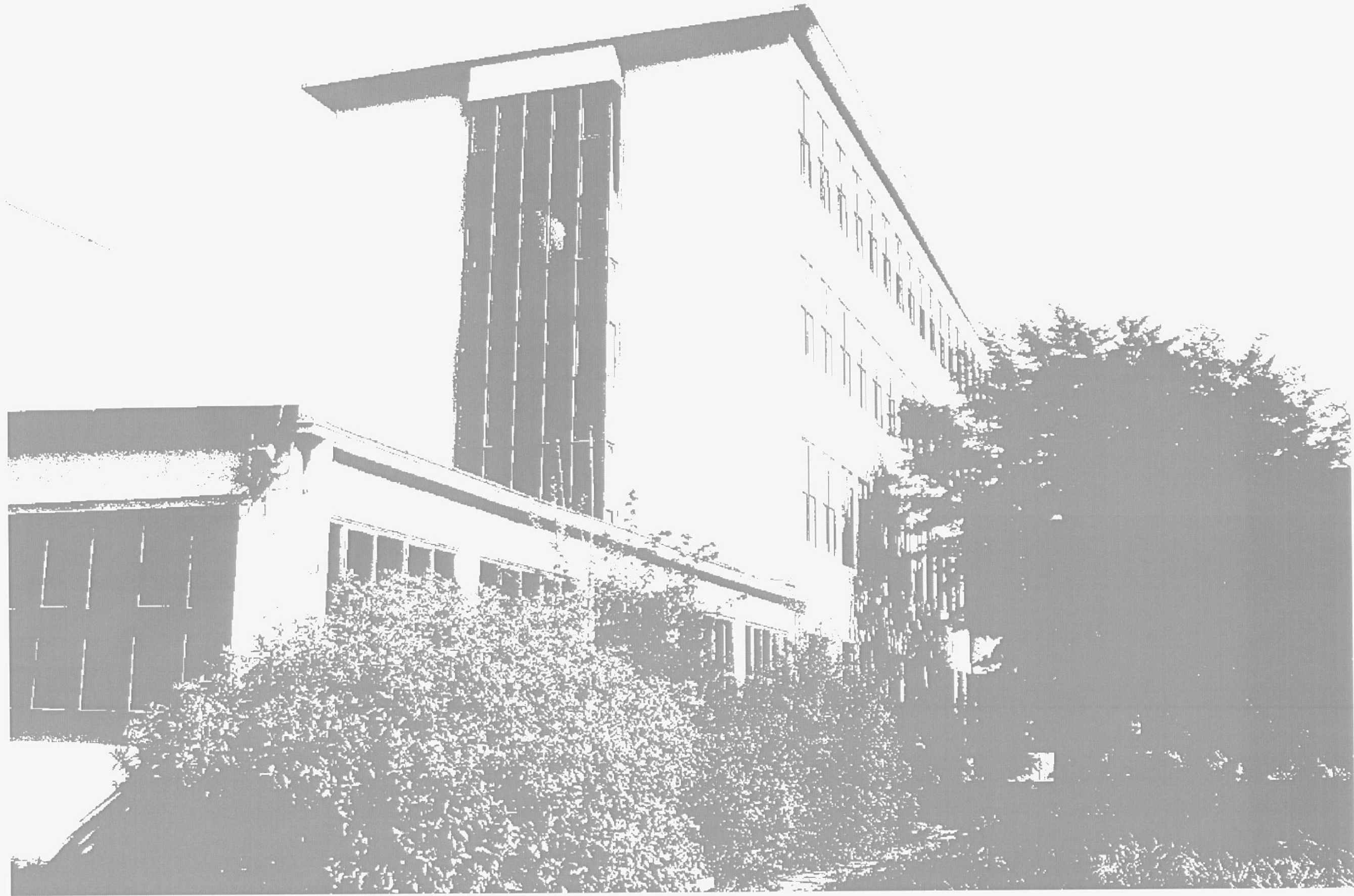
The Council's adopted parking standards do also refer to cycle standards and, where bike stores are proposed, individual cupboards for residents' use are generally preferred over open areas for secure storage.

Our response:

We have designed the cycle parking in line with the Council's adopted standards, as stated below:
1 cycle space per unit.

Specifically

- Block 1 and 2 situated on the backgardens
- Block 3 lockable store rooms at the ground floor
- Block 4 at the undercroft parking



the blocks

Block 1

The following pages illustrate the design approach for the Block 1. We have identified several key elements to this block. These include:

- small terraces or semi-detached houses
- street trees within street scene
- low shrub planting in front of homes
- soft frontage
- parking off street either next to homes or in rear parking courts
- parking courts overlooked by flats or garages
- vertical windows to increase connection with the street
- active street with front doors
- constant rhythm and simple position of windows
- mono-pitch roof to the back



