

Hemel 465

Design and Access Statement

26/03/2024

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Record of Issue

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Executive Summary

This Design and Access Statement has been prepared to accompany a full planning application for the consolidation and reduction of the existing parking provision through the and the construction of a new Multi-storey Car Park at Hemel 465, Boundary Way, Hemel Hempstead (“the site”). The proposed expansion is to include additional accessible parking spaces.

This document has been prepared following ongoing briefing with Dacorum Council and consultation with HSE.

The statement seeks to illustrate the process that has led to the development of the planning application and the design of the proposed car park. In particular, it identifies and describes the key opportunities the proposed development delivers for the site via high quality provisions that will deliver safer and improved provision for employees and visitors. The proposed development, if approved, will deliver significant benefits to the Hemel community– via new jobs and skills.

The document provides background to support the architectural approach that has been adopted and explains the design decisions that have been made in a structured way.

The statement covers design and access and should be read in conjunction with all additional documents submitted in the planning application, particularly the Planning Statement prepared by Turley.

Project Team

Client
Project Manager
Architect
Civil and Structural Engineering
Planning Consultant
Ecology Consultant
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Transport Consultant
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TPP
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Introduction

1.0 Introduction

1.1 Introduction

The purpose of this design and access statement is to explain the rationale behind the accompanying planning application for the construction of the Multi-Storey Car Park at Hemel 465, Boundary Way, Hemel Hempstead HP2 7LF.

It illustrates and explains the extensive design development that the project has undergone prior to being submitted to planning and the reasoning and consultation behind critical design decisions.

1.2 Design Objectives

The design seeks to support a wider site revitalisation of the currently vacant warehouse, using this opportunity to improve site safety, and segregate site users and operational aspects more appropriately. The high quality design and construction recognises the fact that the property occupies an important gateway site into the town.

The proposal seeks to improve and address the car parking situation on the wider site, much of which is currently close to the adjacent Buncefield fuel storage facility, by consolidating car parking to the front of the site, facing Boundary Way. This consolidation more broadly improves site safety by moving pedestrian circulation associated with car parking away from operational areas of the wider site.

Key to this proposal is minimisation of any environmental impact, with care having been taken to improve biodiversity, minimise disruption and the use of material which minimise waste and are durable over the long term.

1.3 Proposal Overview

The proposal is for the creation of a new Multi-Storey Car Park comprising of ground plus 3 levels. The design also includes improving visibility from the main road highlighting the plot as a leading commercial facility.

The proposed development is for J. Murphy & Sons Limited, a leading global, specialist engineering and construction company that has an established history in the Hemel area. The future long term occupier is Sysco, which trades as Brake Bros, worldwide food business delivering food solutions to thousands of customers on a daily basis.

Context

2.0 Context

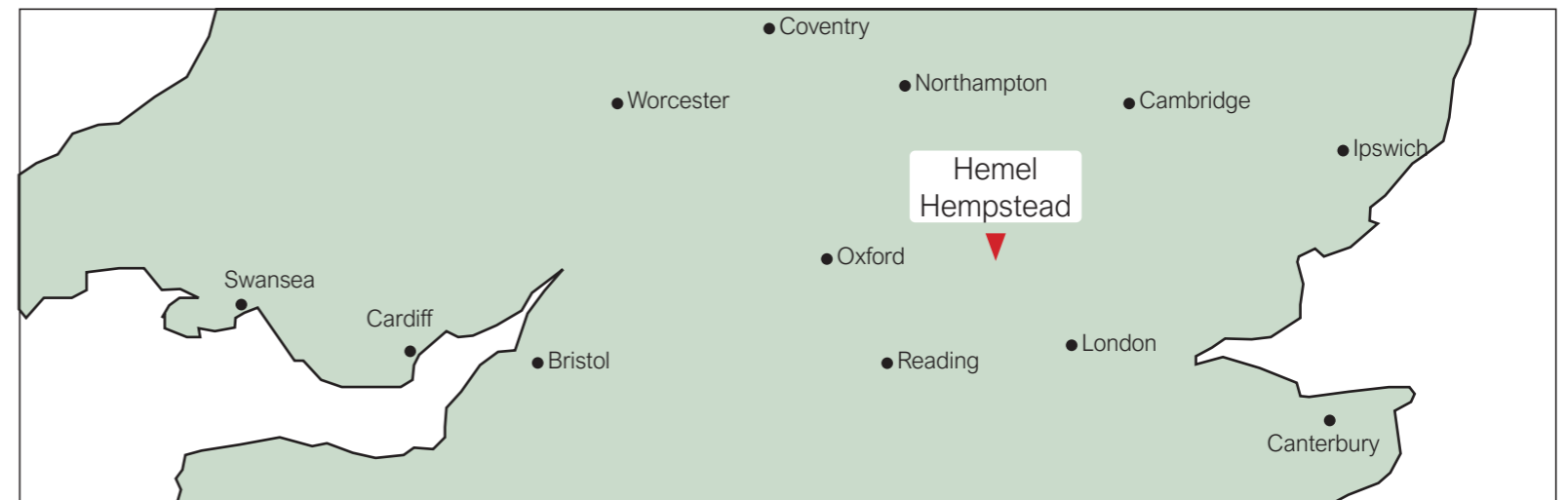
2.1 Local Context

The proposed car-park development area forms part of the wider Hemel 465 site currently being refurbished for a long term tenant. The previous tenant had incrementally grown the car park provision on site, in a fragmented layout, which we address through this application.

The site is a gateway site to the Maylands Industrial Park, edging the sensitive Buncefield fuel storage zone in the north eastern parts of the site, with several smaller diverse industrial units to the East, to the South the site faces Boundary Way and the caravan storage park.

Murphy who own the site, are already an established and invested part of the local community, having recently developed their local depot facility within walking distance of this site and having been crucial to the reinvigoration of this site post the Buncefield disaster. Murphy are now seeking by means of this application to ensure this investment in Hemel Hempstead remains viable for the foreseeable future, thus securing further long term employment and economic development in the area.

This proposal goes towards meeting Dacorum's Local Plan objectives, providing economic and employment benefits, and a multi-storey car park suited to a modern workplace allowing opportunities for business growth. The essence of the proposal is to provide a sustainable future for the site.



Hemel Location Map



Map of Hemel Hempstead with site indicated

2.0 Context

2.2 Murphy

Murphy, founded in 1951, is a leading global, specialist engineering and construction company, operating in the United Kingdom, Ireland and Canada. Having initially started as a small engineering firm working on post-war regeneration projects, the company has experienced sustainable growth over the last 70 years and has cemented itself as one of the predominant engineering firms within the UK. This growth has been underpinned by its reputation for delivering world class infrastructure safely and efficiently.

2.3 History of Murphy involvement with site

The existing warehouse was originally constructed in 2005 and was subsequently damaged and repaired after the Buncefield Oil Storage Terminal explosion. Murphy bought the site in 2010 after the Buncefield disaster and brought the facility back into commercial industrial use. From 2012 to 2023, the site was occupied by Amazon as a warehouse/distribution centre but now lies empty.

2.4 The Future of Hemel 465

This site plays a key role in the future of Hemel. The car park proposal will ensure the successful economic operation of the site for many years to come, ensuring the sustainability of the site's local business operations, which will in-turn encourage economic growth in Hemel and its community.

In addition, the proposed development offers the opportunity to make enhancements to the biodiversity on the existing site, and to improve the site condition.



J Murphy and Sons, founded in 1951



Maps overlay of Hemel 465 site



Aerial photograph of the existing Hemel 465 site









Site

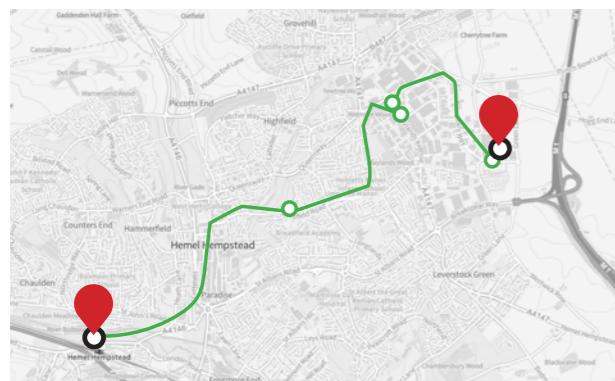
3.0 Site

3.1 Wider Site Analysis

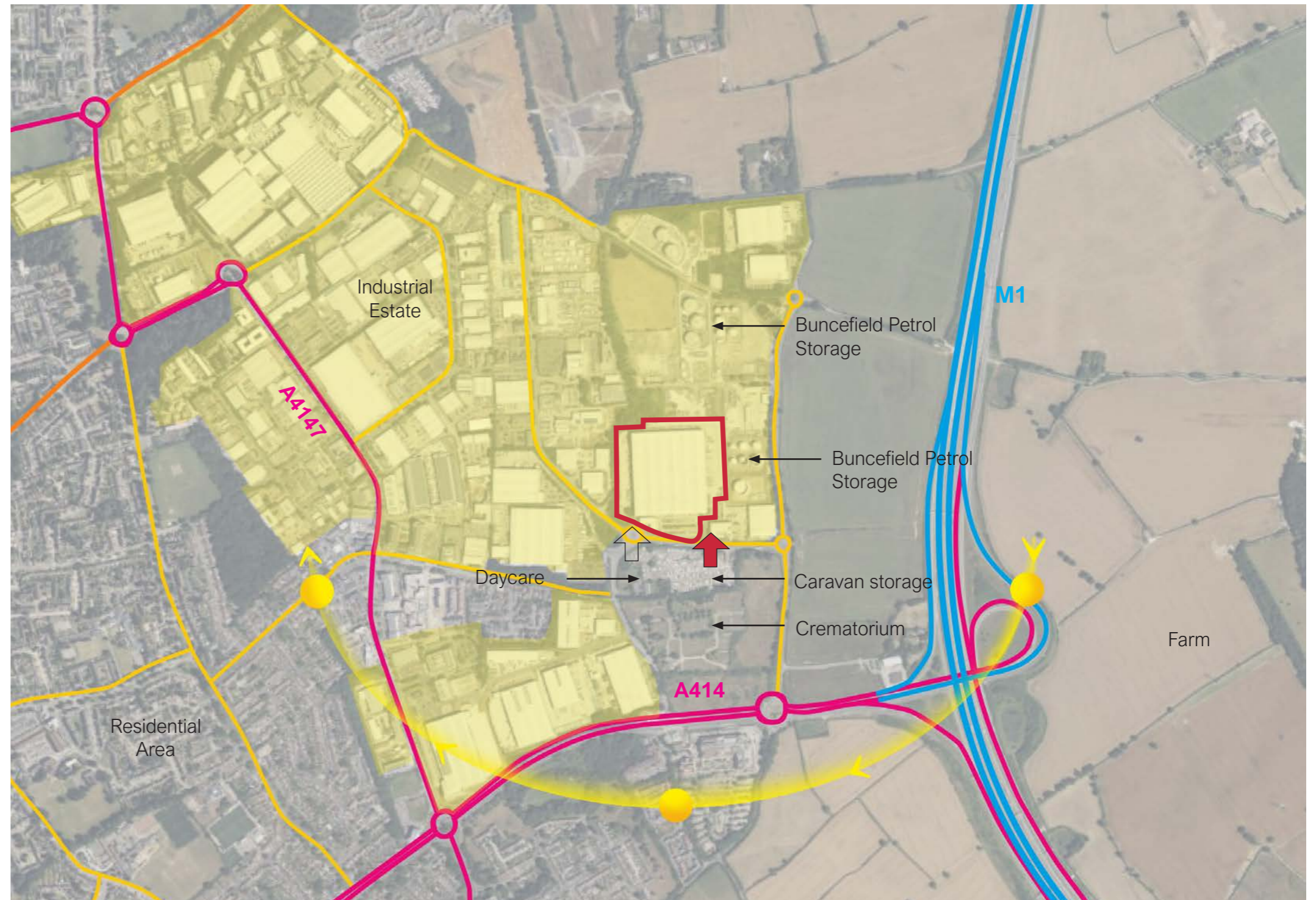
The site is located on the south-east edge of the industrial estate. Notable transport links include the M1 to the east.

