

DESIGN AND ACCESS STATEMENT REPORT

PRC

JULY 2024



PHASE 2 (PLOT A)
LANGSTONE PARK
LANGSTONE ROAD, HAVANT
PO9 1SA

xl**b**
Property

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1.0

INTRODUCTION

This Design and Access Statement has been prepared on behalf of XLB Property Ltd to accompany a reserved matters application to Pursuant to outline planning consent APP/22/00172 development at Langstone Park, Langstone Road, Havant, PO9 1SA.

APP/22/00172: Outline Planning Application for phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except Access.

The approval of the Local Planning Authority shall be obtained in respect of the following reserved matters before development first takes place on any phase - the appearance; landscaping; layout; and scale.

This reserved matters application relates to Phase 2 of development at Langstone Park and the plot referred to as Plot A in the outline planning consent. The proposals can be summarised as follows:

- The erection of two flexible employment buildings split into three units totalling 8,695sqm GEA for flexible E class research and development & light industrial, B2 class manufacturing and B8 class storage and distribution employment uses, with ancillary offices, associated car parking, service yards and landscaping.
- New vehicular site access from within Langstone Technology Park.
- Works to improve pedestrian links throughout the park.

This design and access statement will demonstrate that the scheme has evolved following a structured process of assessment, involvement, evaluation and detail design. The planning consent documentation has been considered and provided outline information that supports this proposal. This assessment has been used to characterise the site and it's surroundings and inform the early design aspirations of the scheme.

Whilst an assessment of Planning Policy is specifically dealt with by the Planning Statement, planning policy relevant to the site was also identified at the outset and plays a significant role in shaping the design proposals.

The design has undergone a continuous evaluation process identifying where constraints exist and to what extent the impact can be minimised or even turned into a positive attribute within the overall scheme design. The process of design is discussed throughout this document following the headings identified in CABE guidance for

assessing proposals in terms of design and the integration of access these headings are as follow:

LAYOUT: Explanation of how the site can be successfully developed and how it will work and fit in with its surroundings.

SCALE: Refers to the size of buildings and spaces, showing why those sizes are right for the site and how they relate to existing buildings.

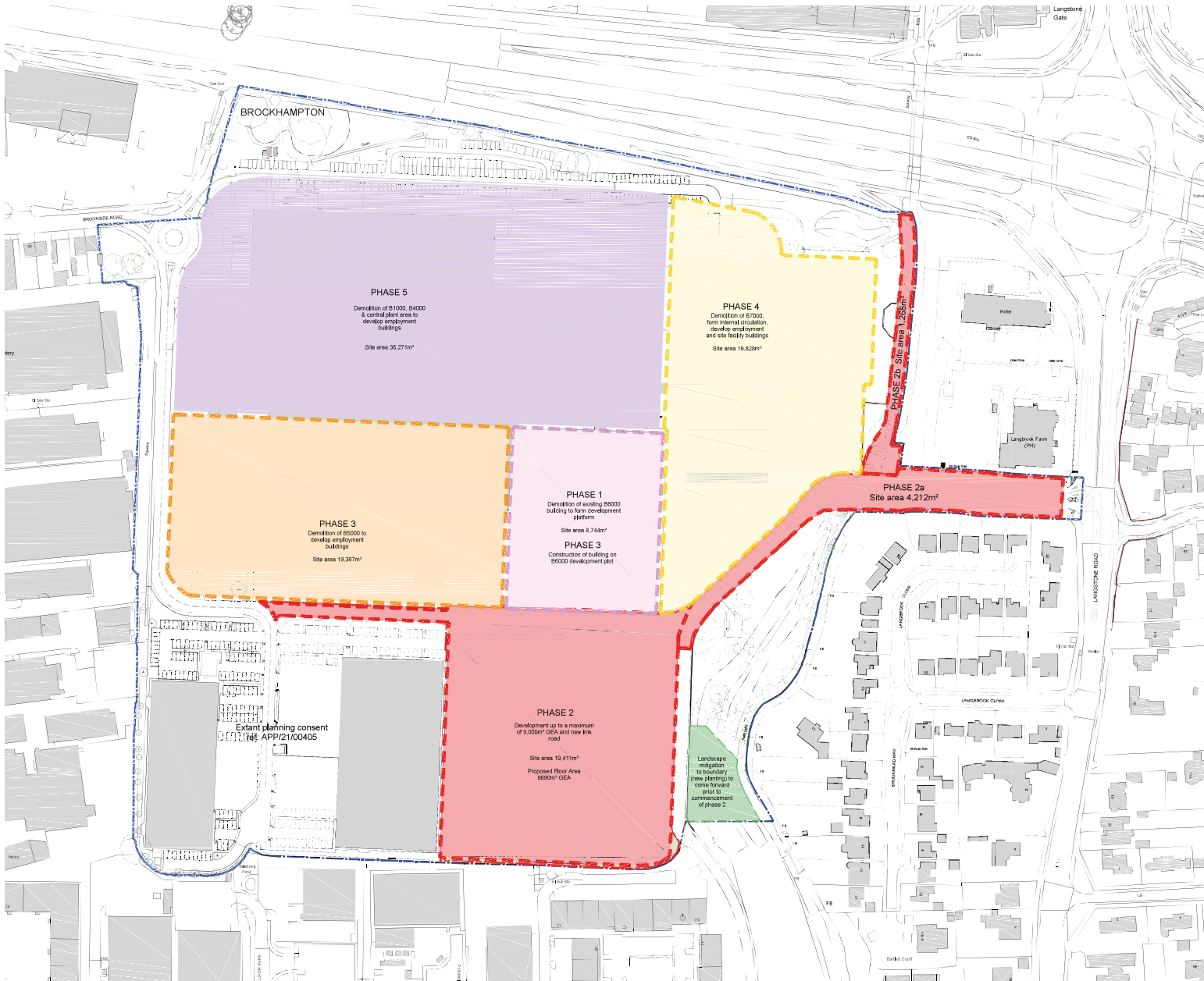
LANDSCAPING: Explanation of how a landscape concept can be incorporated into the scheme and how it has influenced the scheme design.