Roof-scape



Verticality of windows



Constant rhythm



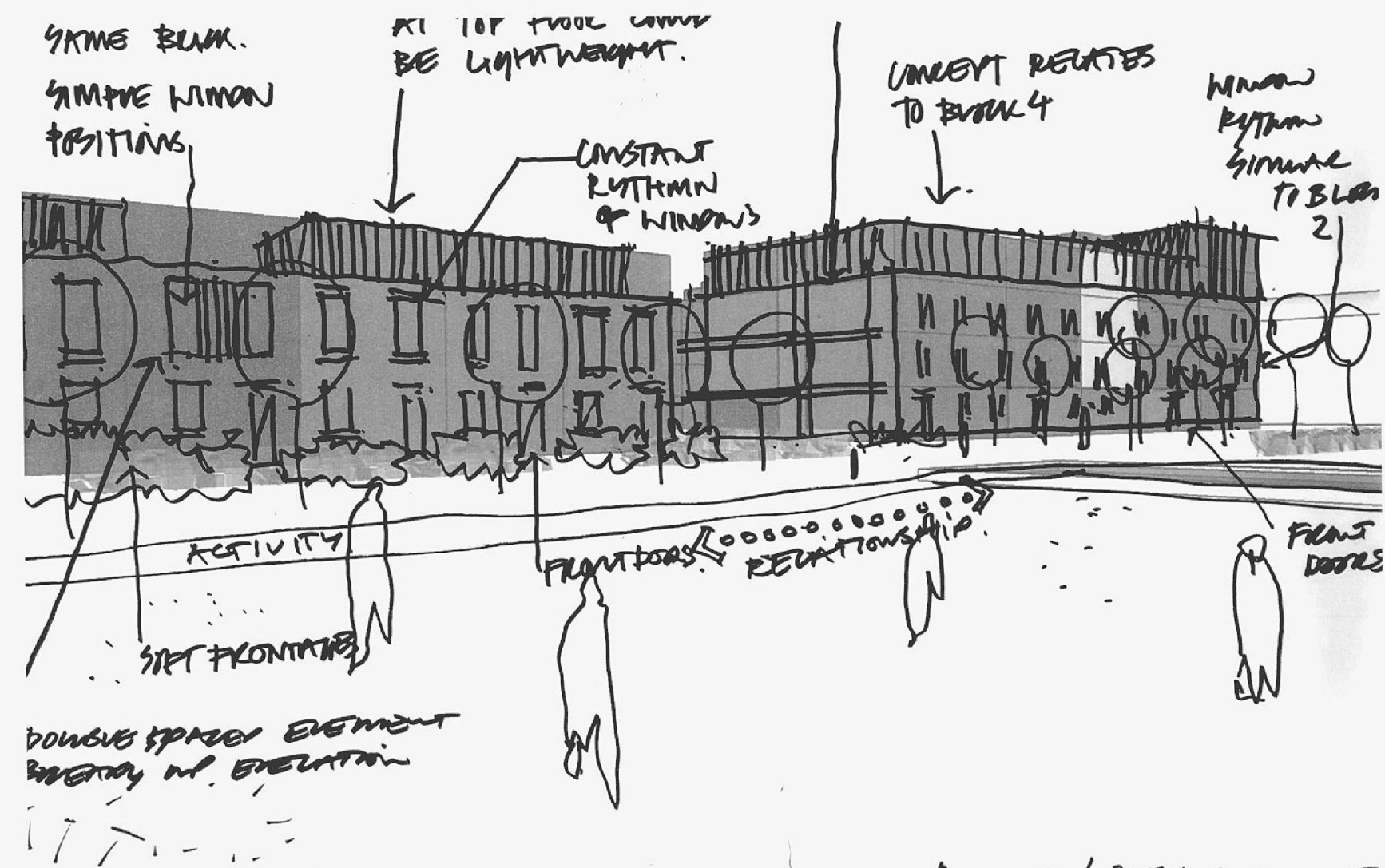
Roof-scape



Plot distinction



Semi-detached houses

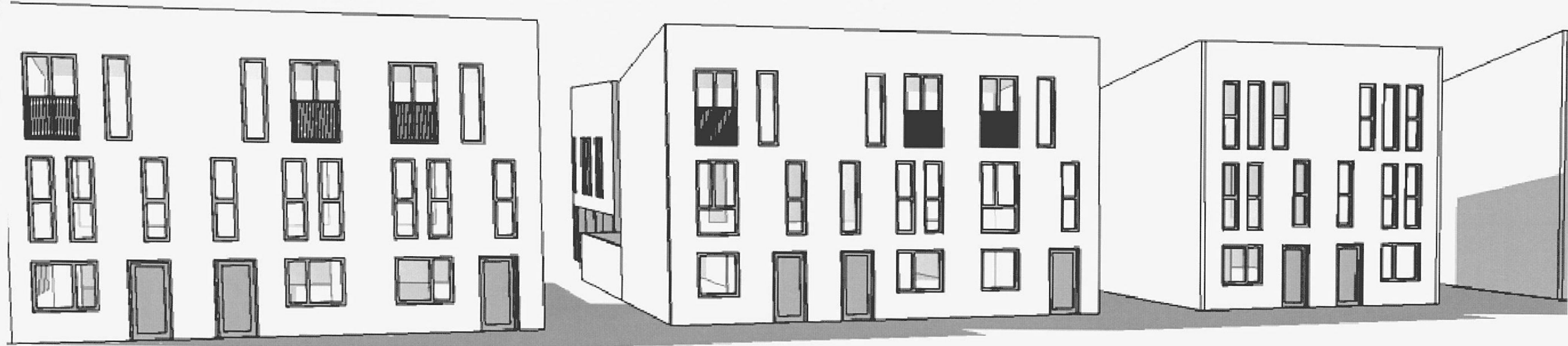


Initial concept sketch

Block 1



North elevation



Sketch view

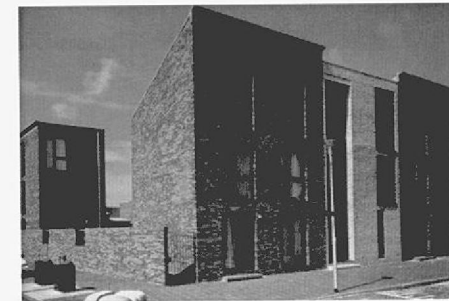
Block 2

The following pages illustrate the design approach for the Block . We have identified several key elements to this block. These include:

- street trees within street scene
- low shrub planting in front of homes
- soft frontage
- parking located at the rear, within a secured court
- no on street parking
- vertical windows to increase connection with the street
- active street with front doors
- constant rhythm and simple position of windows
- mono-pitch roof to the back