The nearest railway station is approximately 6.1km away with links to the site via bus.

-  Site boundary
-  Staff parking
-  Existing warehouse entrance and staff parking
-  M1 Motorway
-  Main road and Dual Carriageway
-  Secondary road
-  Minor road generally less than 4m wide
-  Industrial development



Bus route from station - 45mins



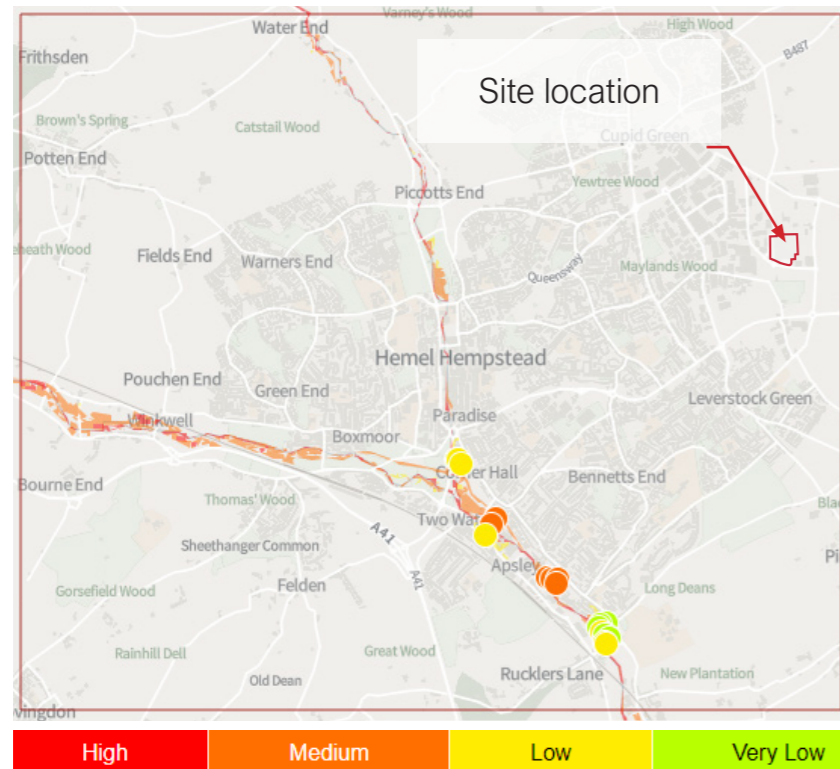
Hemel Site Analysis

3.0 Site

3.2 Existing Site

The site is located within the industrial estate on Boundary Way, Hemel Hempstead, and is adjacent to the Buncefield Petrol Storage site. The development area is within both the Development Proximity Zone (DPZ) and the Inner Zone (IZ), however, any new structures/buildings are only proposed in the IZ.

The site not located within an area at risk of flooding, nor is it statutorily or locally listed, and it does not sit within or in close proximity to a Conservation Area.



Hemel Hempstead Flood Risk Mapping



Existing Site Proximities

3.0 Site

3.3 Existing Site Overview

Existing Visitor and Office Car Park



View 1 - Looking East on Boundary Way

Caravan Storage

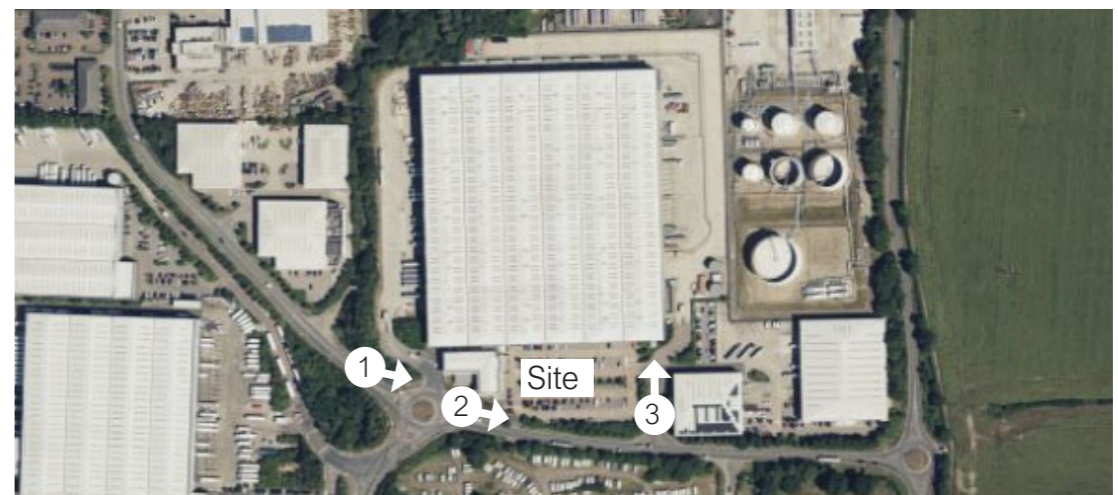
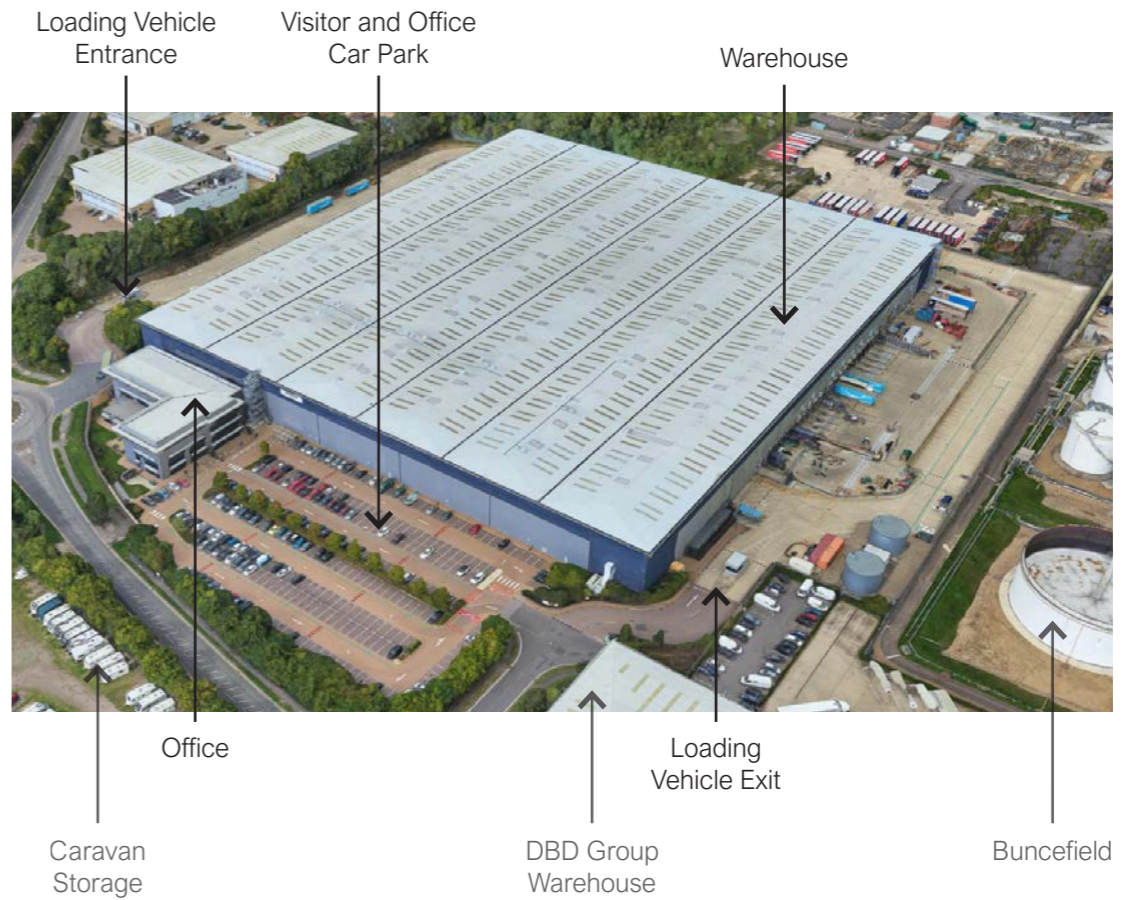


View 2 - Looking East on Boundary Way

DBD Group Warehouse



View 3 - Looking North at access onto site from Boundary Way



Plan showing view locations

3.0 Site

3.4 Neighbours

The existing site at Hemel shares its eastern boundary with commercial neighbours DBD Group of Companies and Majestic Wine Warehouse who share their access road with the entrance to the Hemel 465 Visitors and Office Entrance.

The south of the site is boarded by the road Boundary Way and the development zone is most prominent from this road as the main approach into the site.

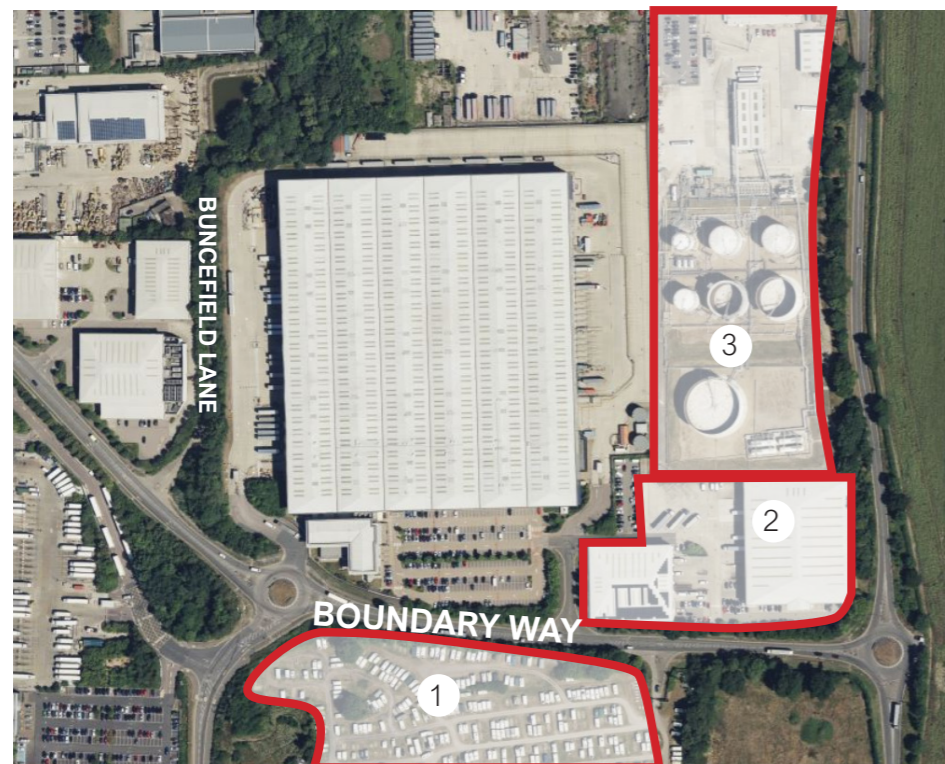
The western edge of the site is boarded by Buncefield Lane.



