

TWO-STOREY OFFICE AND LABORATORY FACILITY AT BIOPARK
BROADWATER ROAD, WELWYN GARDEN CITY
HERTFORDSHIRE, AL7 3AX

DESIGN & ACCESS STATEMENT

15-11-10
2010/263



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APPENDIX 1

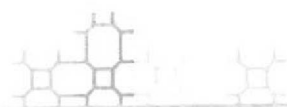
PROPOSED SITE PLAN

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PHOTOGRAPHS OF DEVELOPMENT SITE - AS EXISTING

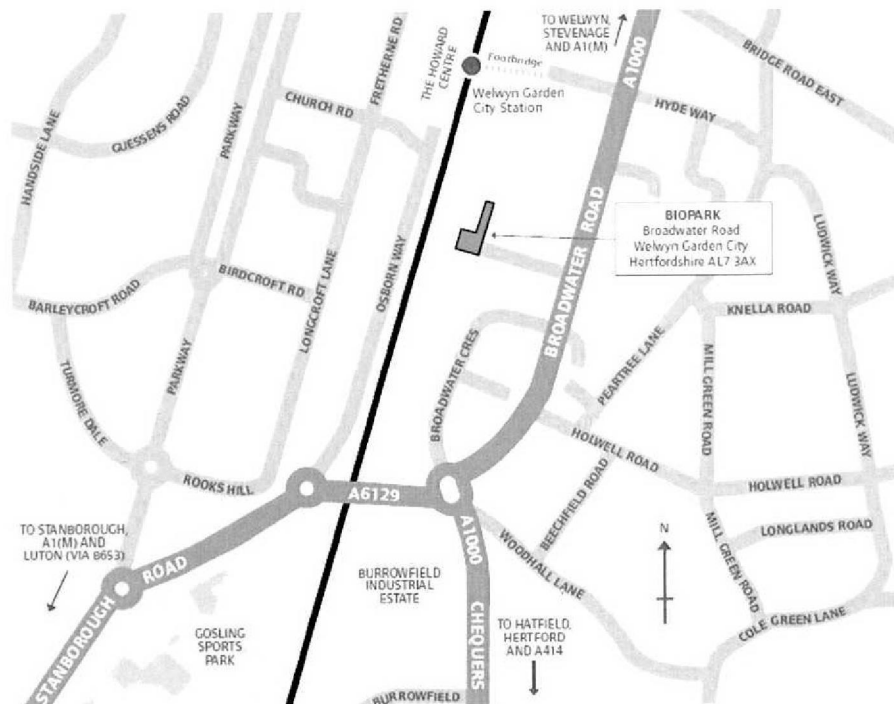
APPENDIX 3

601 BUS ROUTE INFORMATION



1.0 INTRODUCTION:

1.1 The planning application site is an established plot located on Broadwater Road, Welwyn Garden City, Hertfordshire, AL7 3AX and is known as “BioPark”.



BioPark, Hertfordshire was created in January 2006 when the Roche Pharmaceuticals Research Centre in Welwyn Garden City was acquired; since then it has been successful in letting significant building space to growing companies in the Life Science Sector.

1.2 Built upon this success, a new building is planned to provide additional office and laboratory facilities on the site in order to extend the successful model of company support to both mature and “start-up” Life Science Sector based companies

1.3 BioPark is equipped with the entire necessary infrastructure to support growing companies. In addition to office and laboratory space, facilities including meeting rooms, café services, telephone and I.T. systems are available and will be extended where necessary to serve the proposed building.

1.4 The site itself lies in the south western corner of a significant area of land that is in the process of being extensively re-developed and is known as “Broadwater Road West”; this is a strategic site within Welwyn Garden City due to its size (16 hectares/ 40 acres), and its central location, close to the town centre.

It is part of the Welwyn Garden City Industrial Area (EA1) and, as such, is subject to the provisions of Policy EMP2 (See below). A significant portion of this highly accessible site, which is close to Welwyn Garden City town centre, has become disused. In the light of this, the site presents opportunities for planned regeneration for a mix of uses comprising primarily employment, housing, leisure and rail-related uses.

Policy EMP2 - Acceptable Uses in Employment Areas

In the designated employment areas, proposals for development within Use Classes B1, B2 and B8 will be permitted, subject to the following criteria:

The proposal would not, due to the scale of employment generated, have an unacceptable impact on the demand for housing in the travel to work area;

The proposal would not have an unacceptable impact on the local and/or strategic transport infrastructure;

The proposal would not harm the amenities of any nearby residential properties;
The development would provide adequate parking, servicing and access;

Any retail element of the development would clearly be ancillary to the main business use.

Proposals for Class B8 development should also be well located in relation to the primary road network.