Roof-scape



Verticality of windows



Constant rhythm



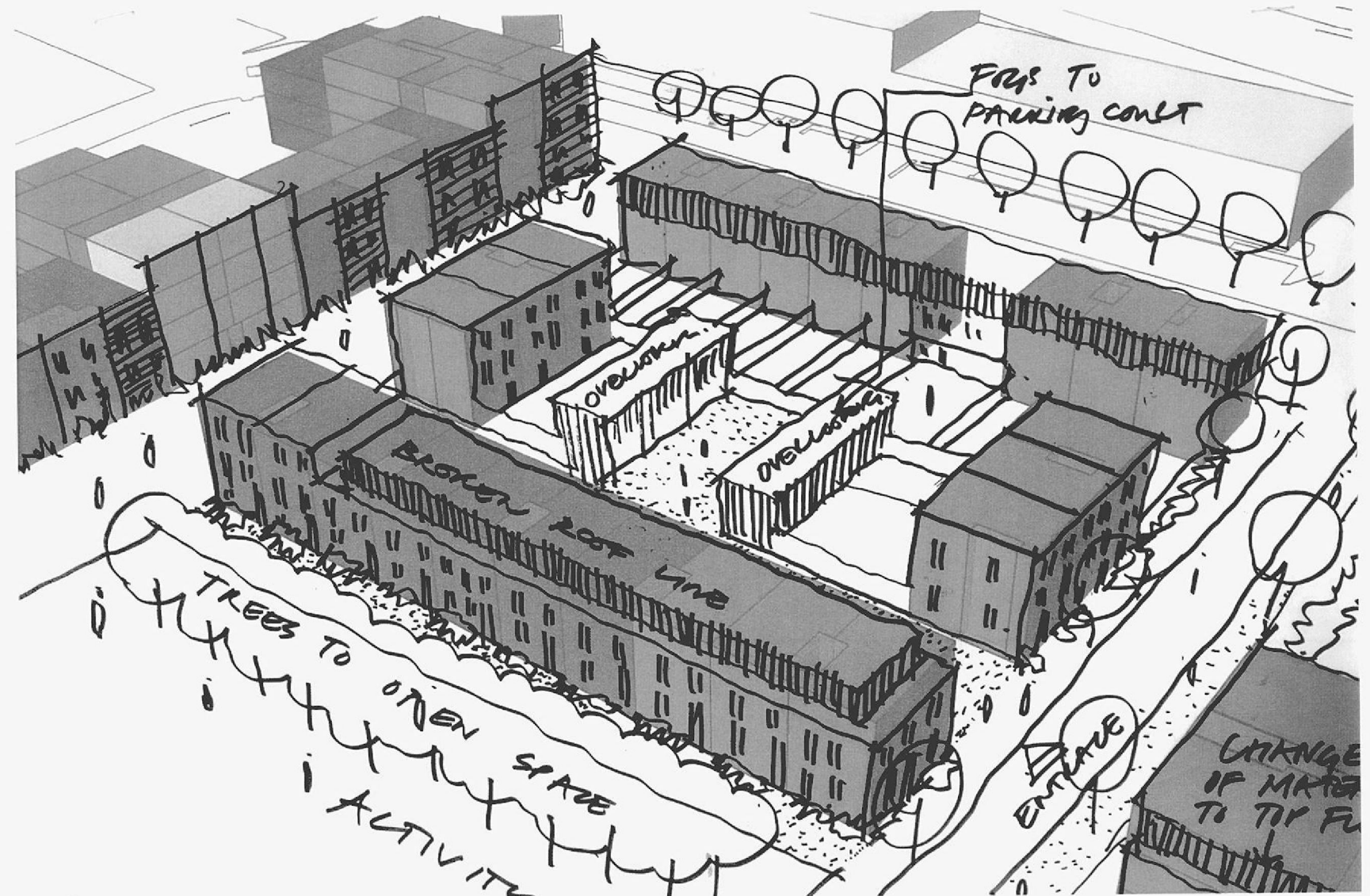
Roof-scape



Plot distinction



Semi-detached houses

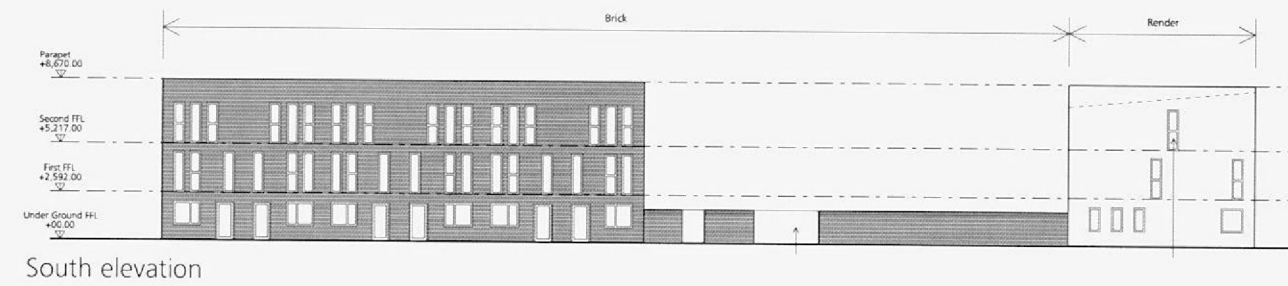


Initial concept sketch

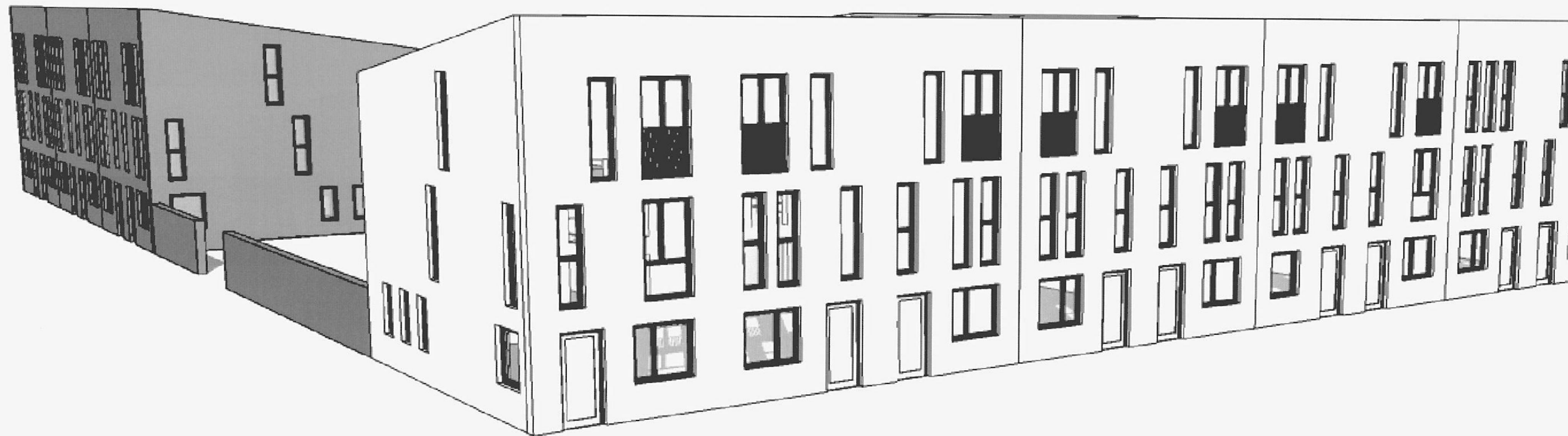
Block 2



East elevation



South elevation



Sketch view

Block 3

The following pages illustrate the design approach for the Block 3. We have identified several key elements to this block. These include:

- active frontage
- relationship with listed building and its setting
- relationship with key landscape space
- parking within grade parking structure
- green wall introduced to parking structure to soften the edge
- constant rhythm of windows to reflect Listed Building
- render
- vertical windows to increase connection with the street
- semi-private roof terrace