View 1 - Woodwells Caravan Park (Caravan storage)



View 2 - DBD Group Warehouse



Plan showing neighbouring development and properties



View 3 - Buncefield

3.0 Site

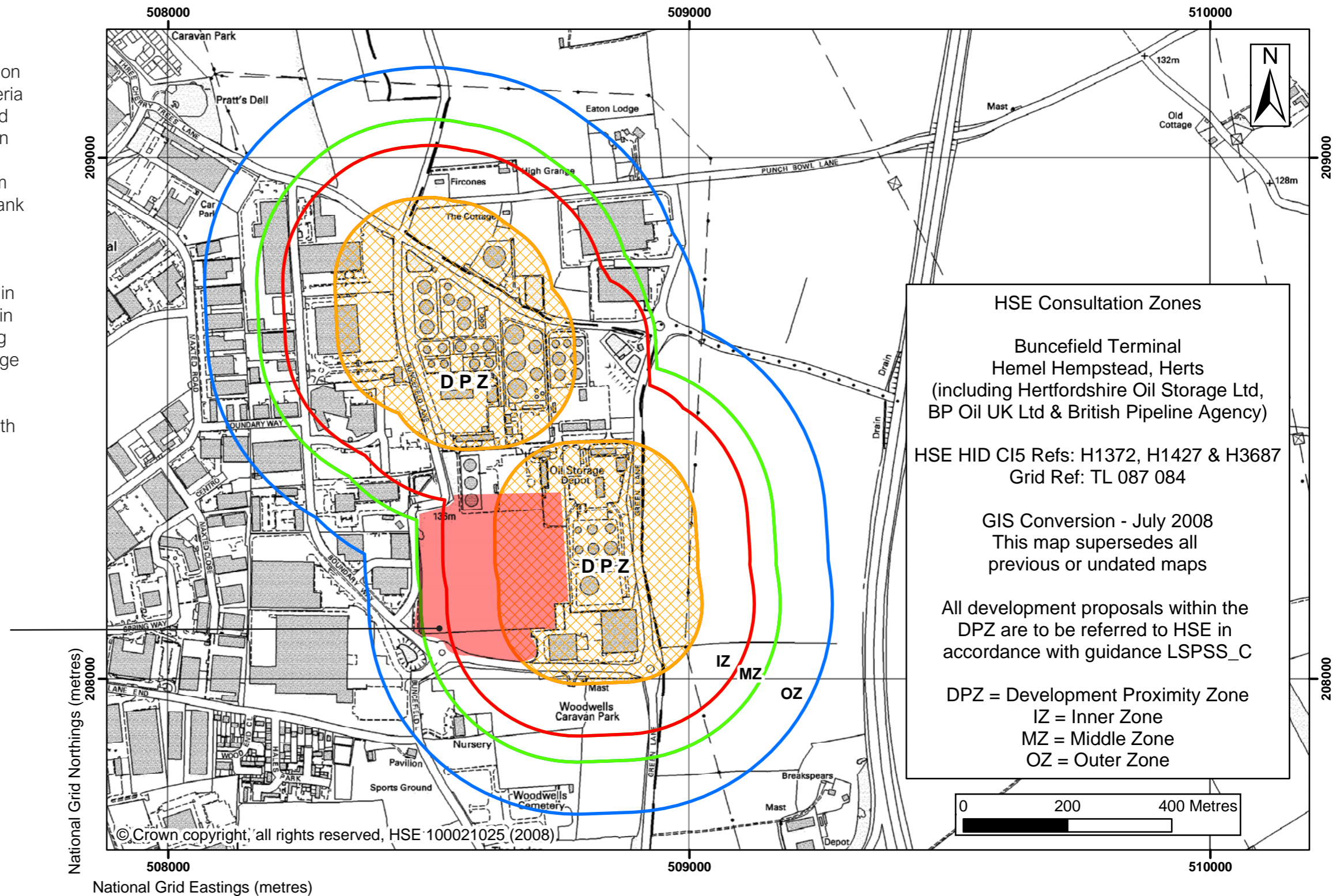
3.5 HSE Consultation zones

Following the Buncefield incident in 2005, the HSE reviewed the consultation distance of all sites which met the criteria for large-scale petrol storage sites, and subsequently an additional zone known as the Development Proximity Zone (DPZ) was introduced 150 metres from the boundary of the relevant storage tank bunds.

The HSE's approach to providing land use planning advice on developments in the vicinity of such sites can be found in SPC/Tech/Gen/49 - 'Land use planning advice around large-scale petrol storage sites'.

The aim is to manage population growth close to such sites to mitigate the consequences of a major accident.

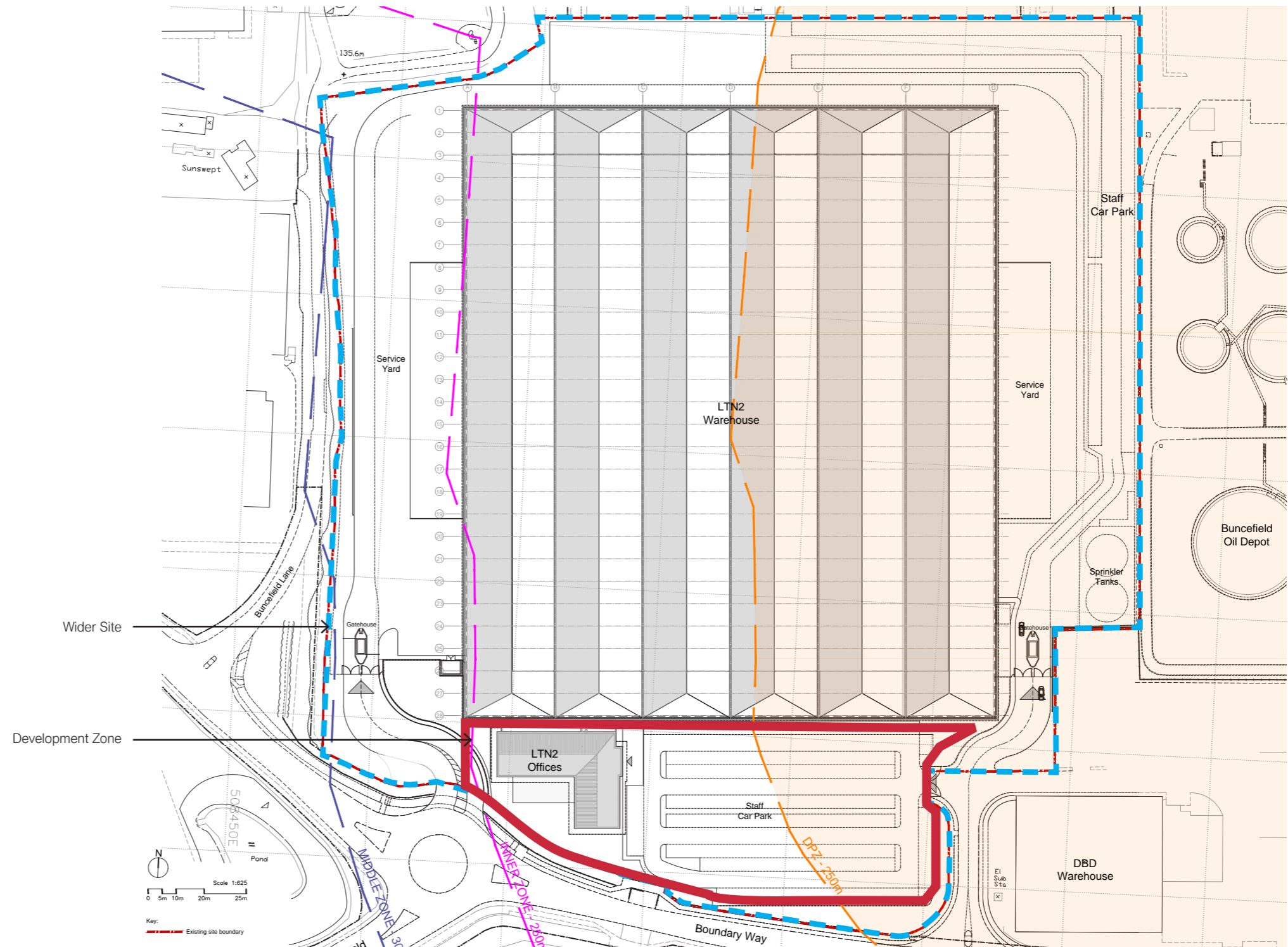
Existing site
Superimposed



3.0 Site

3.6 HSE Consultation zones

New development in the Inner Zone is restricted to Parking areas at sensitivity level 1 - based on normal working population.



NOTES:
Land use planning zones in accordance with the following HSE guidance: *Land use planning advice around large scale petrol storage sites SPC/TECH/GENERAL/43*

- DPZ (Development Proximity Zones) = 150m from tank bund
- Inner Zone = 250m from tank bund
- Middle Zone = 300m from tank bund
- Outer Zone = 400m from tank bund

The above planning zones are taken from Dacorum Borough Council Paper:
East Hemel Hempstead Area Action Plan - Issues and Options - June 2009