Proposals for any other uses in the designated employment areas should generally be resisted and will only be permitted where it can be clearly demonstrated that the existing land or premises are no longer required to meet future employment requirements and business and community needs. All such proposals will also be required to satisfy criteria (i) to (v) above and other relevant policies of the Plan relating to the use proposed.

In all cases, the proposed development must comply with the design policies contained in the Plan.

1.5 Supplementary Planning Guidance has been prepared by Welwyn Hatfield Borough Council and the Broadwater Road West Supplementary Planning Document - Dec 2008 (SPD) contains the main criteria to which development in the area needs to adhere.



Figure 3.1 BWRW Site Location Plan

Source:
(Broadwater Road West Supplementary Planning Document - Dec 2008)

1.6 The BioPark buildings located in the south western corner of the site are occupied by the University of Hertfordshire and provide a unique facility for bioscience and health technologies. The SPD does not therefore propose the redevelopment of this part of the site as it recognises the economic development potential of the facility for the town, which should be supported through the redevelopment of the rest of the land.

“Bio Park is given enhanced setting and forms a key part of the employment offer on site - development of the wider site should seek to support business incubation and growth”

Source:
(Broadwater Road West Supplementary Planning Document - Dec 2008)

1.7 The site is bounded on all four sides: with vacant development land accessed off Broadwater Road (A1000), a distributor road, running along the eastern side of the site - this is one of the main access routes into the Welwyn Garden City Industrial Area; allotment gardens and housing in Broadwater Crescent to the southern end of the site; the East Coast Mainline to the west of the site; and an Industrial Warehouse to the north of the site.

- Appendix 1 indicates Proposed Site Plan with intended development works
- Appendix 2 indicates existing photographs of the development site

2.0 USE:

2.1 Detailed structural design has been undertaken to facilitate construction of a new two-storey building, which is intended to be erected off an existing car park structural frame that comprises a ground level and 2 sub-levels beneath.

2.2 The proposed building is designed to be independent to the adjacent existing structure, which basically comprises of a four-storey laboratory building above ground level plant room accommodation, also built off the earlier car park structure.

2.3 The first floor proposals are to be configured as flexible office space and the ground floor mainly as laboratory accommodation, together with toilet facilities, reception area, small kitchen facility, goods-in/despatch area and comms room, which will enable the building to be fully self contained in terms of facilities management, whilst served by the overall BioPark services infrastructure.

2.4 The proposed building's flexibility will enable the internal accommodation to be sub-divided as necessary, dependant upon the size of company requiring space to occupy.

2.4 The building design will take account of the Disability Discrimination Act and will be in accordance with Building Regulations Part M requirements. Energy efficiency will be at or in excess of Building Regulations Part L requirements. The energy efficiency of the new building should be significantly higher than the earlier buildings in the BioPark complex and this should be beneficial to the planned efficiencies of servicing through spare capacity of the existing BioPark infrastructure.

3.0 AMOUNT/DENSITY:

3.1 The intention is to create an internal building footprint of approximately 750m² ground floor accommodation and 524m² of first floor accommodation. The first floor area is less than the ground floor area, as the plan steps back approximately 3.5m to maintain adequate space between the existing and proposed structures, as described in Section 4.0.

3.2 This gives approximate external footprint areas of 562m² at first floor level and 795m² at ground floor level and a total of 1357m² over the two levels. This total has been used in the separate calculation of the Planning Application Fee.

4.0 LAYOUT:

4.1 The site operates a one-way vehicle system with a security lodge/gated access point at the end of a service road from the main Broadwater Road. The main vehicular route is around the south of the complex and the buildings are served by an adjacent car park, of which the upper surface is at ground level, with 2 further sub-levels below, accessed down a vehicle ramp on the North West boundary. Circular staircase enclosures are located on the north, south and west of the main car park facility.

4.2 The site predominantly comprises of a "P-Shaped" four storey laboratory building with a significant amount of plant to service the building, located at roof level. The extended leg of the building has an undercroft passageway, which facilitates vehicular exit from the upper level car park and a vehicle ramp on the south east boundary allows vehicles to exit up from the basement car park levels.

4.3 An additional car park facility immediately to the south of the main buildings provides ample spaces to serve the existing and proposed facilities.

4.4 Numerous separate buildings are located around the periphery of the main complex, including a chemical store, refuse area, chillers, pump room, switch room, boiler house and chimney, which serve the facilities management of the development. Refuse collection/disposal (including laboratory waste) will be undertaken as part of the existing BioPark site facilities management arrangements, as will delivery and storage of materials, including chemicals. [Site waste management during construction will be the Contractor's responsibility - minimal demolition/excavation materials will arise, because of the structural approach adopted, and these are to be disposed of appropriately - should quantities/materials prove suitable, re-use may be considered to limit disposal quantities further]

4.5 The proposed building will be situated directly above the upper car park level and a single storey main reception area will be located generally within the undercroft passageway area.