Repetition of windows



Opening sizes



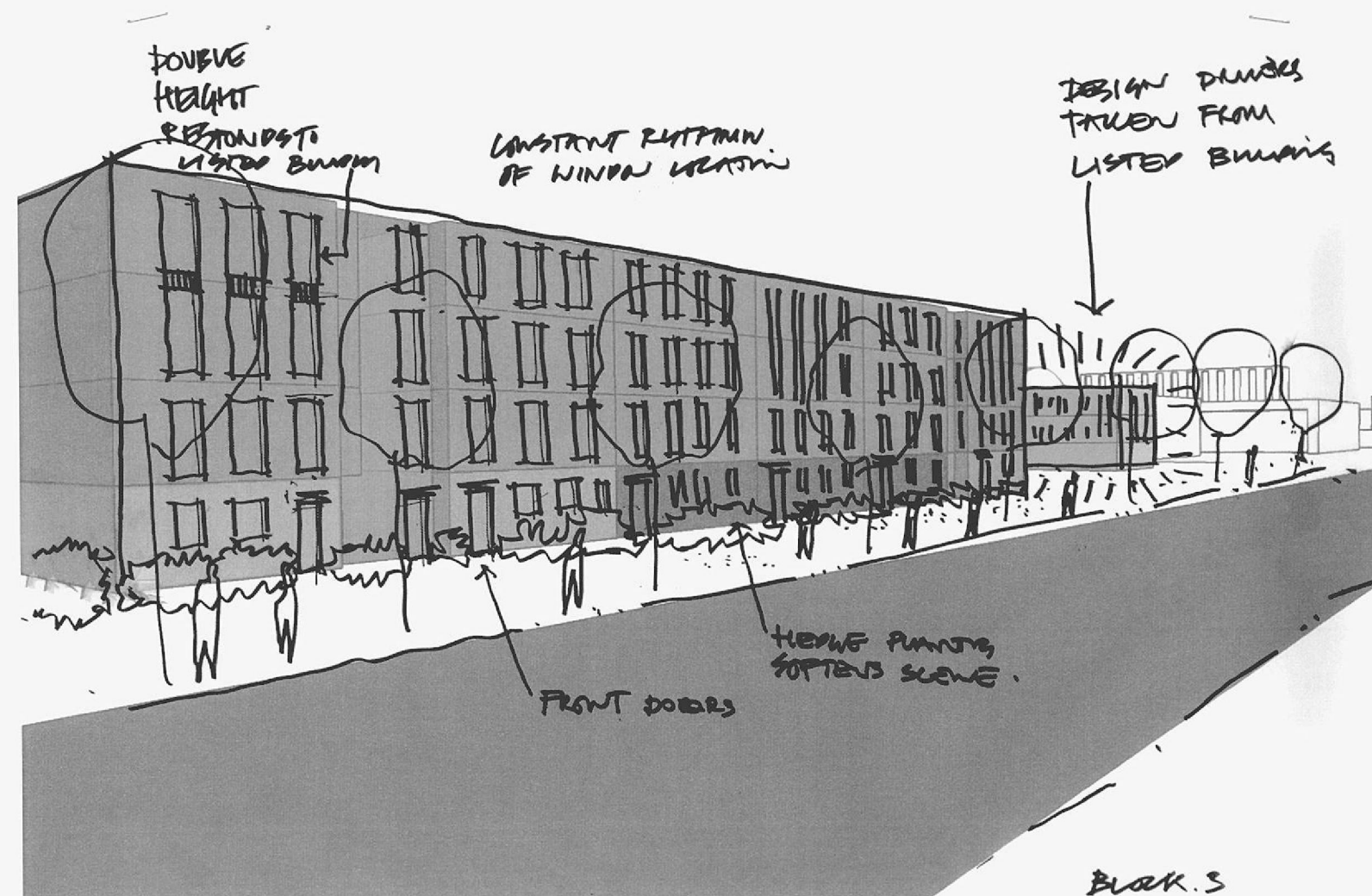
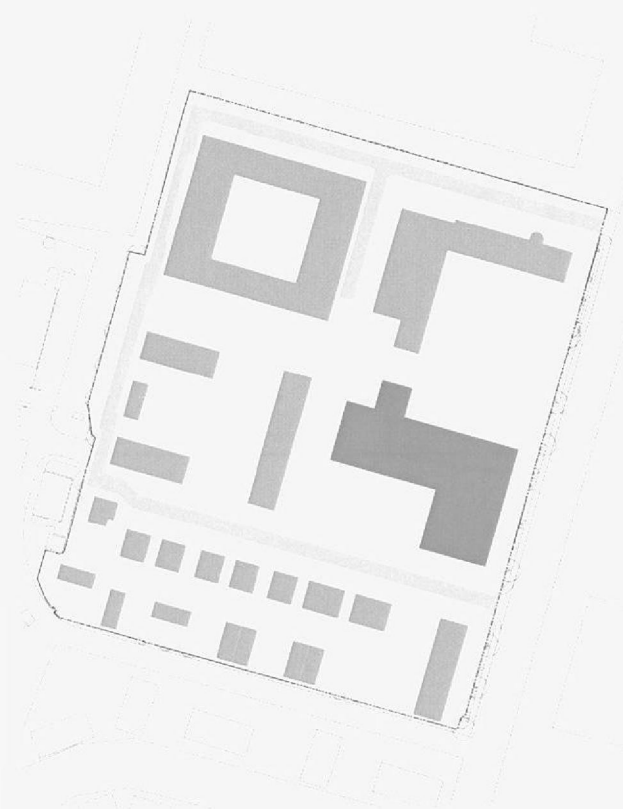
Industrial look