APPEARANCE: Explanation of what the development will look like and why it is appropriate for the setting.

ACCESS: Proposals for pedestrian, vehicular and transport links and inclusive access.

SUSTAINABILITY: An overview of sustainable design.

SECURITY: An overview of the security measures proposed to be put in place.



PHASING PLAN

The site has a particularly prominent location due to its direct access to the M27 with access to London via the M3, as well as connections to Portsmouth and Southampton to the East, and Brighton to the East.

The site bounds to the north with a large mixed use development consisting of general industrial units and warehouses as well as a number of retail facilities, with Tesco, Marks and Spencer, Sports Direct among restaurant and takeaway facilities. Further north sits the Meridian Shopping Centre as well as a selection of retail units, a series of residential estates are established to the north of the site amongst these facilities.

To the east of the site consists of a well established residential estate, with a Premier Inn Hotel and restaurant. Further East sits ample farmland and country parks.

Immediately to the south of the site is an industrial estate with an established building stock of various sizes. Southmoor Nature Reserve sits south of the site leading to Bridge Lake linking to the English Channel. Langstone Road travels south to Hayling Island, a popular travel destination.

To the West of the site locates an industrial estate which primarily houses the Southern Water plant. General industrial units and offices surround the site to the West, with Broadmarsh Coastal Park further West. The surrounding area of the site is largely E class general industrial and ‘sui generis’.

The park currently provides circa 44,500 sqm of lettable employment space spanning across a series of buildings and use classes.

The site is situated in a highly sustainable area with good transport infrastructure. The site has adequate footpath and cycle routes as well as bus services running throughout the immediate area. The site is in close proximity to Bedhampton train station.

The site topography is generally flat with a marginal rise from the southern boundary to the north with a rise in the region of 1m across the site.