4.6 The upper levels of the extended leg of the existing building overhang the main column/structural footprint by approximately 2.25m and this distance between existing and proposed structures will remain at ground floor level, to act as a maintenance and fire escape access route. The first floor level of the proposals will be set back from the façade of the existing building by approximately 3.5m, to create a flat roofed area, which will facilitate maintenance access for window cleaning to the upper levels and maintain daylight to the existing and new elevations.

4.7 Although the upper car park level will become defunct, vehicular access will remain to serve a Goods Inwards facility within the proposal, as denoted upon the application plans. Existing fire exit routes are also maintained across the remaining open areas.

4.8 Drainage will be connected to the existing BioPark services infrastructure. In particular, surface water drainage will connect to the drainage system presently serving the upper car deck, with the impervious building plan area directly corresponding to the previous impervious car deck area, giving similar discharge rates to the existing system. As a further element of flood risk assessment, reference has been made to the Environment Agency Flood Maps, which indicate that the site is not classified as being at risk from flooding and, as a result, no further flood risk assessment is anticipated to be necessary.

4.9 No particular precautions are allowed in the design regarding noise from the railway lines to the west of the site. The proposed building is no nearer to the lines than the original existing building and it is understood that the main lines are those furthest from the building, with sidings being those closer to the building. Windows are kept reasonably limited in size to help reduce environmental servicing load demands of laboratory spaces and this in turn will also reduce the number of spaces where opening lights need to be employed. Balance has been sought in the design to optimise the outcome of these various demands on the external envelope.

4.10 The layout of the development will not adversely affect the character, quality, amenity or safety of the surrounding built or natural environment.

Appendix 1 indicates the Proposed Site Plan with key locations defining the proposed building in proximity to the existing structure.

Appendix 2 indicates aerial photographs of the existing buildings with the location of the proposed building indicated for clarity.

5.0 SCALE:

5.1 The approximate heights/dimensions associated with the extended leg of the existing building, located immediately adjacent to the proposed development and inclusive of the stair enclosure, are as follows: -

Existing Four-Storey Laboratory Building

Building Length	= 56.500m
Building Width	= 17.200m
Main Building Height	= 19.000m
Main Building Height (Inc. Plant)	= 23.000m

5.2 The proposed building will only be two storeys in height and will therefore be significantly lower in height than the adjacent main building. The scale of the proposal is however envisaged to be in keeping with the existing complex of buildings as a whole and the general nature of the immediate locality. (Refer to Application Drawings for details)

Proposed Two-Storey Laboratory & Office Building

Building Length	= 47.500m
Building Width	= 15.200m
Building Width inc. single storey Reception	= 22.000m
Two-Storey Building Height	= 7.000m
Single-Storey Building Height	= 3.650m

6.0 APPEARANCE:

6.1 The original four storey building at the south end of the site forms a quadrangle. The building is concrete framed and externally clad with concrete panels and modular glazed apertures. The extended leg of the complex was built as a second phase, directly over the original car park structure and is distinctly different in appearance, in that it is mainly glazed curtain walling at first, second and third floor levels. The glazing has a "suncool" silver reflective finish. The upper levels overhang the ground floor accommodation, as described in Section 4.0. At ground floor level Plant Room accommodation has simply been formed by introducing profiled metal wall cladding in-between the concrete columns. (Refer to Appendix 2 Photographs)

6.2 The choice of new external materials is intended to complement the existing overall appearance, whilst also providing a separate identity for the proposed building. The appearance will be fully in keeping with the commercial nature of the immediate environment and will mainly comprise of vertically laid insulated composite panelling with contrasting (but complementary) fascias, rainwater goods, verge trims and flashing trims. The rectangular three dimensional form of the building and architectural design are simple and contemporary, in keeping with the other buildings of the BioPark complex and allowing efficient use of the site.

6.3 The North and West elevations are the most prominent from beyond the periphery of the site, with the West elevation being the longest, when viewed from the neighbouring railway lines and beyond. The new building will be screened from view from the existing allotment/housing to the south and proposed residential development to the east by the existing taller BioPark buildings. This screening, in conjunction with limited number and size of window openings, also will help to

reduce servicing demands/energy use in maintaining the required environmental conditions within laboratory type accommodation. The design intention is for the new building to be predominantly served by existing services infrastructure based in adjacent buildings of the BioPark complex (to be supplemented by some localised condensers adjacent to the proposed new build). Labs will have required handling of extract etc. Thereby, peripheral services appendages and related emissions will be kept to a minimum on the new building.

6.4 The main building grid dimensions are enforced by the existing car park structure onto which the building will be constructed. From this, the intention is for the typical structural grid of 6900mm to be generally sub-divided into seven 900mm wide vertical panels, with a 600mm wide vertical panel centred on the structural columns. This repetition will generally allow for two windows per structural bay at both and ground and first floor level.