Industrial look



Relationship with Listed building



Initial concept sketch

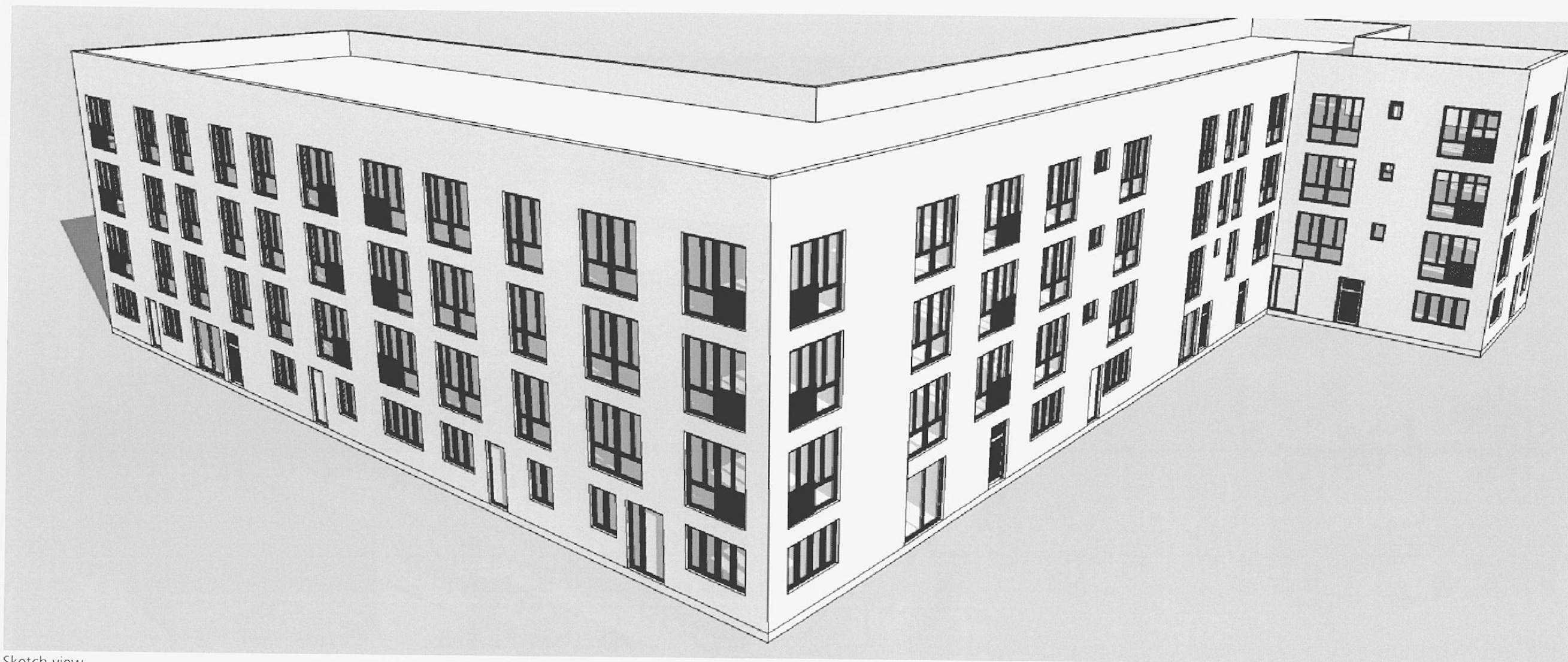
Block 3



North elevation



East elevation



Sketch view

Block 4

The following pages illustrate the design approach for the Block 4. We have identified several key elements to this block. These include:

- active streets frontages
- vertical windows to increase connection with the street
- change of materiality
- roof terraces for top units
- generous entrances
- undercroft parking, with grills for ventilation
- relationship with listed building
- render
- internal courtyard