CONTEXT DIAGRAM: IMMEDIATE SITE
Google Earth, 2022

- Phase 1 Site Area
- Phase 2 Site Area

2.0

LOCATION & SETTING



1. View from estate road toward Building 1000 and Car Park



2. View from estate road toward Building 4000-5000 and on site Nursery



3. View from estate road toward Building 6000



4. View from estate road toward Building 7000



5. View from south west of site showing existing site conditions from phase 1



6. View from North of site showing new access road



THE HAVANT BOROUGH LOCAL PLAN IDENTIFYING
LANGSTONE TECHNOLOGY PARK AS A KEY PROJECT FOR REGENERATION.
Figure 10 Langstone Technology Park



PLOT A
Location: South eastern corner of the site (the plot adjacent to the west has been granted planning consent ref: APP21/00405 for two flexible employment buildings split into four units totalling approximately 11,290m² GEA).
Size: 4.15 acres
Proportion: Square, 128m in length and width.
Development type: Single or multiple buildings could be accommodated in the form of single storey buildings with ancillary office content at first floor.
Proposed floor area: Maximum of 9000m² GEA
Uses:
Flexible employment use buildings with a range of employment uses:
E class (g)(ii) Research & development,
E class (g) (iii) Light Industry,
B2, B8 & ancillary office use.

EXTRACT FROM OUTLINE PLANNING CONSENT - APPROVED SITE PARAMETERS

3.0

LAYOUT

The layout of the site has been developed to respond to the Design Criteria Plot A set out in the approved Design & Access Statement and Principals Document that formed part of the outline planning consent.

An analysis of constraints and opportunities has been carried out initially in order to inform the design and this is shown below, the primary considerations are as follow:

Constraints:

There are buildings located on three of the phase 2 site's boundaries.

Access is very limited throughout, with access for the offices on the east of the park, and a western entrance serving the industrial and office areas.

An existing storm water drainage connection is situated on the south east of the site and requires the buildings to be set back approximately 5m from the boundary.

A number of existing services such as gas, high voltage electricity, BT/Virgin Media and various telecoms services can be found running along the northern part of the development site, which will dictate the position of the buildings, therefore they will need to be set back.

Transport and pedestrian links must efficiently link to the existing infrastructure to enhance the transport routes within the site.

The site forms part of an occupied employment estate and as such the proposals need to be capable of being delivered without compromising the existing occupier's day to day activities or safety.

In the approved outline consent in conditions 16 & 17 have restrictions to the Eastern side of Plot A;

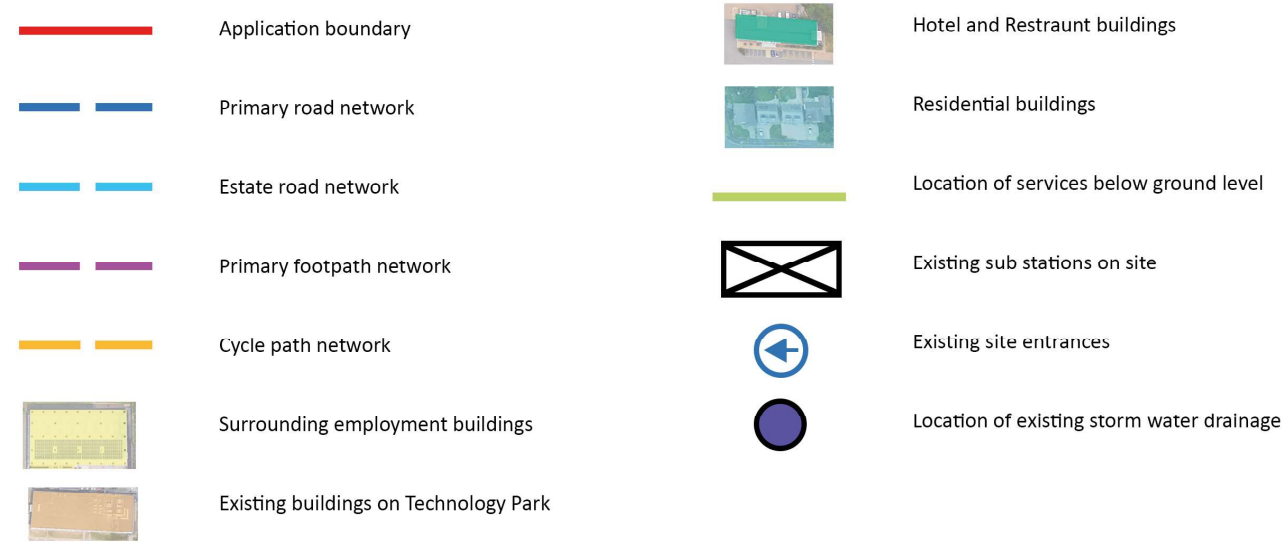
Condition 16
Any building(s) erected within the area annotated as Plot A on drawing No. 004 shall be sited a minimum of 4m to the west of the adjacent eastern estate road (as shown on the Indicative Master plan drawing No. 005).