6.5 The vertical panels, over two floor levels, will be approximately 7000mm long. Refer to elevation proposal drawings for full details.

7.0 ACCESSIBILITY:

7.1 The central location of the site and its immediate access to the railway station is a major benefit, along with the good train service that operates from Welwyn Garden City to London and Cambridge, which means that the site is very well connected.

7.2 The site is within close proximity of the town centre for pedestrians and cyclists; the site being a comfortable 5 minute cycle ride from the town centre - although there are no dedicated cycle routes linking the site with the wider area.

7.3 Immediately to the north of Broadwater Road, is Hydeway, which is an important pedestrian route with a footbridge over the east coast main railway line. This is a significant access route which links the industrial area and nearby housing to Welwyn Garden City railway station and the town centre.

7.4 Bus routes also run along Bridge Road to and from the town centre and there is a more limited service along Broadwater Road. Furthermore it is intended that the new building will be served by UNO Bus - the University of Hertfordshire-owned bus company - providing free transport to users of the facility.
(Bus Route 601 - details attached as Appendix 3)

7.5 By virtue of the development being formed over the existing upper level car park, parking provision will be reduced slightly by the loss of around 40 spaces, but it should be noted that adequate space exists in spite of the additional floor space being created. The University have advised that the development will therefore still have adequate on-site parking and servicing facilities. This may be verified later, if required, by the University and their Planning Consultants, through the preparation of a suitable transport assessment.
Total parking spaces on the BioPark complex, following completion of the proposed building - 275.

7.6 The new main building entrance will be designed to ensure level/ramped access for wheelchair users to enable optimum accessibility for all and a level emergency egress route will be formed adjacent the new building perimeter in a stable and firm material, of a suitable width to suit access for persons with disabilities; particularly wheelchair users. Car parking spaces of suitable dimensions and markings, designated for disabled people, will be formed nearby to the entrance within an existing car parking area.

7.7 To address the local authority's cycle parking requirements, the existing space for secure cycle stands will be retained upon the development plot.

7.8 Emergency Service access has also been considered and it is felt there is adequate space, existing and remaining, for a fire appliance to access the required areas of the building, in accordance with relevant Building Regulations guidance.

8.0 SUMMARY:

8.1 Full and in-depth consideration of relevant local, regional and national policies has been taken into account in the proposals for this development.

8.2 This statement demonstrates that the proposed scheme has been developed in the context of its setting and local environment, in terms of siting and external appearance.

8.3 The site and its immediate surroundings have been fully considered in the design of the proposed building, with the intention for the proposed development to sit comfortably within the immediate environment, without detriment to the adjoining properties.

8.4 The scheme uses previously developed land and, by retaining and utilising existing structure, minimises waste and disruption in the construction process. It brings about more efficient use of previously underused developed land and thereby extends the lifespan of that developed land.

8.5 By joining a larger existing complex of buildings in similar use, under a single regime of facilities management, the development will enjoy the benefits of efficiency of economies of scale in servicing infrastructure, including the management of resources and waste.