3.0 Site

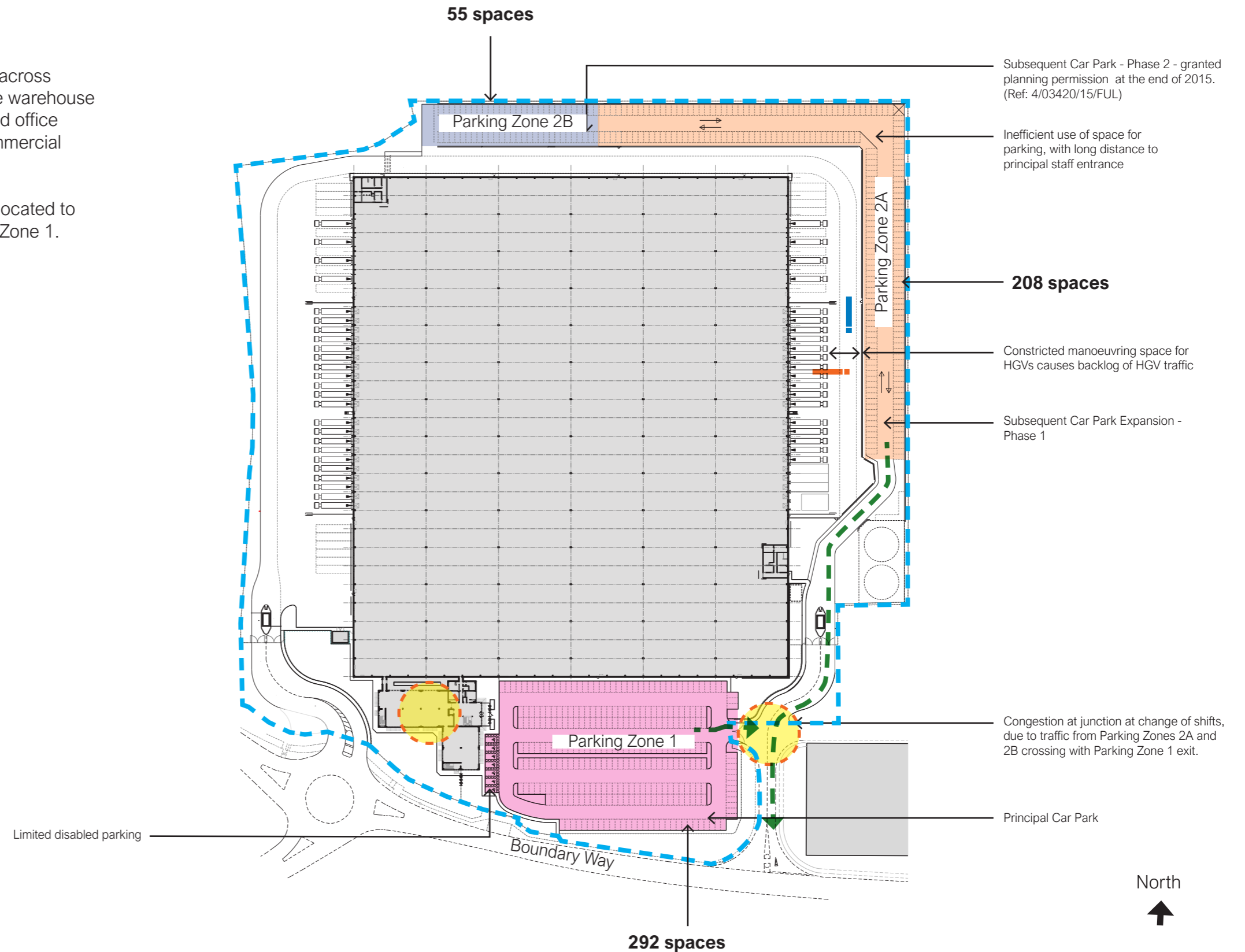
3.7 Existing Parking Appraisal

Current parking areas are fragmented and split across Zones 2A and 2B restricting the operation of the warehouse and do not link directly to the office for visitor and office parking. The fragmented parking limits safe commercial operation of the warehouse.

To improve functionality, these spaces will be relocated to consolidate office and visitor parking in Parking Zone 1.

Zone 1: 292
Zone 2B: 55
Zone 2A: 208

Total Existing: 555



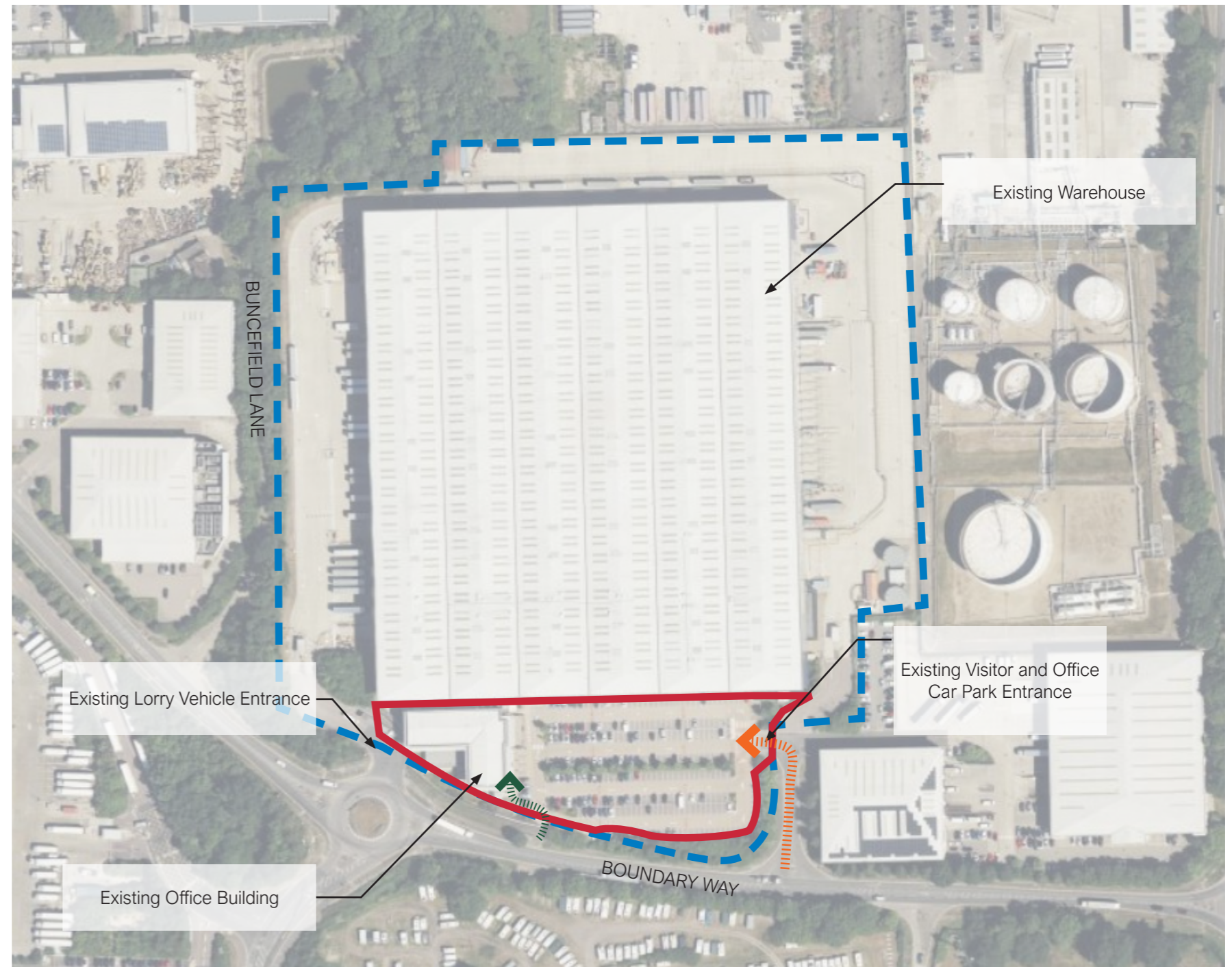
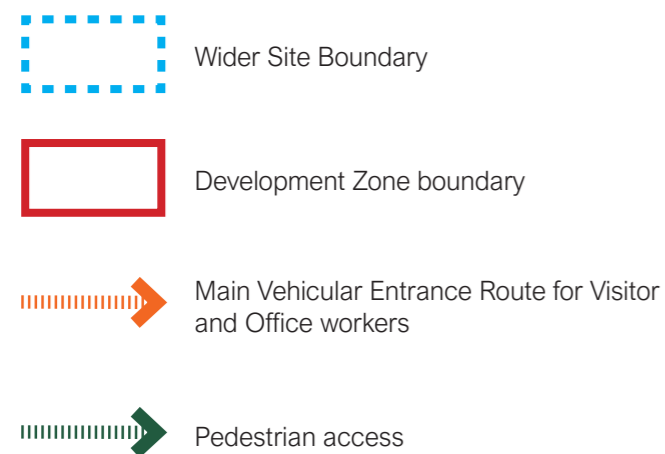
3.0 Site

3.8 The Existing Yard and Office

The existing site contains a large warehouse, ancillary office building and car parking. There is a sloped embankment that runs along the perimeter to Boundary Way

The proposed Development Zone relevant for this planning application is limited to the car park and area surrounding the offices.

There is a gentle gradient across the site that slopes towards the offices.



Existing site analysis

3.0 Site

3.9 Opportunities of the Existing Site

The proposed multi-storey car park presents a pivotal opportunity to transform the existing site. By strategically integrating the multi-storey car park with the current car park and office, the development can unlock several potential benefits. Firstly, it offers a solution to the pressing need for enhanced parking capacity adjacent to the offices, effectively alleviating operational constraints for the future of the office facility. Additionally, the introduction of the car park provides an avenue to establish a clear entrance and implement simple wayfinding, enhancing overall site accessibility and navigation for employees and visitors alike.

Through the construction of the multi-storey car park, this underutilised space can be effectively utilised, maximising the site's functionality and contributing to its overall enhancement, thereby making best use of this existing employment site. Moreover, the project offers an opportunity to bolster security measures, ensuring the safety of vehicles and occupants within the premises.

In addition to addressing parking needs, the multi-storey car park enables the optimisation of yard space and HGV movements. By freeing up valuable yard area and streamlining logistical operations, the proposed development enhances efficiency and operational effectiveness on the site. Furthermore, it facilitates the intensification of industrial space, fostering a conducive environment for commercial growth and expansion.

The proposed development minimises risks associated with the site's location in the HSE's Development Proximity Zone (DPZ) by removing existing car parking along the eastern site boundary to a new location within the Inner Zone (IZ).

The site serves as a crucial gateway into Hemel, and the introduction of the new multi-storey car park will enable the opportunity to significantly enhance its prominence as a gateway.



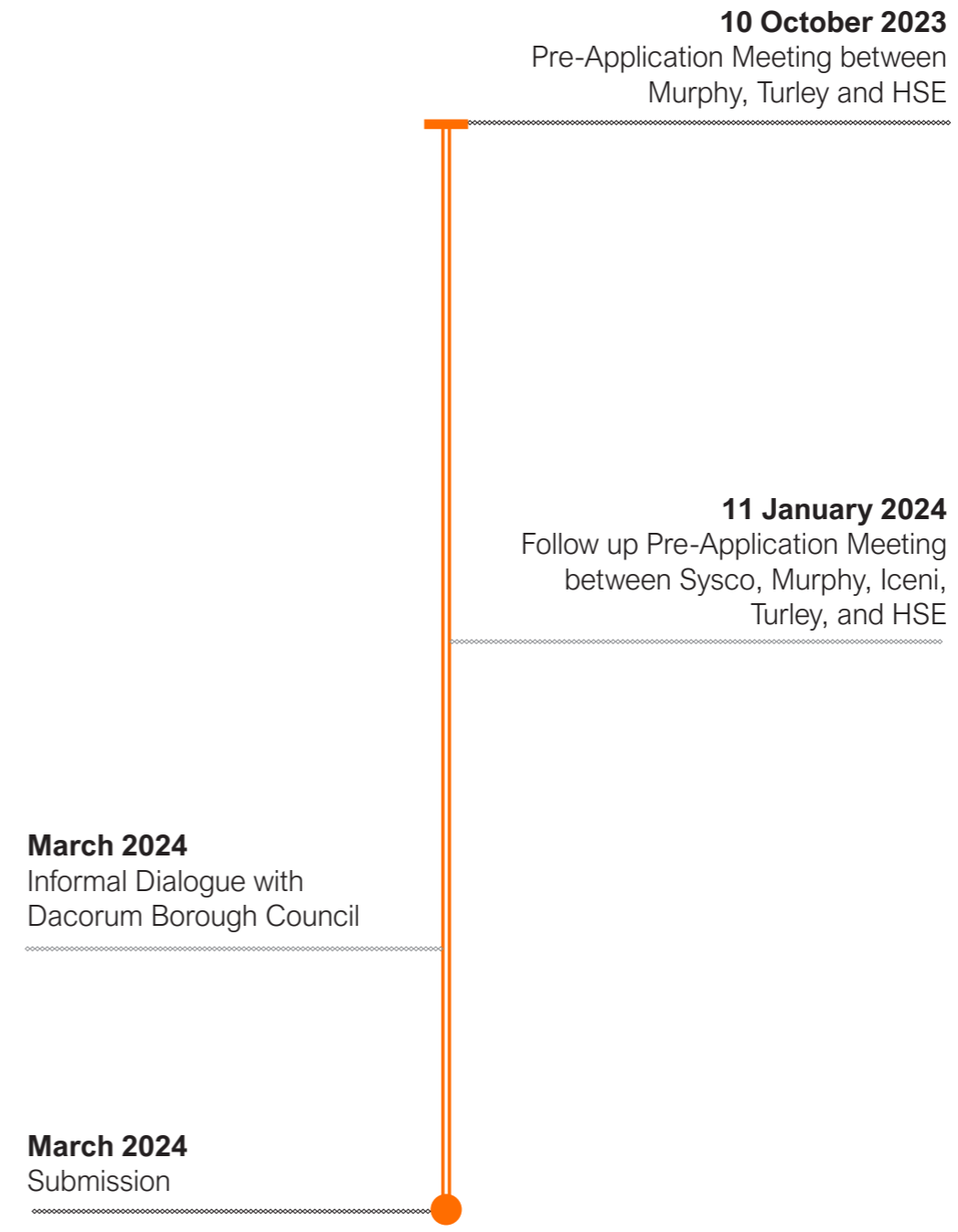
Photograph of existing conditions on site

Consultation

4.0 Consultation

4.1 Summary of Consultation

The proposal has been informed by an ongoing and consistent dialogue with the local authority and HSE. More details concerning this can be found in the planning statement prepared by Turley.