Condition 17
Any building(s) erected within the area annotated as Plot C on drawing No. 004 shall be sited a minimum of 74m to the east of the eastern elevation of No.47 Brookside Road (as shown on the Indicative Master plan drawing No. 005).

CONSTRAINTS DIAGRAM



Google Earth, 2022



3.0

LAYOUT (CONT.)

Opportunities:

- There is an opportunity to establish a break up in the large areas of tarmac and car parking through high impact, modern design and improve the legibility of the park, of which are established in the outline consent.
- Formation of a new site access improving access and visibility, that is legible and safe for pedestrian and vehicle users and prevents unauthorised car parking. The existing barrier which was approved under phase 1, is to be relocated to North East access road, which is to enable access to Phase 2 from the West.
- Creation of a high-quality attractive frontage, providing strong legibility and visual interest.
- Creation of high levels of natural surveillance to the site entrance and within the proposed development.
- Intensification of employment uses and reuse of a brownfield site.
- Enhancement of biodiversity through the introduction of soft landscaping.
- Improved level of accessibility with addition of accessible car parking, car sharing, cycle parking and electric car charging spaces.
- Opportunity to position and orientate buildings so they better relate to the existing building accommodation creating focal points and a more cohesive extension to the built form.

OPPORTUNITIES DIAGRAM



Google Earth, 2022

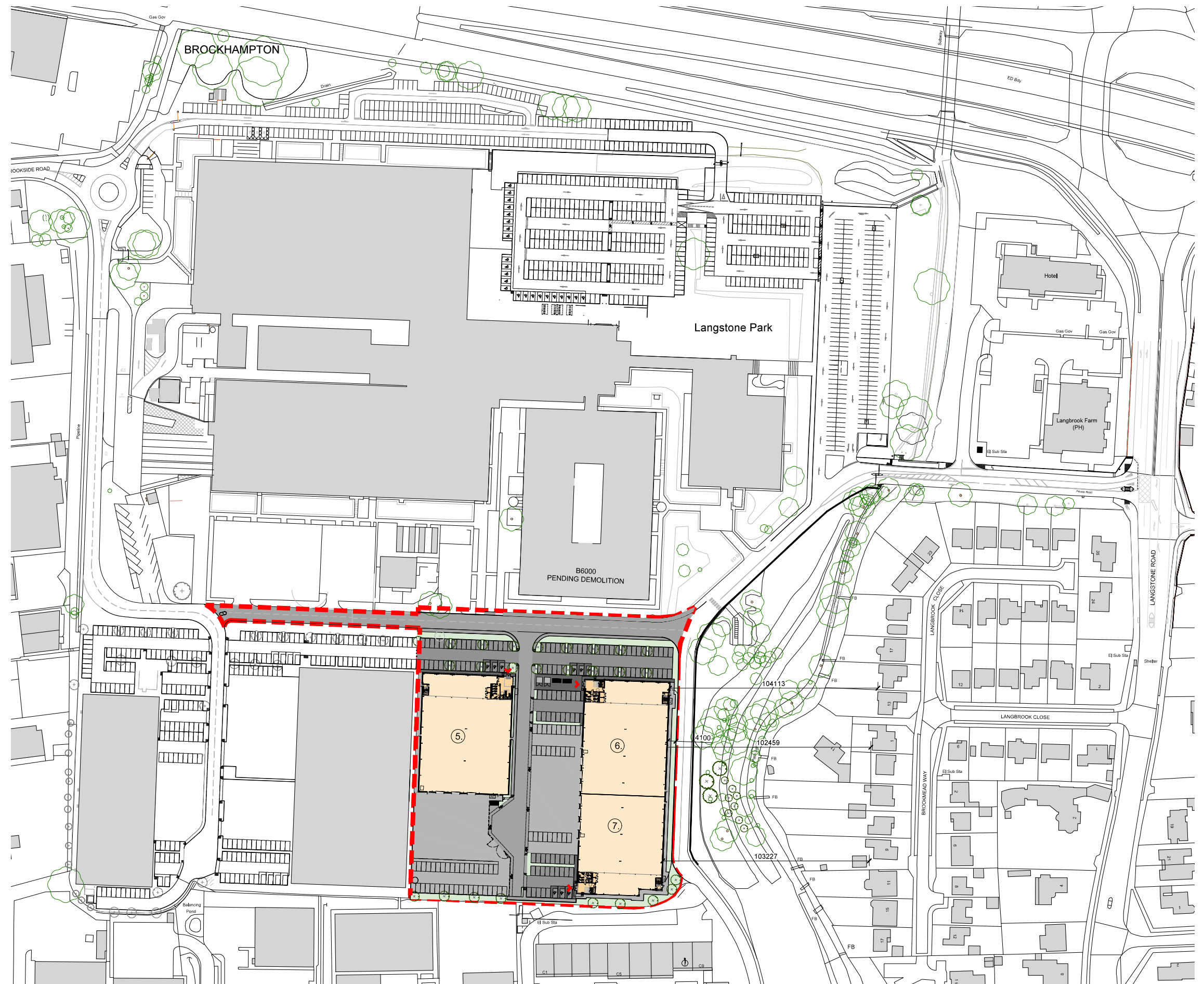
- Application boundary (phase 2)
- Application boundary (phase 2a & 2b)
- New service roads and footpaths formed
- Requirements for high quality frontage
- Active frontages and natural surveillance
- New site access formed
- Focal point
- Opportunity for new landscaping on site
- Opportunity for high landscaping on site
- Proposed building
- New location for road barrier
- Existing barrier location (Approved in phase 1)
- New traffic island