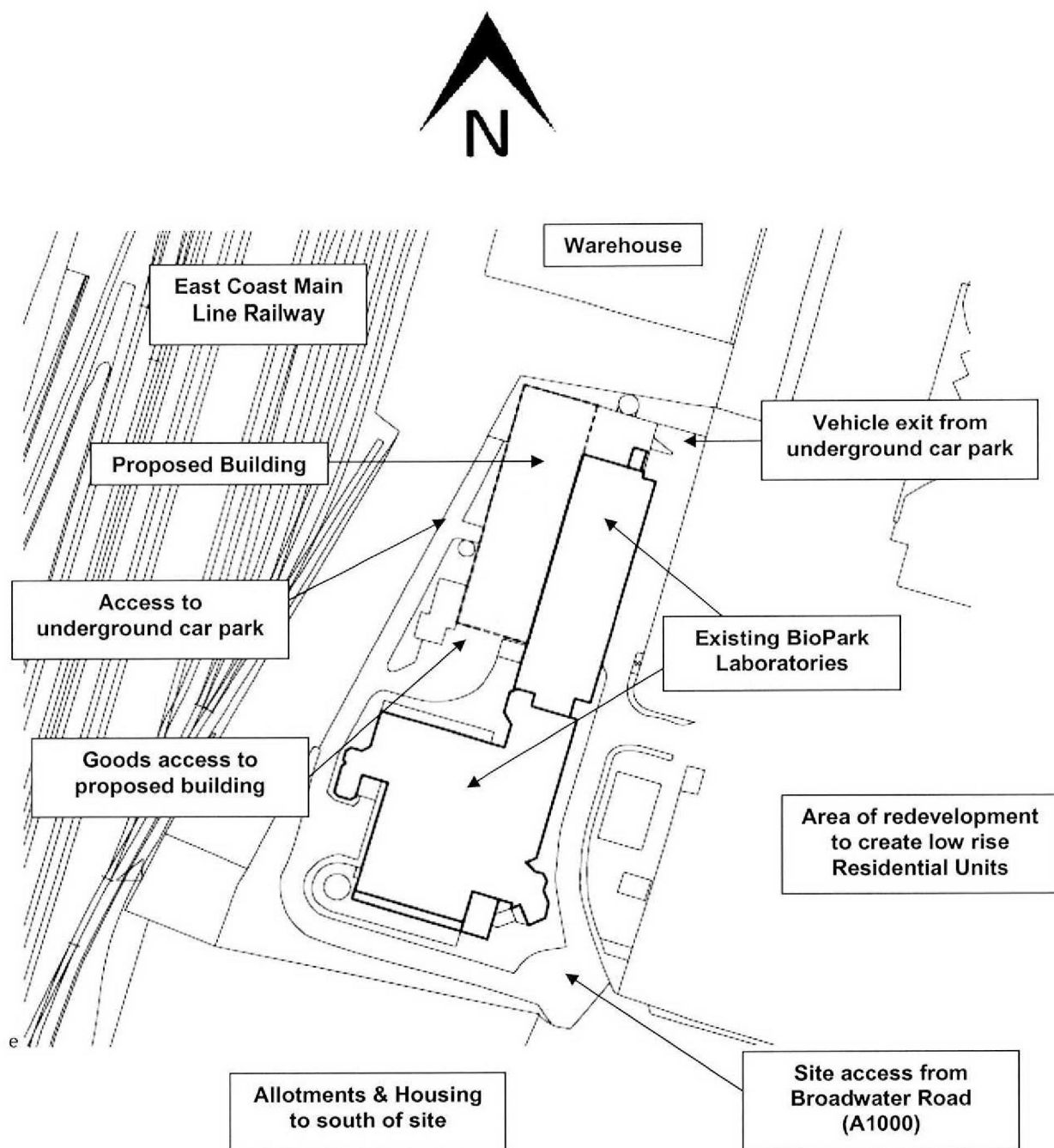
8.6 The location, combined with the support of the University's Green Travel Plan arrangements, should provide encouragement for use of energy efficient modes of transport to and from the workplace.

8.7 The proposed development, by its nature, brings benefits of employment and education to the area and builds on an existing strength in the local economy.

8.8 The Applicant's view is that the proposal also contains sufficient parking levels for staff/visitor vehicles to suit end user's specific operational requirements.