Timeline of engagement and consultation with HSE and Dacorum

4.0 Consultation

4.2 HSE

Murphy met with the HSE at an in-person meeting in Buxton on 10 October 2023. During this meeting, the HSE confirmed their role as statutory consultee.

The HSE confirmed that it would advise against (AA) a single-deck option partially within the DPZ, as such an option might increase confinement if a flammable vapour cloud were to enter at ground/low level and could intensify any explosion and lead to higher over pressures impacting on nearby buildings (in accordance with circular SPC/Tech/Gen/43). Likewise, it confirmed that it would not advise against development (DAA) if a multi-storey car park solely within the Inner Zone was proposed.

Advice received from the HSE has thus informed the current approach as to how car parking can best be managed on site.

To confirm, as a consequence of the pre-application advice obtained from the HSE, our approach now comprises a multi-storey car park located solely within the Inner Zone. Considering the above constraints, we believe this to be an appropriate response given the helpful feedback provided and trust that this would be acceptable in this instance.

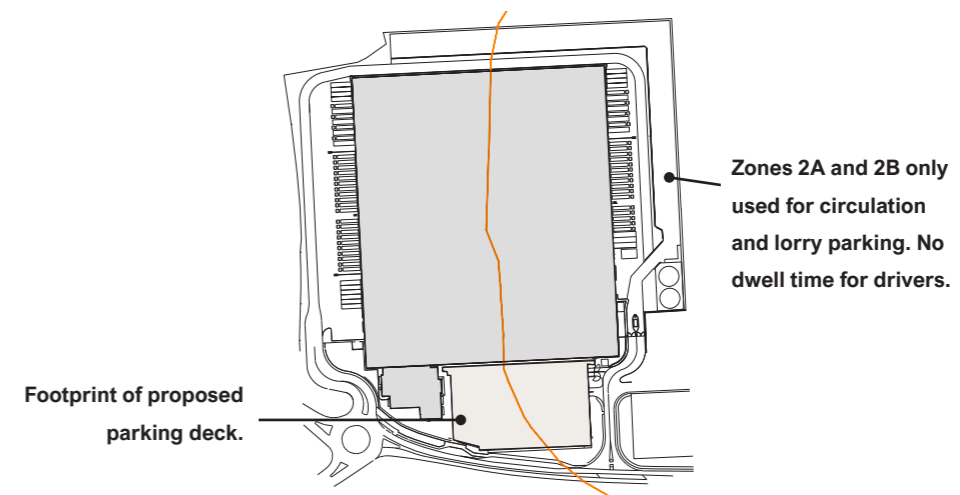
Decision matrix

35. Having determined which consultation zone a Development Type falls into, after applying the straddling rule if necessary, and the Sensitivity Level of the development, the following matrix is used to decide HSE's advice.

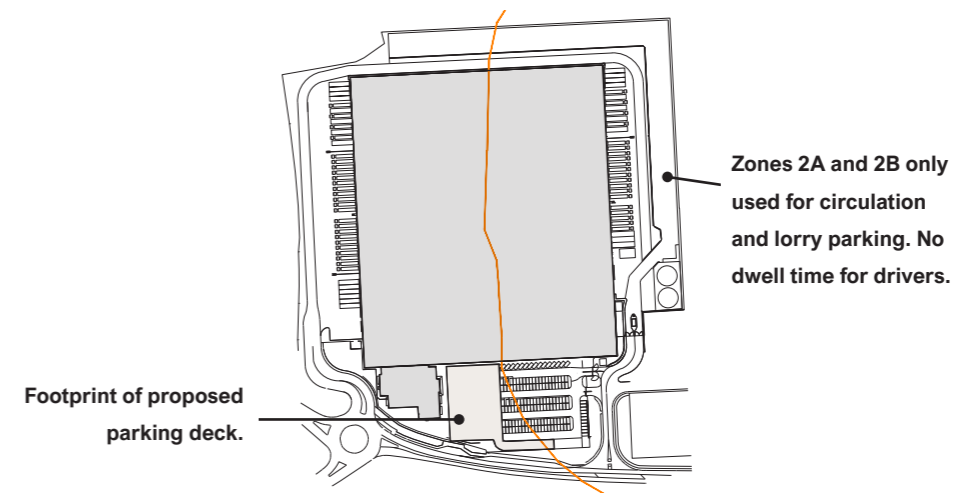
Level of Sensitivity	Development in Inner Zone	Development in Middle Zone	Development in Outer Zone
1	DAA	DAA	DAA
2	AA	DAA	DAA
3	AA	AA	DAA
4	AA	AA	AA

DAA = Do not Advise Against development

AA = Advise Against development



Single Deck Car Park - HSE (AA)



Multi-storey Car Park - HSE (DAA)

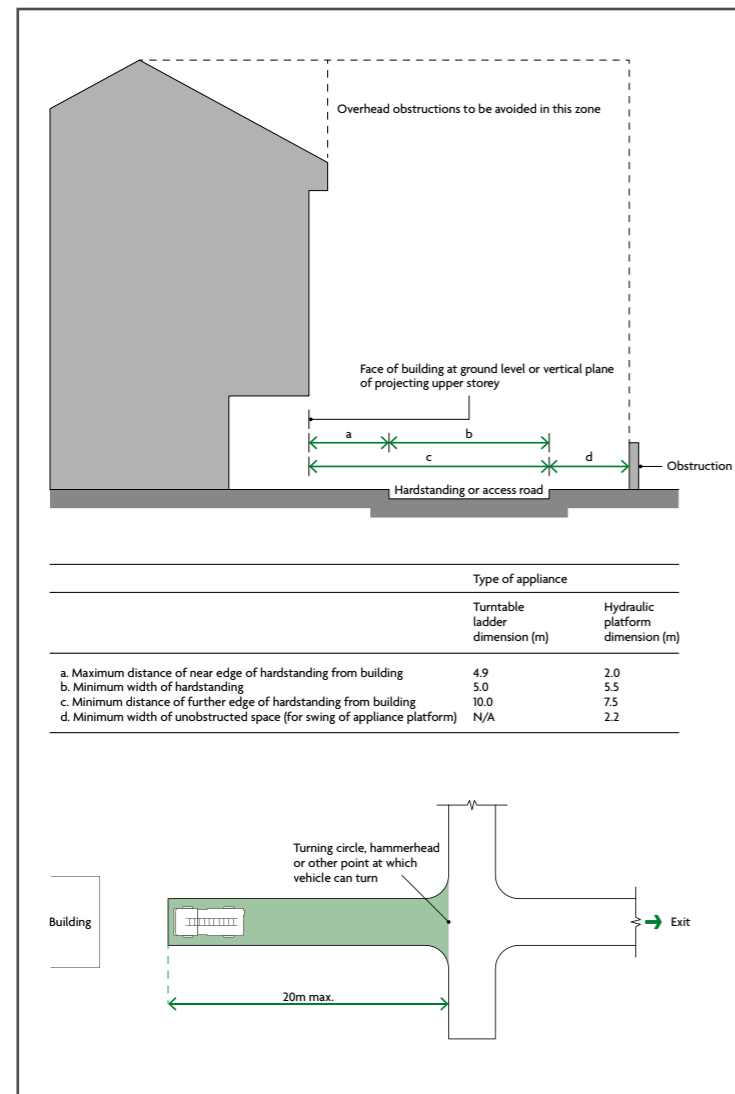
Design Constraints

5.0 Design Constraints

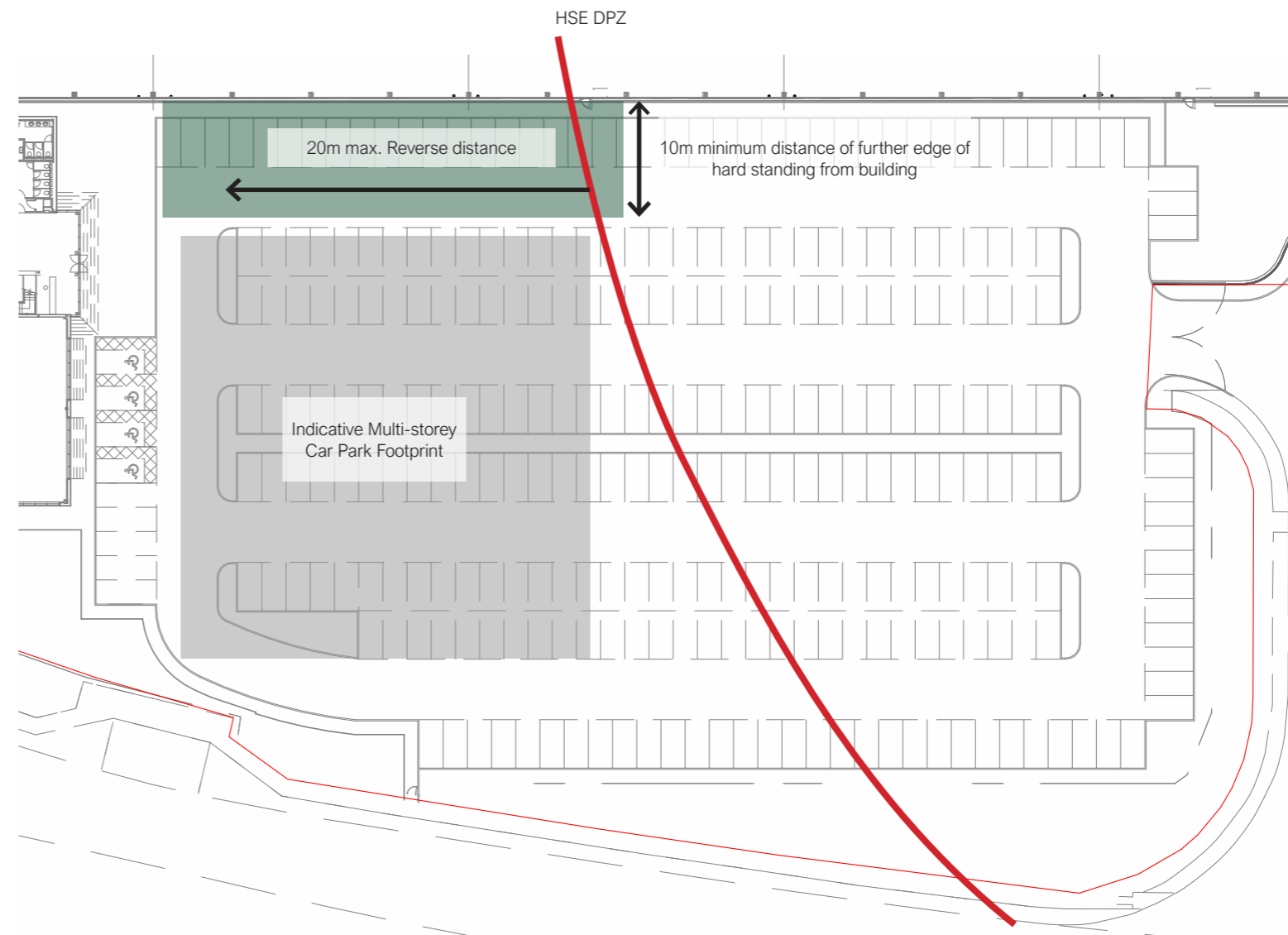
5.1 Key Statutory Constraints

Approved Document Part B (Volume 2) Diagrams 15.2 and 15.3 indicate 10m fire separation between structures and 20m maximum reverse distance for fire vehicle respectively.