3.0

LAYOUT (CONT.)

The proposed layout complies with the Design Criteria Plot A set out in the approved masterplan which is as follows:

- Proposed buildings will be set back from the eastern boundary by a minimum of 40m and 95m minimum form the nearest direct facing rear elevation of the residential properties to east of the site
- Proposed buildings will be orientated in order to screen service yards from the eastern boundary
- Proposed buildings will be orientated to prevent overlooking of the residential properties to the east of the site
- No proposed building will extend into the zone set by a 25° angle from the mid point of ground floor windows on the rear elevation of residential properties backing on to the eastern boundary of the technology park
- The existing raised landscape buffer along the eastern boundary adjacent Plot A will be maintained
- Tree and hedge planting on the eastern boundary adjacent Plot A will be maintained and enhanced as required under condition 14. Planting will not be removed unless diseased, damage or dead, in these cases planting will be replaced with a similar species.
- If the replacement of trees are required they will consists of Heavy Standard trees as a minimum.



WIDER SITE LAYOUT

3.0

LAYOUT (CONT.)

The proposed layout seeks to make efficient use of the site and address the existing issues with site access and legibility for road users and pedestrians, whilst forming a new high quality frontage at the north of the site, linking to the development to the existing road infrastructure and the wider technology Park.

The works outside the building area consist of improving the accessibility from Langstone Road. With new traffic island and new white lining which helps with the existing entrance to the hotel & public house. To restrict access to the park, the existing traffic island with barriers to the West are to be relocated to the North East access road as shown previously in the Opportunities Diagram.

There will be a single entrance into the building site area which will reduce the number of vehicular access points into the site, creating a strong, legible site entrance and enhancing safety for pedestrians.

The proposal seeks to remove and replace the monotonous hard standing surfacing as existing on the site with a mix of built form buildings, block paved/tarmac footpaths and car parking areas, as well as soft landscaping throughout the site and around the perimeters of the site to enhance the appearance of the site.

Two buildings will be located on the site either side of the new central service road, subdivided into three units of varying sizes. The offices of units 5 and 6 will be located fronting the park to provide visual interest, legibility and natural surveillance. It is important that the proposed development is not inward facing to address the estate road and have a positive impact on the street scene. Unit 7's office will face the south of estate and will be in keeping with existing buildings surrounding it. The buildings are positioned to provide focal points and interest when travelling through the development and create an openness/ permeability to each part of the site, enhancing the sense of space.