Change of materiality



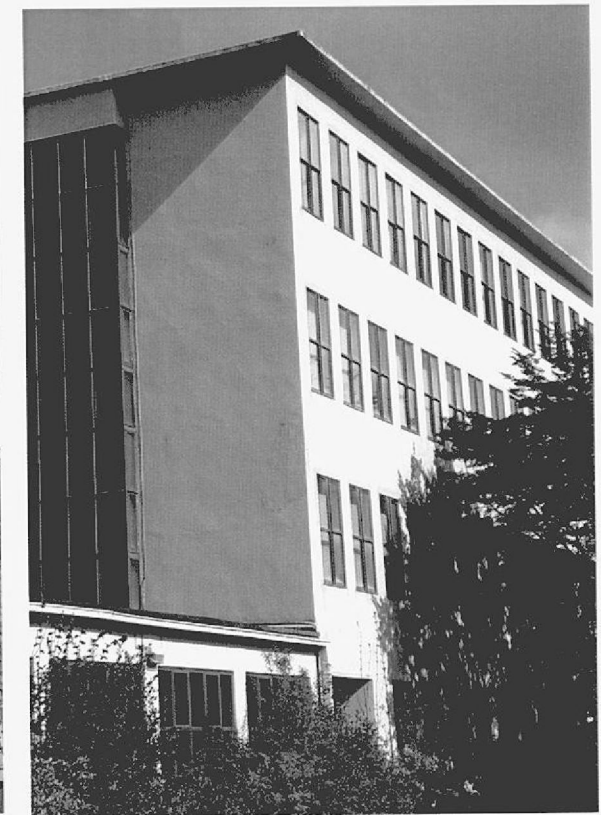
Repetition of windows



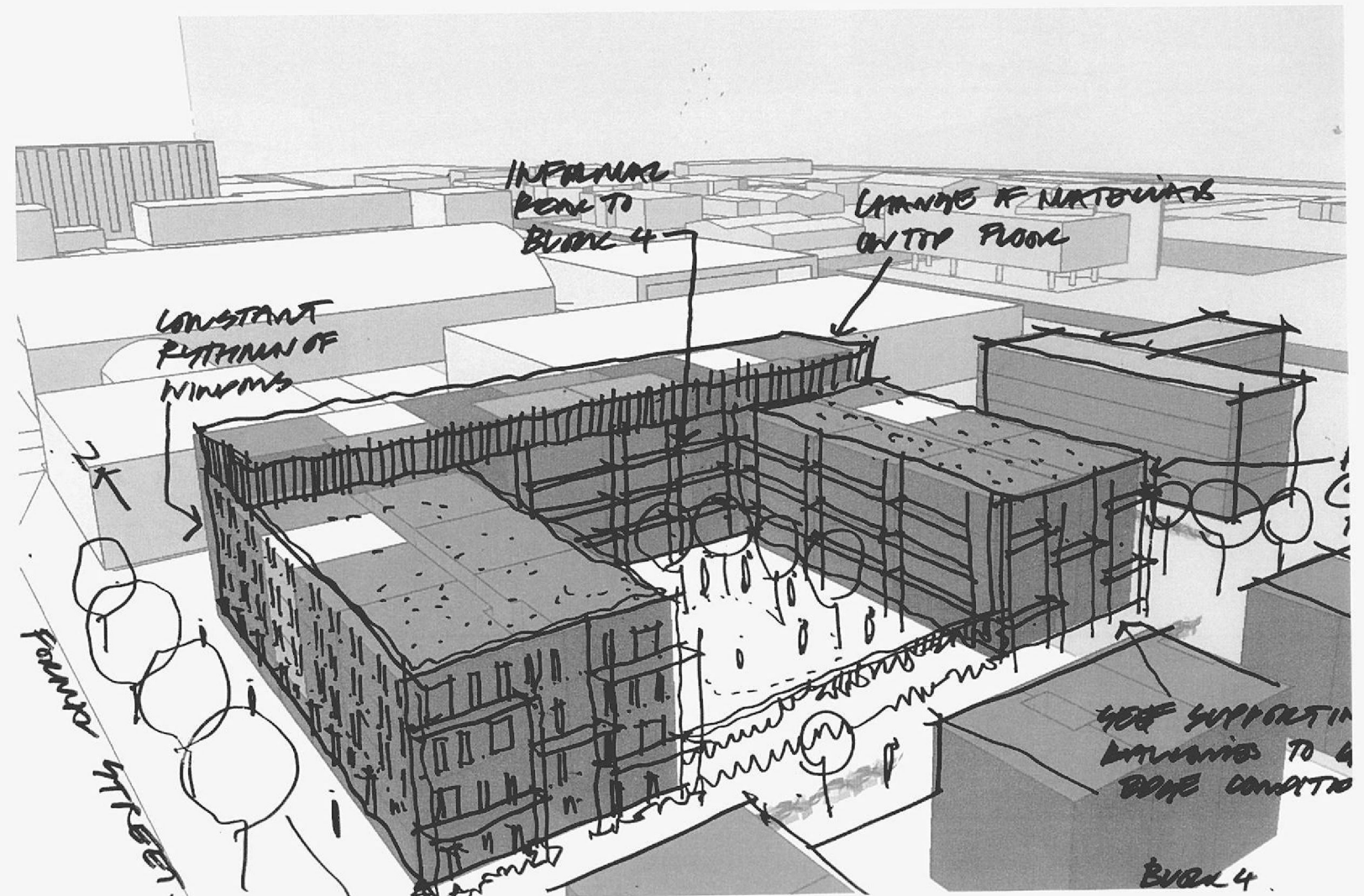
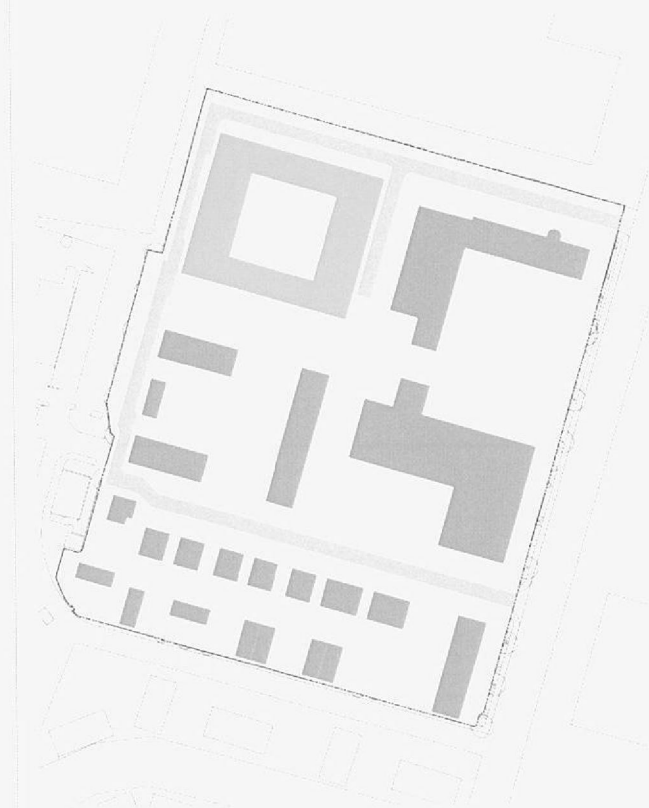
Internal courtyard