Please refer to the Fire Statement Report.



Extracted diagrams from Approved Document Part B



Key Statutory Constraints Diagram

5.0 Design Requirements

5.2 Dacorum Parking Guidance

The Dacorum Parking Standards SPD (2020), as latest approved document relating to parking standards/design guidance, provides the following advice regarding accessible spaces:

“1 space for each employee who is a disabled motorist, plus 5% of the total capacity for visiting disabled motorists. It is desirable that a further 5% of the total capacity should be enlarged standard spaces.”

- **Workplaces:** the minimum number of designated spaces should be one space for each employee who is a disabled motorist, plus 5% of the remaining total capacity for visiting disabled motorists. It is desirable that a further 5% of the remaining total capacity should be enlarged standard spaces.

Dacorum Parking Standards SPD also advises on the dimensions of the parking spaces which the scheme adheres to as follows:

Parking Standards Supplementary Planning Document November 2020

Dimensions of Spaces

8.2 The 'Roads in Hertfordshire: Highway Design Guide' focusses on the design aspects of roads and the street scene in Hertfordshire. It advises on the dimensions and location requirements for parking bays and driveways. Guidance is in the process of being updated but until this new guidance is adopted the dimensions required for a standard parking space are **2.4m x 4.8m**.

Design Concept

6.0 Design Concept

6.1 Key Design Concepts

We believe the approach to the proposed car-parks scale is key to the success of the development, and that the new car park should be articulated in such a way as not to dominate the existing office building. The intention is also to use quality materials, to create a visually engaging and interesting building, which places with shadow, depth and translucency.

Legible clear points of entrance are essential, to clear way-finding we have sought to provide these by means of two focal tower forms, which also create a well ordered location for future signage.

To this end the bulk of the car park is broken into two interlocking architectural forms, each with a different but complimentary high quality facade finish.

The facade facing Boundary Way uses a perforated 'folded' profile metal cladding to create depth, a sense of transparency and visual interest, whilst echoing the metal cladding on the office building. A white powder coated tower (which also serves as an escape stair), forms the interface between the office and car park, this tower also forms the first of two focal points signifying entrance to the office and for visitors.

Complimenting the metal clad areas of facade is the second of the interlocking forms, which is clad in a coloured ceramic fin facade, which contrasts the metal areas. This facade is punctuated on the Eastern facade by the second focal point tower, signifying the primary approach point from the vehicular entrance.

In both cases the stair / focal point towers, are also the start of ground level pedestrian routes to the main building entrance.

These towers serve an equally important wayfinding purposes for users exiting the office building, being linked to the office entrance by wide paved entrance routes. These routes benefit from being open to the sky, with an atrium being introduced to the car park, bringing natural lighting to ground level circulation, further improving the quality of the user experience and ease of way-finding.



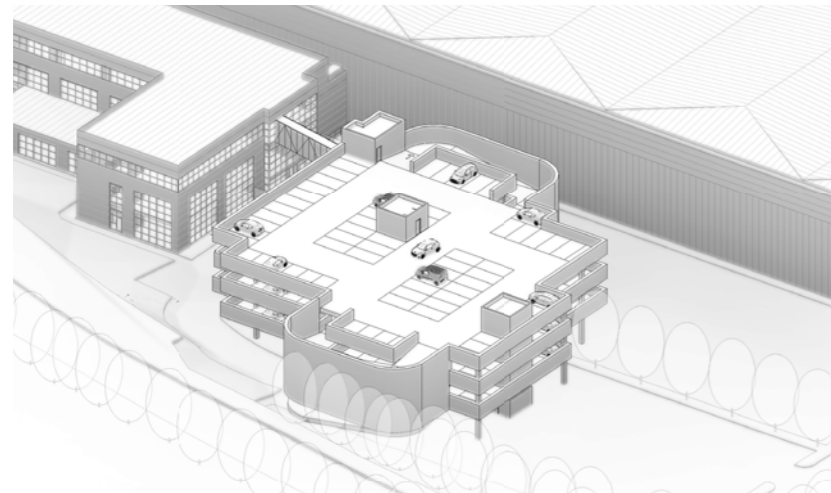
Creates a legible entrance to site

Design Evolution

7.0 Design Evolution

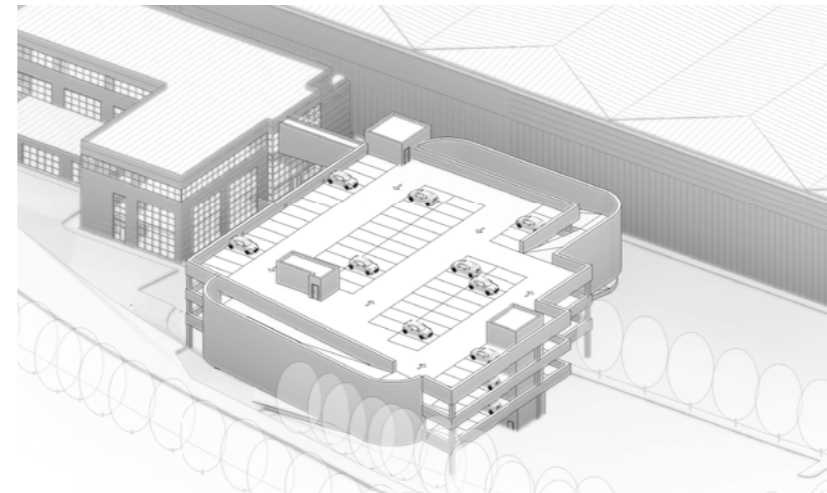
7.1 Early Option Studies

Option studies were carried out looking at the form, scale and impact of different arrangements. The overall objective was to minimise impact on the ground floor and not intrude into the HSE DPZ. A summary of these are shown below:



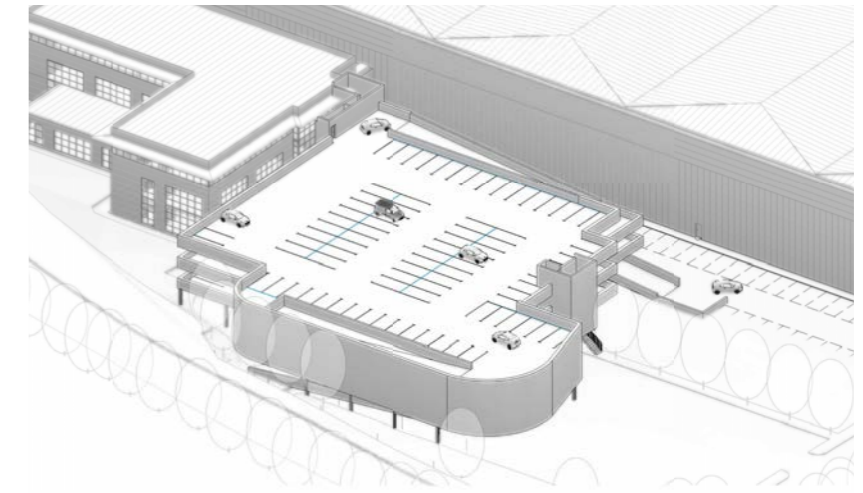
Option 1

The compact form maximised car parking spaces relative to floor area. However, this resulted in challenges with clear circulation and wayfinding with steep ramps and structural limitations impacting the ground level.



Option 2

In Option 2, visual massing takes precedence, however this is overly dominant and there is an opportunity to maximise parking spaces relative to the area of the structure.



Option 3

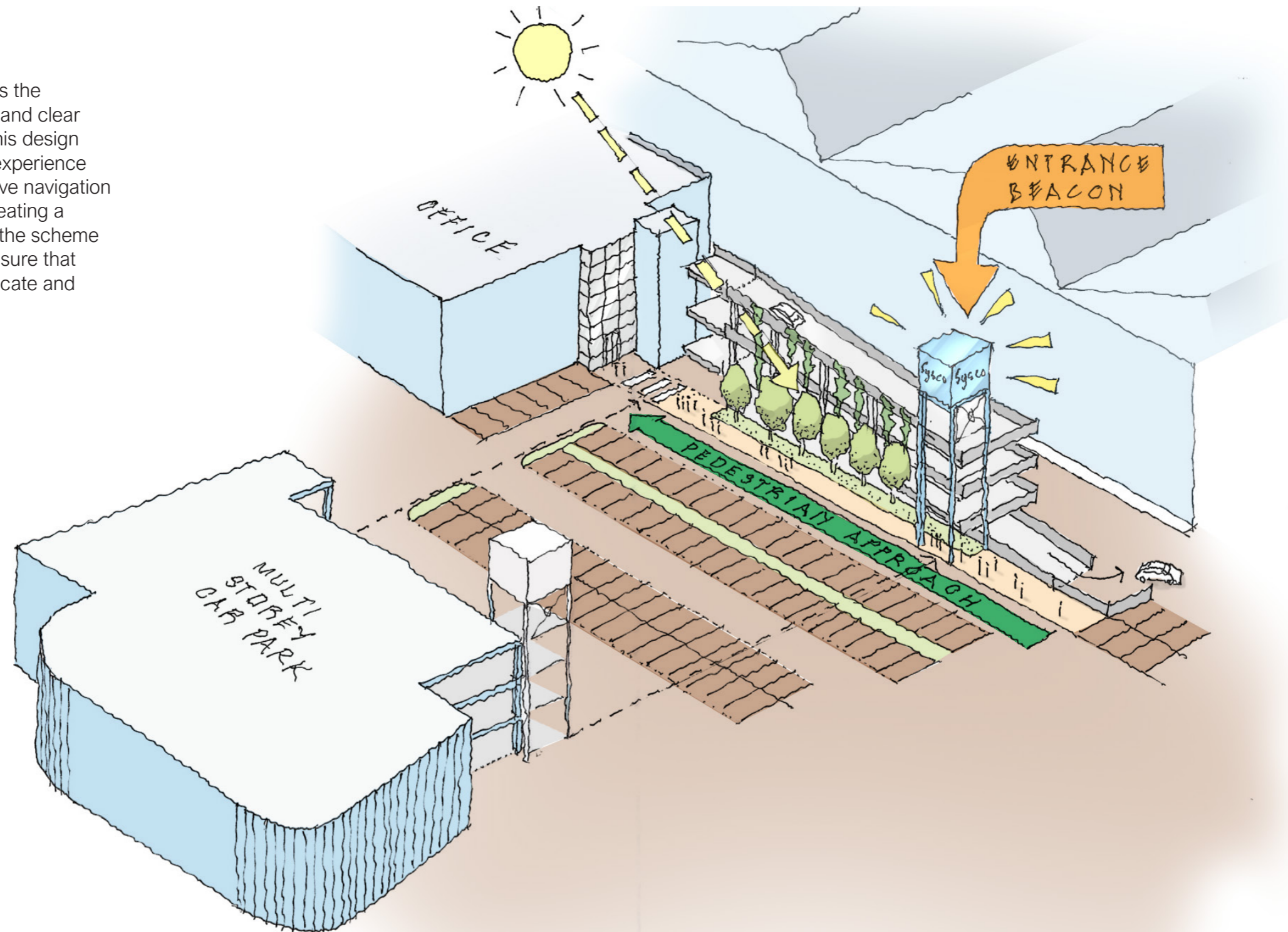
Option 3 optimises the number of car parking spaces by extending the form nearer to the existing offices. However the ramp oversails the DPZ and there is a lack of clear wayfinding into the offices.