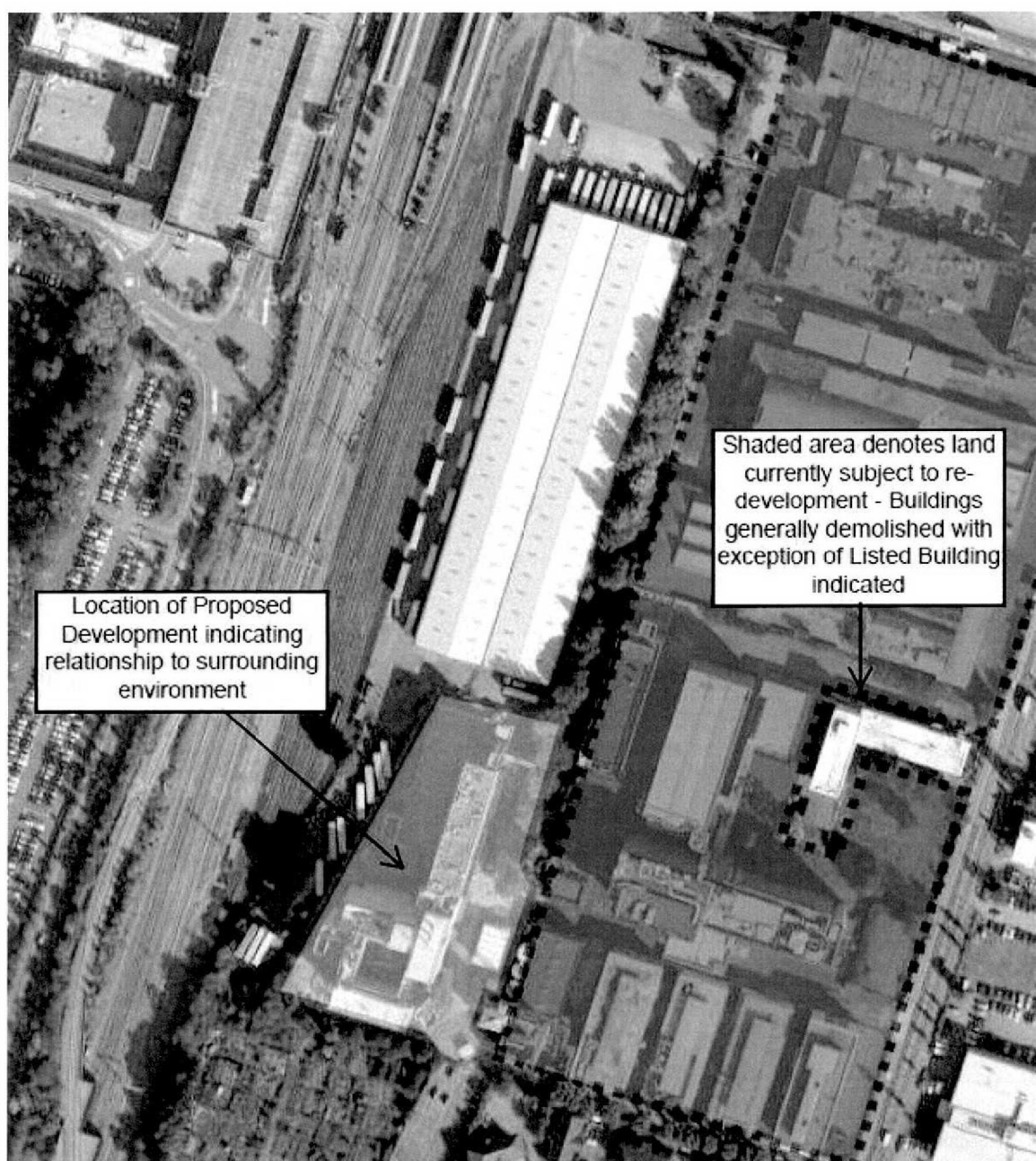
APPENDIX 1

PROPOSED SITE PLAN



APPENDIX 2

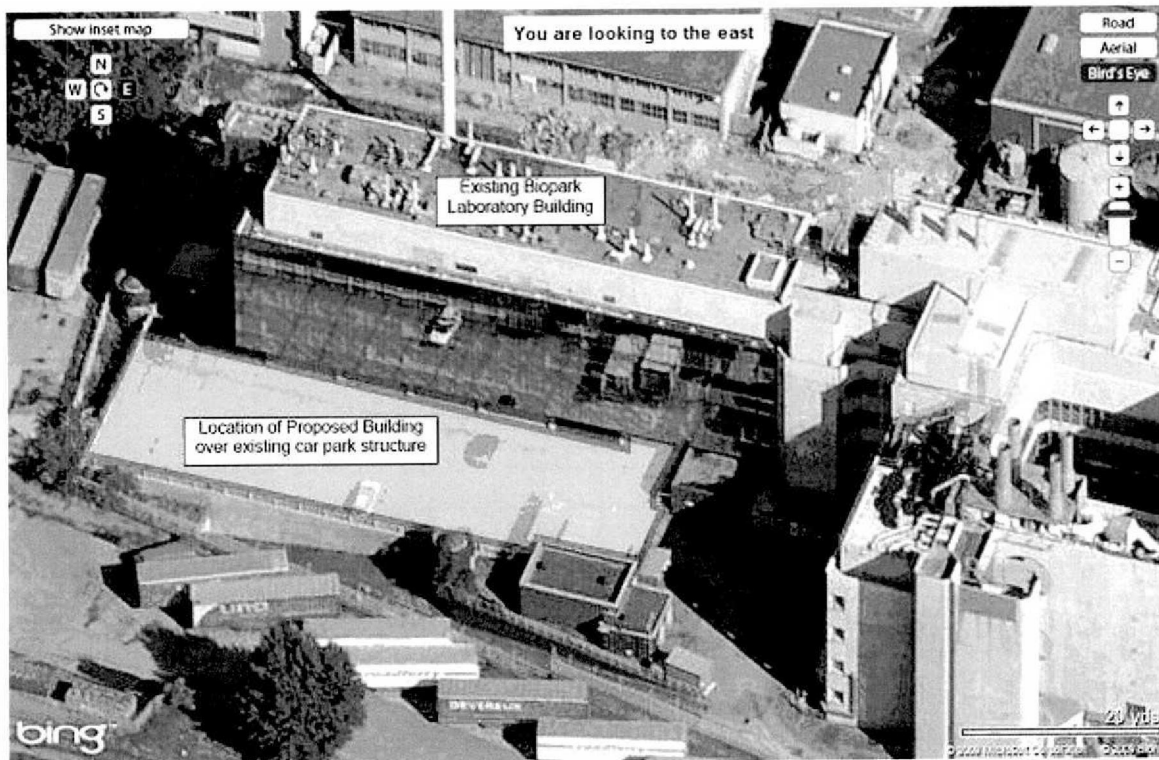
PHOTOGRAPHS OF THE DEVELOPMENT SITE - AS EXISTING