Balconies



Relationship with Listed building



Initial concept sketch

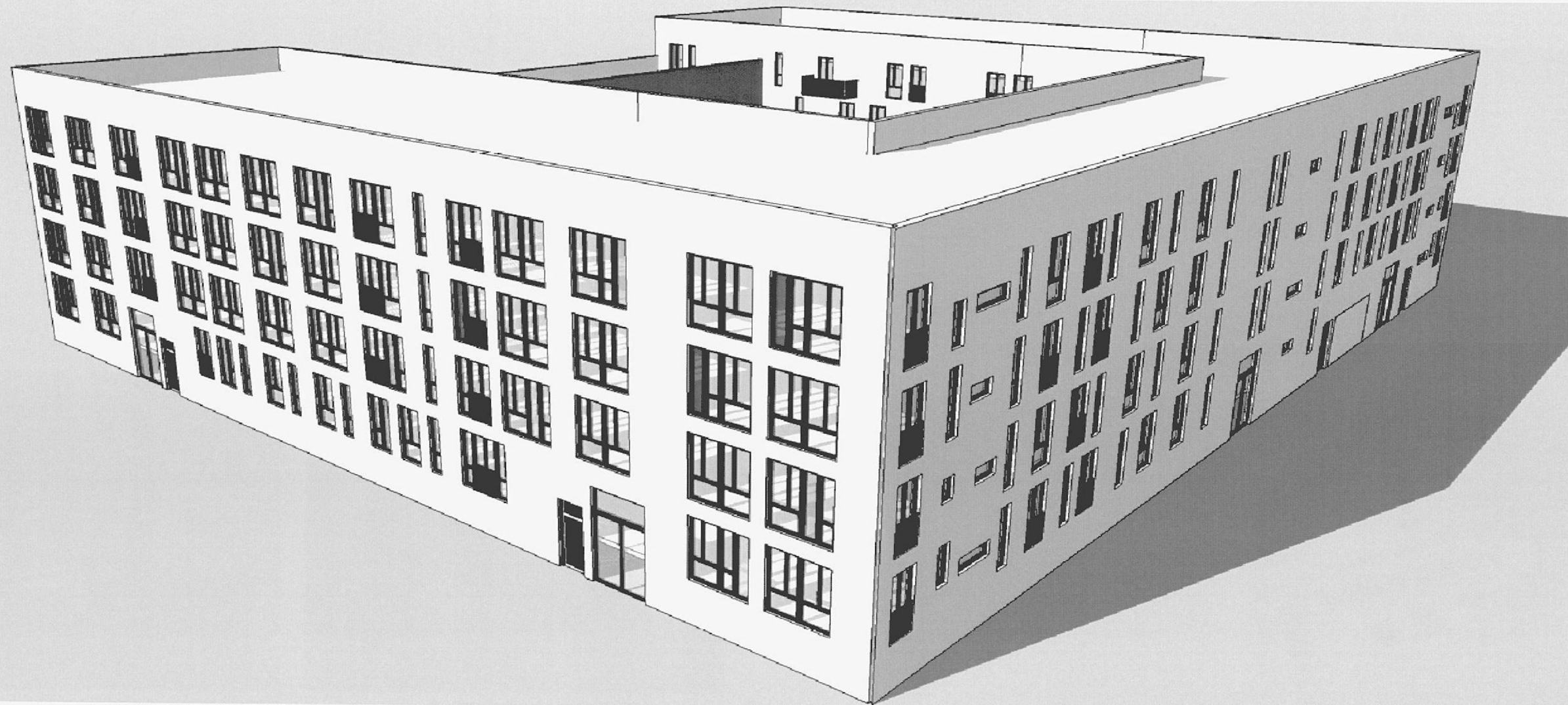
Block 4



South elevation



East elevation



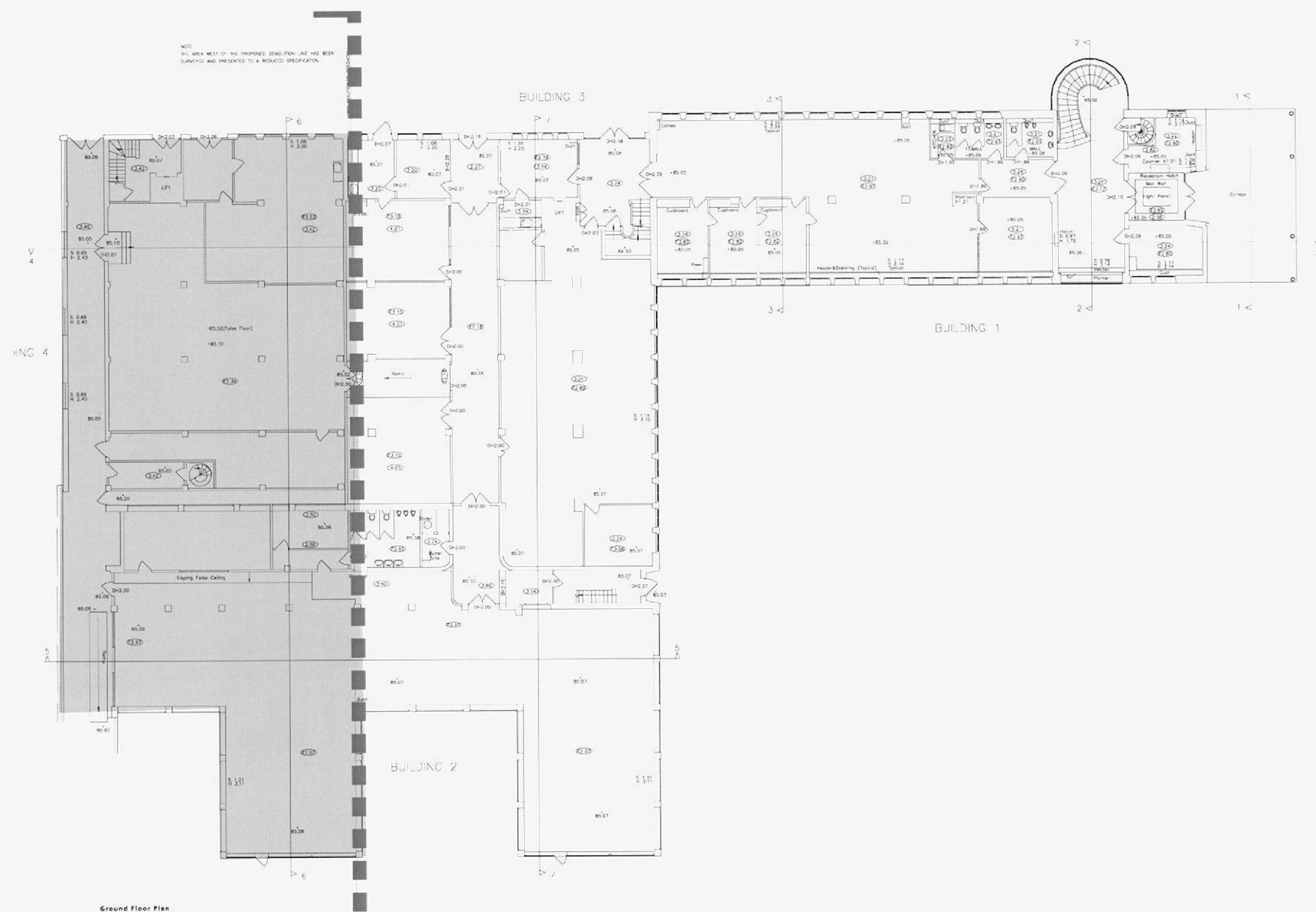
Sketch view

Listed Building

The Roche products factory was included on the list of buildings of special architectural or historic interest at grade II on 10 October 1980. It is by Otto R Salvisberg of Zurich in association with C Stanley Brown (with later additions). The list description was amended on 1 April 1981 to make reference to the later 1950s additions being of no special interest.

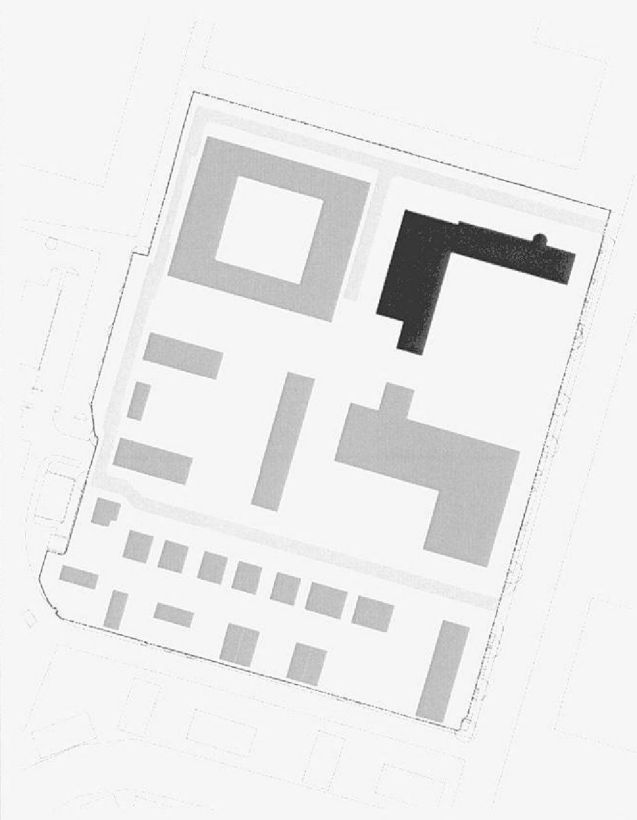
It is of interest as an example of a modernist building purpose built factory by an architect of some pedigree. Representing the first phase of development on this master-planned site, it is also of interest in that it was designed to allow for the future expansion of the operations on site and to be flexible enough as a structure to accommodate the changing requirements of the company.