Proposed Scheme

8.0 Proposed Scheme

8.1 Key Concept Sketch

This key concept sketch emphasises the importance of establishing a visible and clear point of entry to the office space. This design element aims to enhance the user experience by providing easy access and intuitive navigation within the office environment. By creating a distinct and welcoming entry point, the scheme seeks to improve wayfinding and ensure that visitors and employees can easily locate and access the office space.

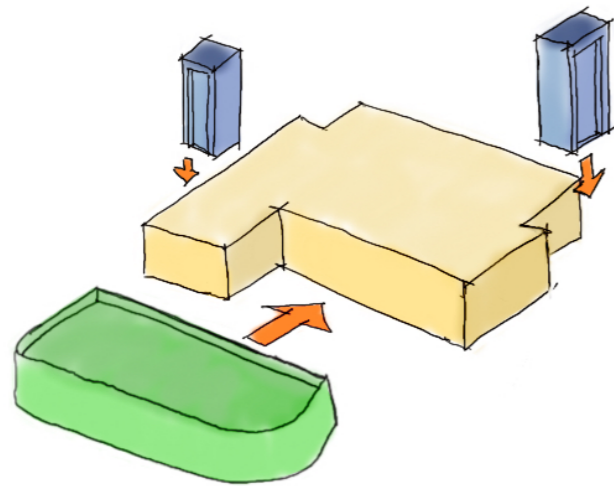


8.0 Proposed Scheme

8.2 Interlocking forms

The sketch below illustrates the concept's basis in interlocking forms, intertwining architectural elements with diverse material compositions to form a cohesive and dynamic composition. Each form contributes to visual interest and spatial complexity.

Through meticulous integration and alignment, this concept is realised in the design approach to form and layout, resulting in a visually engaging design, as depicted in the right visual.



Concept sketch illustrating interlocking forms



Aerial view of the proposed scheme

Scale and Site Strategy

9.0 Scale and Site Strategy

9.1 Scale and Site Strategy

The proposal is placed within the existing car park bounded by the existing warehouse, office and roads, whilst there are three entrances to the wider site, the focus of this application is the only one which receives general public / guest visitors, as well as serving as the staff entry point.

The existing wider development is dominated by the very large warehouse building and facing onto the roundabout the smaller office building.

The proposal allows a clear segregation of “car size” vehicular traffic and operations from the warehouse operation, improving not only operations, and vehicular flows through the site, but significantly improving site safety.

The DPZ too has dictated the extent and form of the Eastern elevation, which has been “carved away” to reflect the extent of the zone, with the benefit of creating a visually interesting Eastern stepped facade.

As outlined previously, the design team has been very aware of the potential for the proposed car park to dominate the Boundary Way facing edge of the site.

To this end the massing of the building has been broken into several component parts, with the added benefit of creating a public face onto Boundary Way, of a very much more human scale to that of the warehouse. To do this the concept has been to split the mass of the building into two component halves, more in keeping with the mass and scale of the existing office park, each defined by different facade treatment and forms.

It was key to ensure clear legibility in terms of entrance, which led to the expression of the stair towers in a contrasting smooth white cladding, which also serve as a way of visually linking the car park with the existing office & warehouse.

Language and Materials

10.0 Language and Materials

10.1 Language and Materials Palette

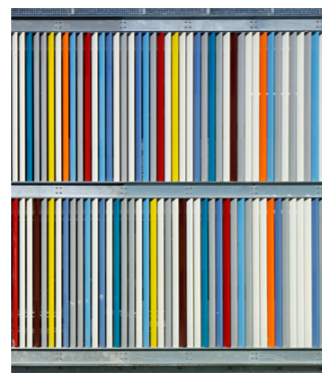
The palette of material has been chosen to enhance the existing building, help break the bulk of the car park into a scale in keeping with the existing office block. This in turn presents a more sympathetic and human scaled appearance to the public facing elevations onto Boundary Way.

The materials themselves have been selected to create facade that has depth and visual interest. The deep profile perforated screen to the South Elevation with its translucency and curves, forms a veil in front of the colours of the more orthogonal box behind this, which provides an opportunity to clad a number of ways from a playful multi-coloured variant to a more muted colour palette – while still lending translucency and interest, but contrasting with the metal cladding.

The two towers, are clad in flat metal powder coated panels, their cool, sharp lines and smooth faces, echoing the office cladding, but contrasting strongly with all other elements - as is befitting for their use as way-finding beacons in the resulting assembly.



Folded, perforated metal cladding



Multi-Coloured Slatted facade



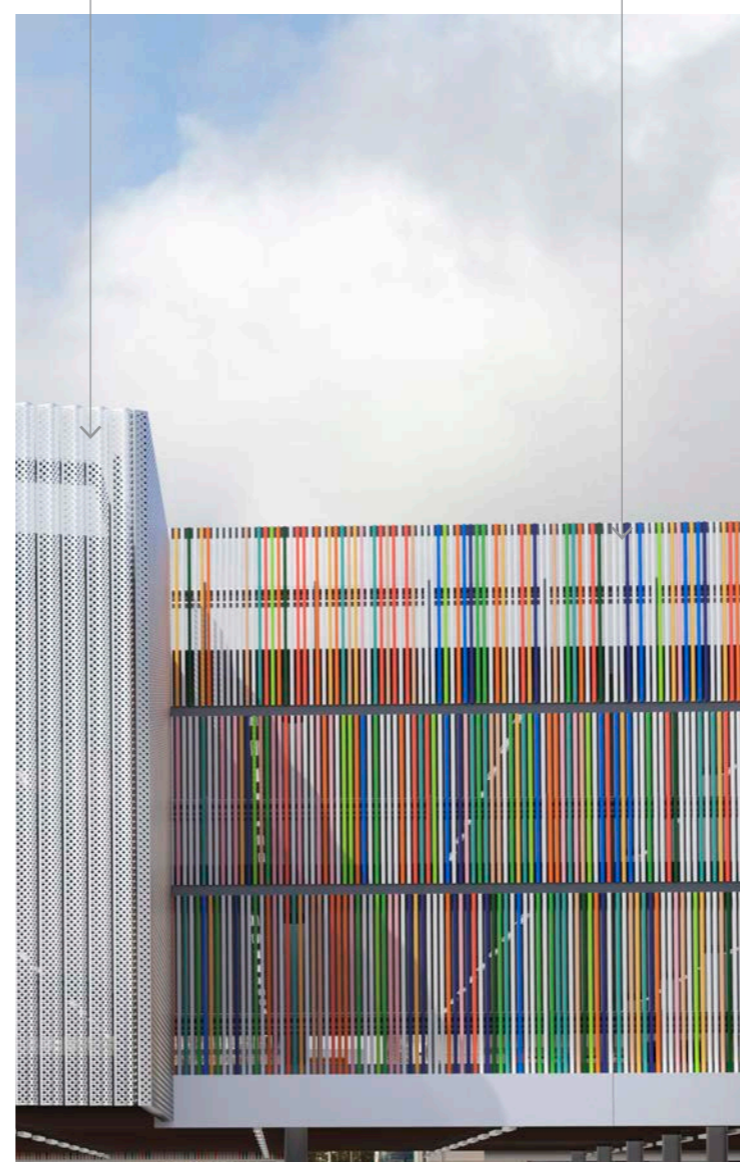
Muted Multi-Coloured Slatted facade

Folded, perforated metal cladding

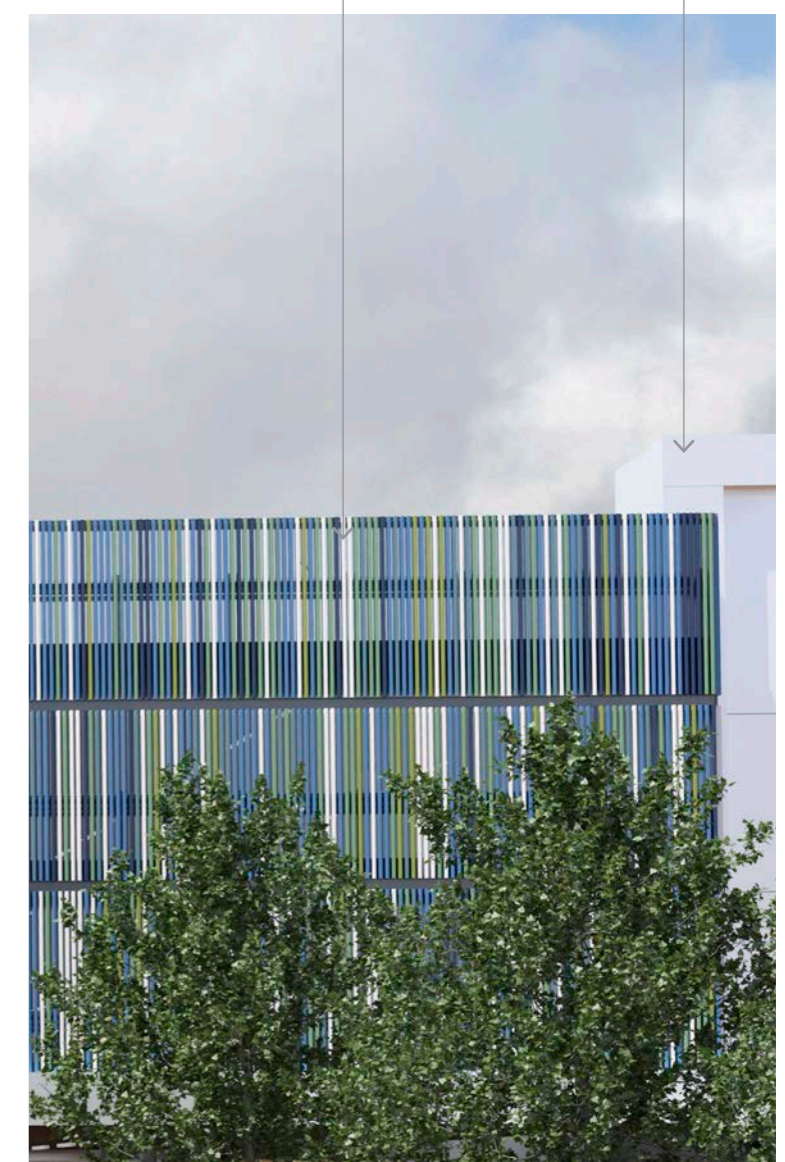
Multi-Coloured Slatted facade

Muted Colour Slatted facade

Flat metal powder coated panels



CGI of Material application



Alternative Ceramic Fin Colour Selection Version

Accessibility

11.0 Accessibility

11.1 Accessibility

The proposal will relocate a large proportion of the car parking and activity to areas outside the DPZ. As such, the proposals seek a total 455 bays within the new multi-storey car park, of which 5% (23 spaces) will be allocated as accessible, thereby complying with the guidance set out in the Dacorum Parking Standards SPD (2020). These accessible spaces will be located on ground floor in a convenient place near the office entrance to minimise travel distance.