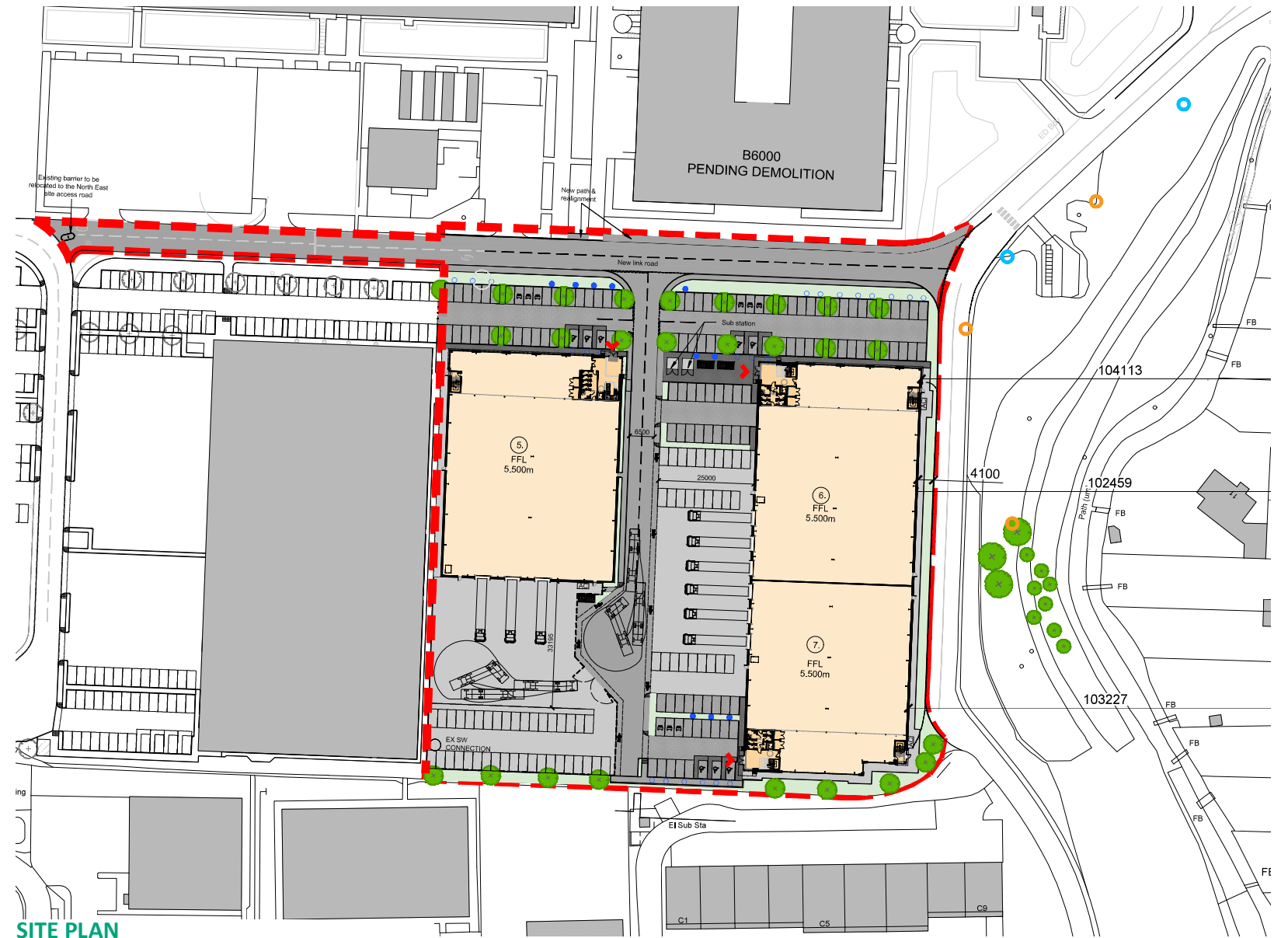
Car parking areas and yard spaces will be positioned either side of the new service road located adjacent office space and loading doors to enhance the legibility of the development and reducing the need for HGV manoeuvring. These spaces will be separated by areas of soft landscaping and planting which will help to soften the development, providing visual interest through the contrast of soft and hard landscape.

A consistent layout will support the legibility of the development, buildings are set back to and create a sense of space and a high quality environment.