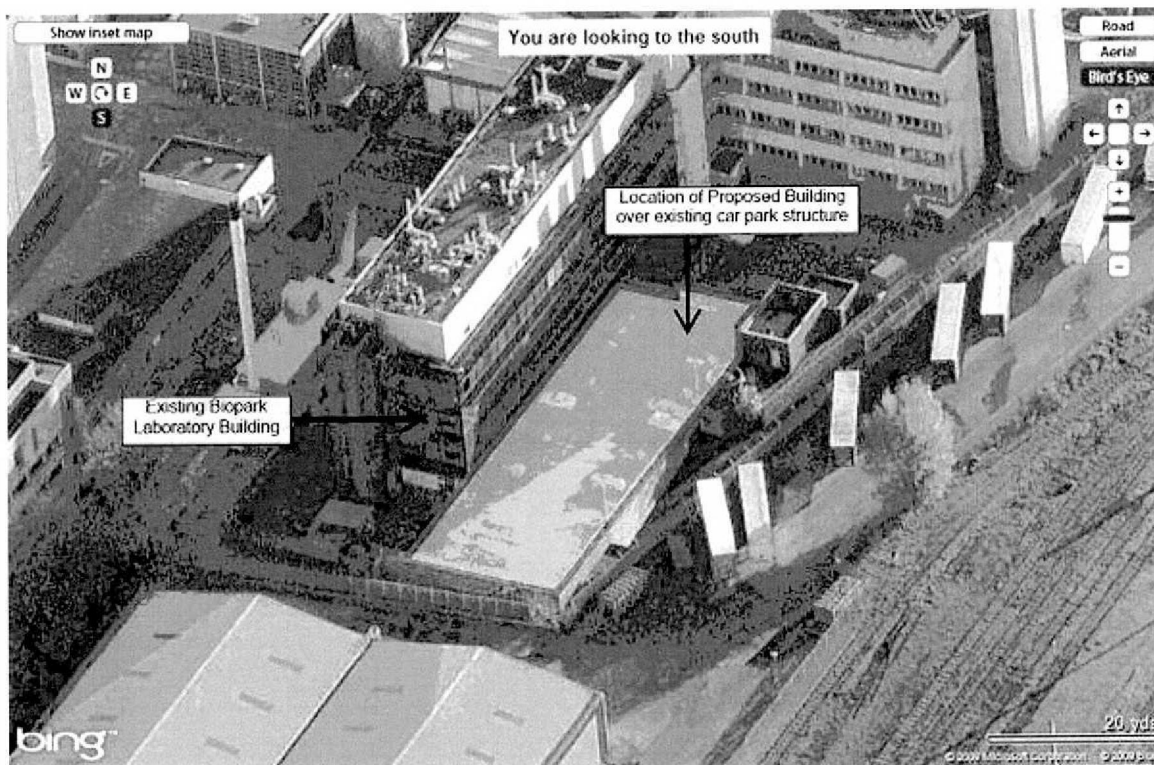
Location of Proposed Development indicating relationship to surrounding environment

Shaded area denotes land currently subject to re-development - Buildings generally demolished with exception of Listed Building indicated

Aerial Photograph indicating application site in context with immediate environment
Photo Source: (Aboutmyplace.com)



Aerial View from the West indicating location of proposed building adjacent to Existing BioPark Laboratories
 Photo Source: (Aboutmyplace.com)



Aerial View from the North indicating location of proposed building adjacent to Existing BioPark Laboratories
 Photo Source: (Aboutmyplace.com)



View from North across existing car park towards West Elevation wing - indicating transition with original structure



View from South towards existing West Elevation wing showing main glazed curtain wall facade



View from existing car park showing undercroft passageway beneath West Elevation wing



View down existing car park access ramp on West side of proposed development

APPENDIX 3

601 BUS ROUTE INFORMATION

601 St Albans - Fleetville - Hatfield Business Park - Welwyn Garden City

towards Welwyn Garden City Mondays - Fridays except public holidays

St Albans St Peters Street stop 1	0640	0715	0740	0820	0830	0855	0925	0958	1028	1058	1128	1158	1228	1258
St Albans Station Interchange stop A	0646	0721	0747	0826	0836	0901	0931	1004	1034	1104	1134	1204	1234	1304
Fleetville Hatfield Road post office	0651	0726	0753	0831	0841	0906	0936	1009	1039	1109	1139	1209	1239	1309
Oaklands Hatfield Road Colney Heath Lane	0656	0731	0759	0836	0846	0911	0941	1014	1044	1114	1144	1214	1244	1314
Hatfield Comet Way Beales Hotel	0702	0737	0806	0842	0852	0917	0947	1020	1050	1120	1150	1220	1250	1320
Hatfield Parkhouse Bus Station stop 5	0703	0738	0807	0843	0853	0918	0948	1021	1051	1121	1151	1221	1251	1321
Hatfield Business Park opp T-Mobile	0705	0740	0809	0845	0855	0920	0950	1023	1053	1123	1153	1223	1253	1323
Hatfield Business Park opp bus depot	▼	▼	▼	▼	0857	▼	▼	▼	▼	▼	▼	▼	▼	▼
Hatfield Hatfield Ave Computacenter	0708	0743	0812	0848		0923	0953	1026	1056	1126	1156	1226	1256	1326
Welwyn GC Broadwater Road UH Biopark	0716	0751	0820	0856		0931	1001	1034	1104	1134	1204	1234	1304	1334
Welwyn Garden City bus station	0720	0755	0825	0900		0935	1005	1038	1108	1138	1208	1238	1308	1338