A visual survey has been undertaken of the interior as found today to assess the extent of the remaining historic fabric and nature of the spaces and finishes in order to inform the application proposals. Considerable change has taken place to much of the interior and the list description notes that much of the fenestration was altered in the 1980's. The structure is generally robust and has provided a relatively high level of flexibility over the years to allow for alterations to accommodate changing functional requirements.

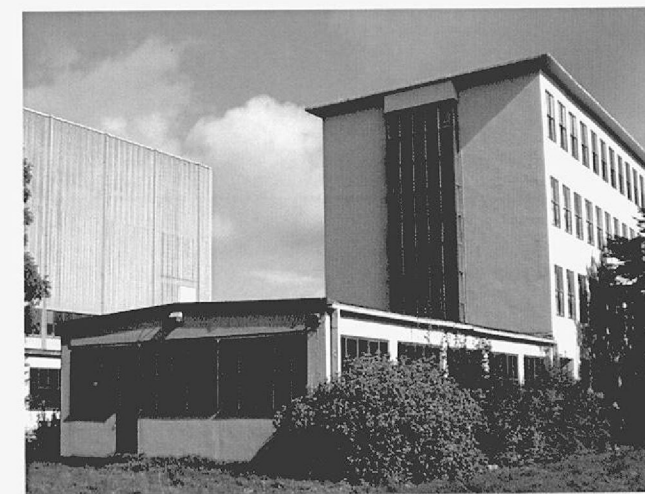


Listed building - 1950's extension

Existing Ground floor plan



Main entrance of the Listed building



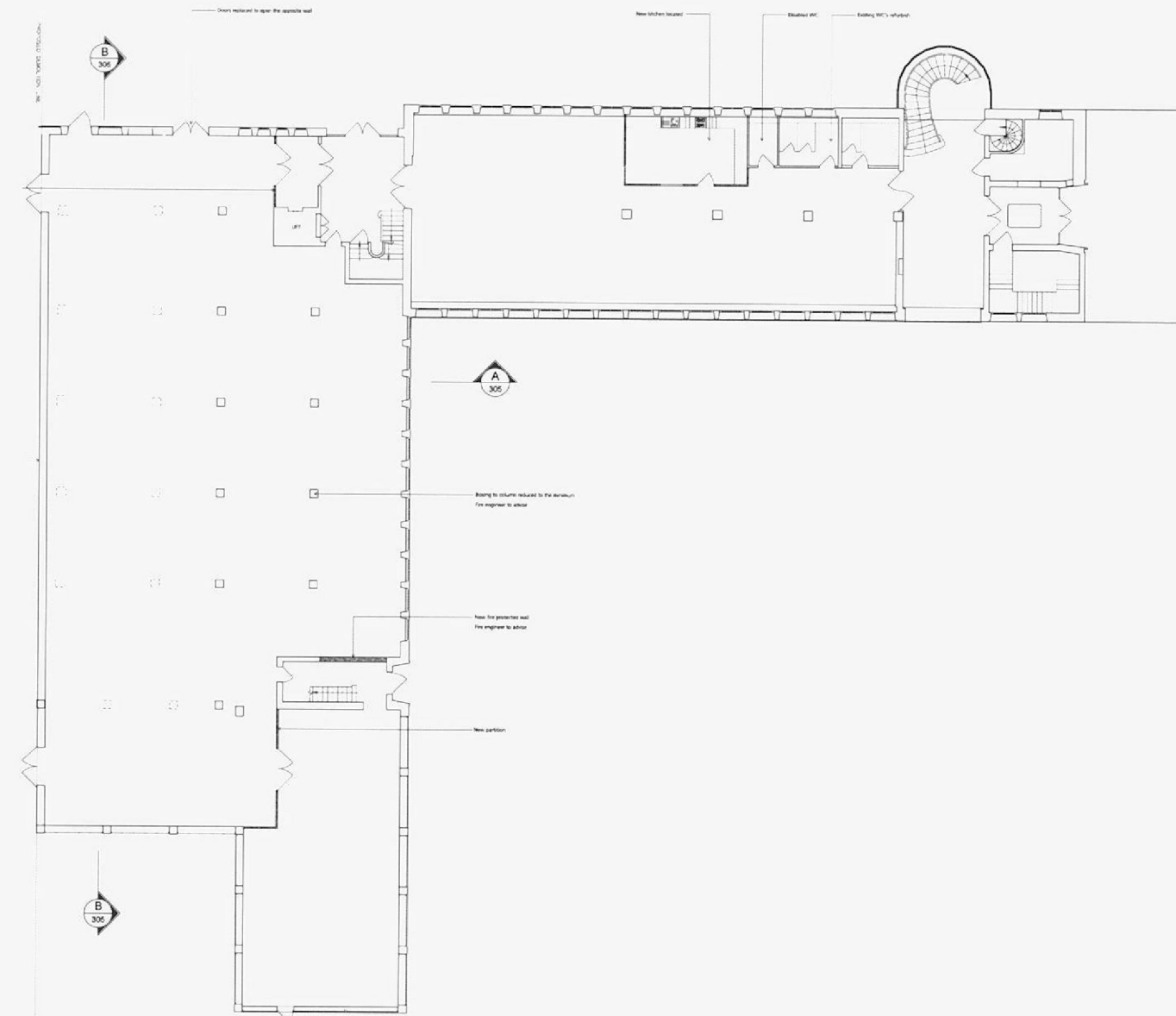
View to the Listed building from the proposed Block 3

Listed Building

The proposals offer an opportunity to secure the long term future use of the listed building, enhance its setting and integrate it as part of a new community within Welwyn Garden city. They will bring the listed building back to an active, economically viable use so that it can become a valuable and integral part of the emerging masterplan for the development of the site and aspirations for the wider area.

The proposals have been informed by the architectural and historic interest of the listed building and the need to preserve its setting. The Roche facility evolved and grew in an orderly fashion comprising a distinct grid of development and the application proposals demonstrate sensitivity to this in the redevelopment and enhancement of this urban site.

The proposals involve the demolition of the 1950's addition which is noted in the list description as being of no interest and a small part of the single storey element from the first phase of development of the building. This is necessary for the proper planning of the redevelopment of the remainder of the site which will secure the future of this listed building.



Proposed Ground floor plan



Main entrance stair core



Existing stair core



The Board room