Gradients across the site remain unchanged, while the entrance to the office has level access and also remains unchanged.

Where any new entrance surfaces are installed, these will be chosen to allow smooth transition whilst reducing the risk of slipping. Floor surfaces will have low level of reflectance, with the lighting being designed to minimise danger and maximise convenience.



Plan highlighting accessible parking spaces on Ground Floor

Sustainability

12.0 Sustainability

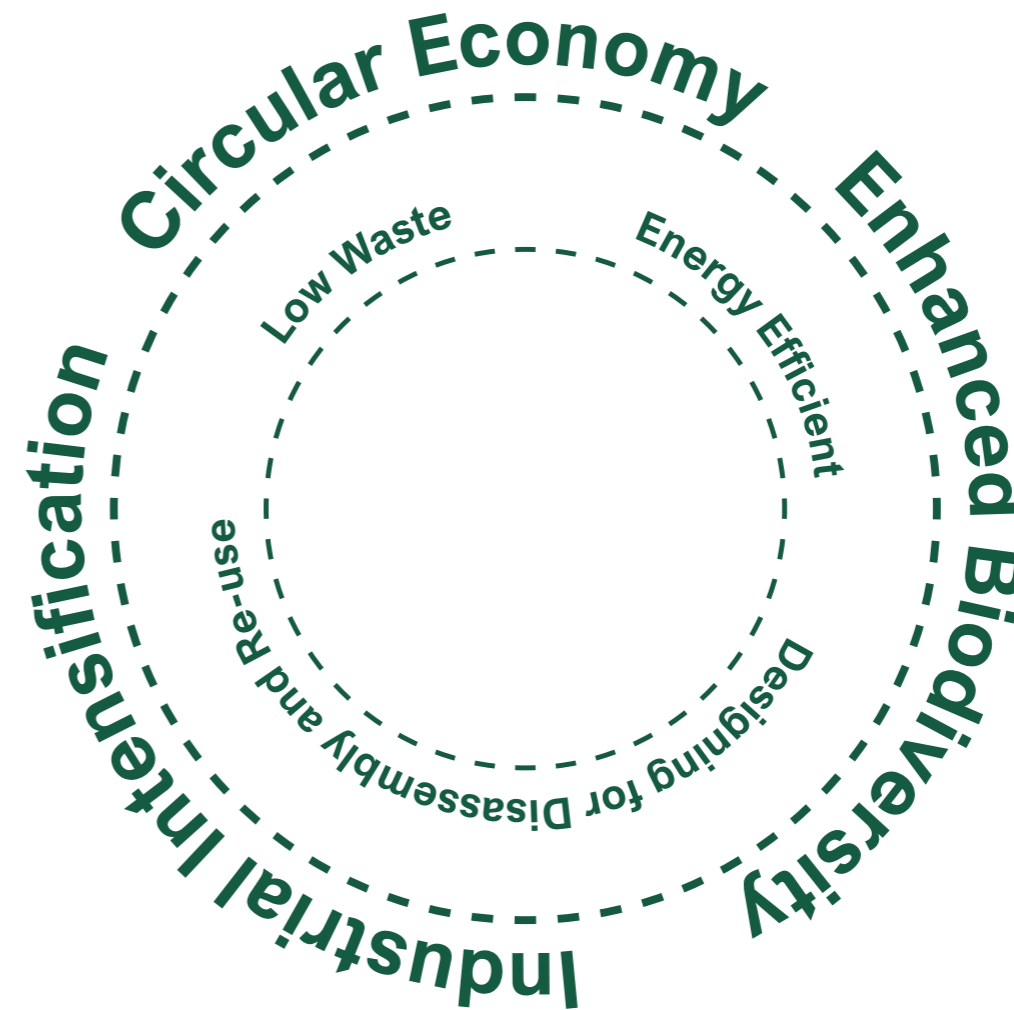
12.1 Sustainability

Rehabilitating the existing building is fundamentally a more sustainable activity than demolition and construction of new building, minimising construction waste and utilising embodied carbon.

The proposed development has been designed with sustainable construction methods and circular economy/whole lifecycle carbon principles in mind. The proposed structure is designed for simple assembly to ensure ease of disassembly and reuse at the end of its lifecycle, promoting a circular economy model.

Furthermore, we will incorporate materials with high recycled content wherever possible and prioritise the use of energy-efficient LED lighting systems to minimise energy consumption. Our construction management plan will focus on minimising waste generation and promoting responsible waste disposal practices.

Additionally, Murphy's are committed to fostering social value through initiatives such as apprenticeship schemes, contributing to the development of local talent and communities.



Sustainability Principles

Area Totals

13.0 Area Totals

13.1 Areas

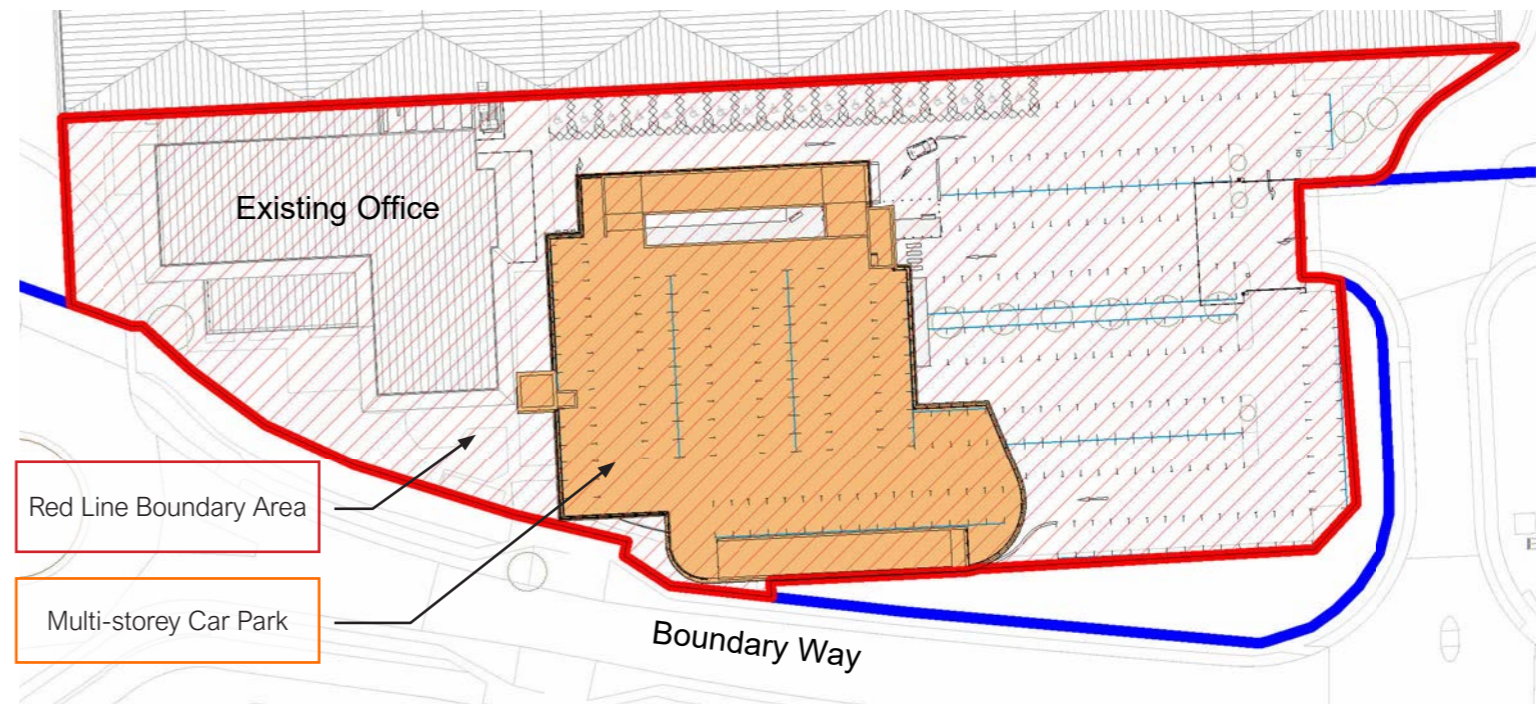
The proposal submitted consists of the following boundaries and subsequent areas:

Red Line Boundary	Area (m ²)	Area (ft ²)
Total Area	9,659	103,973

Red Line boundary area table

Multi-storey car park	GEA (Area measured to the external faces at each floor level)		GIA (Area measured to the internal faces at each floor level)	
	Area (m ²)	Area (ft ²)	Area (m ²)	Area (ft ²)
Ground Floor (including Atrium area)	2,735	29,436	2,589	27,870
First Floor	2,637	28,384	2,461	26,490
Second Floor	2,637	28,384	2,461	26,490
Third Floor (Area of enclosed staircases only - the rest of the third floor is not enclosed so is omitted from total area figures)	61	653	43	467
Total Areas	8,071	86,878	7,554	81,316

Areas for multi-storey car park



Key plan illustrating boundaries

CGIs

14.0 CGIs



View west towards the office and multi-storey car park

14.0 CGIs



CGIs - Alternative Colour Palette

15.0 CGIs - Alternative Colour Palette



View west towards the office and multi-storey car park

15.0 CGIs - Alternative Colour Palette



Appendix

16.0 Appendix

16.1 Drawing List

Site:

1008-GTH-ZZ-ZZ-DR-A-2505
1008-GTH-ZZ-ZZ-DR-A-2506

Offices:

1008-GTH-02-ZZ-DR-A-2020
1008-GTH-02-ZZ-DR-A-2021
1008-GTH-02-ZZ-DR-A-2022
1008-GTH-02-ZZ-DR-A-2023

Multi-storey car park:

1008-GTH-07-GF-DR-A-2510
1008-GTH-07-GF-DR-A-2511
1008-GTH-07-01-DR-A-2512
1008-GTH-07-02-DR-A-2513
1008-GTH-07-03-DR-A-2514
1008-GTH-07-ZZ-DR-A-2520
1008-GTH-07-ZZ-DR-A-2521
1008-GTH-07-ZZ-DR-A-2524

Please refer to separate reports:

Fire Report - Semper
Biodiversity Net Gain - Arbtech
Traffic Report - TPP