St Albans St Peters Street stop 1	1328	1358	1428	1500	1530	1610	1645	1720	1800	1830	1900	1930	1955	
St Albans Station Interchange stop A	1334	1404	1434	1506	1536	1618	1653	1728	1806	1836	1906	1936	2001	
Fleetville Hatfield Road post office	1339	1409	1439	1511	1545	1625	1700	1735	1811	1841	1911	1941	2006	
Oaklands Hatfield Road Colney Heath Lane	1344	1414	1444	1516	1552	1632	1707	1742	1816	1846	1916	1946	2011	
Hatfield Comet Way Beales Hotel	1350	1420	1450	1522	1559	1639	1714	1749	1822	1852	1922	1952	2017	
Hatfield Parkhouse Bus Station stop 5	1351	1421	1451	1523	1600	1640	1715	1750	1823	1853	1923	1953	2018	
Hatfield Business Park opp T-Mobile	1353	1423	1453	1525	1602	1642	1717	1752	1825	1855	1925	1955	2020	
Hatfield Business Park opp bus depot	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	1957	2022	
Hatfield Hatfield Ave Computacenter	1356	1426	1456	1528	1605	1645	1720	1755	1828	1858	1928			
Welwyn GC Broadwater Road UH Biopark	1404	1434	1504	1536	1615	1655	1730	1805	1836	1906	1936			
Welwyn Garden City bus station	1408	1438	1508	1540	1620	1700	1735	1810	1840	1910	1940			

no buses on Saturdays or Sundays

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BioPark



601 Welwyn Garden City - Hatfield Business Park - Fleetville - St Albans

towards St Albans Mondays - Fridays except public holidays

	0725	0800	0830	0910	0945		15	45		1415	sch
Welwyn Garden City bus station stop 6							18	48		1418	
Welwyn GC Broadwater Road Highways House							26	56		1426	
Hatfield Hatfield Avenue opp Computacenter	0607	0637	0707	▼	▼	▼	▼	▼	▼	▼	1442
Hatfield Business Park bus depot	0609	0639	0709	0740	0815	0844	0924	0959			1429 1444
Hatfield Business Park T-Mobile	0611	0641	0711	0742	0817	0846	0926	1001			1431 1446
Hatfield Parkhouse Bus Station stop 2	0612	0642	0712	0743	0818	0847	0927	1002			1432 1447
Hatfield Comet Way opp Beales Hotel	0617	0647	0717	0749	0824	0852	0932	1007			1437 1452
Oaklands Hatfield Road Colney Heath Lane	0622	0652	0722	0755	0830	0857	0937	1012			1442 1457
Fleetville Hatfield Road Morrisons	0628	0658	0728	0802	0837	0903	0943	1018			1448 1503
St Albans Station Interchange stop C	0632	0702	0732	0807	0842	0907	0947	1022			1452 1507
St Albans Oaklands City Campus	0635	0705	0735	0811	0846	0910	0950	1025			1455 1510
St Albans St Peters Street											

	1445	1520	1550	1625	1705	1740	1815	1845	1915	1945	sch - schooldays only
Welwyn Garden City bus station stop 6	1448	1523	1553	1628	1708	1743	1818	1848	1918	1948	
Welwyn GC Broadwater Road Highways House	1456	1532	1602	1637	1717	1751	1826	1856	1926	1956	
Hatfield Hatfield Avenue opp Computacenter	1459	1535	1605	1640	1720	1754	1829	1859	1929	1959	
Hatfield Business Park T-Mobile	1501	1537	1607	1642	1722	1756	1831	1901	1931		
Hatfield Parkhouse Bus Station stop 2	1502	1538	1608	1643	1723	1757	1832	1902	1932		
Hatfield Comet Way opp Beales Hotel	1507	1544	1614	1649	1729	1802	1837	1907	1937		
Oaklands Hatfield Road Colney Heath Lane	1512	1550	1620	1655	1735	1807	1842	1912	1942		
Fleetville Hatfield Road Morrisons	1518	1557	1627	1702	1742	1813	1848	1918	1948		
St Albans Station Interchange stop C	1522	1602	1632	1707	1747	1817	1852	1922	1952		
St Albans Oaklands City Campus	1525	1606	1636	1711	1751	1820	1855	1925	1955		
St Albans St Peters Street											

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BioPark