The majority of the existing site is surfaced in hardstanding comprising areas of tarmac forming car parking, which will be re-provided across the site in smaller groupings.

The scheme is laid out in a simple and logical way with building entrances, parking and service areas immediately apparent from the estate road giving clear definition of the various external spaces which assists in creating a safe and secure working environment.

SUMMARY: The layout has been thoroughly considered and represents a viable and practical solution to regenerating the site in a manner that will positively contribute to the locality both in terms of the sites physical appearance and the local economy, as well as the future of the technology park. The proposal is considered to be within the parameters set out in the extant consent and will be a positive enhancement to the Technology park.



4.0

LANDSCAPE

The proposed development offers the opportunity to introduce planting/greening in to an area dominated by hard surfacing and enhance the ecological value of the site, positively enhancing the street scene and public realm.

The development will provide a high quality and attractive environment with a detailed landscaping strategy. It is important to create the type of public realm and green spaces required by modern employment. The public realm will be a destination with its own identity, incorporating attractive and successful outdoor spaces. It will integrate and work with the existing environment and enhance the experiences for the end users.

Our design concept has evolved around the principle of a single identity linking a series of spaces using a limited palette of materials, this way enhancing the human scale of the site and adding further legibility to it. This will be achieved by incorporating a hierarchy of public and private spaces that respond to different needs and routes that allow a range of activities for all users, as well as providing attractive access to building entrances, and take into account proximity, walkability, safety, and accessibility.

The hierarchy will be reinforced by the design of the avenue planting and public realm, which will be accessible to all users. The proposal will also enhance connections to the technology park and its existing buildings. This will be achieved by legible pedestrian routes and new public and private open spaces to ensure that the development is inclusive of the wider development area.

The main aims for the project are to create a high-quality environment for future users to inhabit. In developing the proposals, attention is given to:

Identity: A key feature of the design is the creation of coherence, consistency and legibility to visually identify the site and enhance the public realm. This will be achieved by a hierarchy of spaces and the palette of materials

Integration: In parallel to creating an identity, this will be achieved by the buildings and the landscape character through a high quality hard and soft landscape scheme. The landscape proposals are highly integrated with the future for the built development.

Cohesion: A consistency in the public realm combined with an activation of façades to buildings, will ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder.

Biodiversity and Ecology: A key feature of the design is the creation of new wildlife habitats, these will be created through the provision of native plant species and Plants for Pollinators. Ecology features as outlined in the accompanying ecology report will be incorporated.

Detailed planting plans outlining species and planting densities are submitted with the application.

SOFT WORKS PRECEDENTS



HARD WORKS PRECEDENTS



CONDITION 14.
The Reserved Matters stage proposed landscaping scheme for the relevant phase of development shall include details of the proposed landscaping

MITIGATION AREA



The phase 2 proposal consists of two buildings sub divided into 3 units totalling 8,695m² GEa. This is within the parameters in the consent APP/22/00172 which states that Phase 2 is to be a maximum of 9,000m² GEa.

Given the scale of the proposed development it is considered to be commensurate and in keeping with the character of the estate and would not have any detrimental impact on the surrounding residential estates. Therefore the scale of the proposed development is wholly appropriate, with the surrounding context.

SUMMARY: The scale of the proposed development is in compliance with the approved design parameters set out in the outline planning consent and is in keeping with its surroundings. Providing similar massing and proportions to the existing buildings on Langstone Park and those proposed in the extant consent, as such scheme will sit comfortably within the employment site.



6.0

APPEARANCE

The majority of the existing buildings throughout the technology park make use of rectilinear forms through the use of horizontal and vertically laid concrete cladding panels. Building elevations are broken up with vertical steel work details and a combination of punched windows and ribbon glazing running along the entirety of prominent elevations.

The Design Principles which are in keeping with Phase 1 are a mix of metal cladding and colours. Profiled vertical built up metal cladding is used at high level side, and a goal post detail. With horizontal profiled cladding to the rear of buildings and around loading areas. To define office areas, a mix of vertical metal cladding panels and horizontal built up metal cladding are incorporated.

The proposed materials palate are below:

Horizontal arc profiled metal cladding - colour silver RAL 9006

Horizontal arc profiled metal cladding - colour grey RAL 7000

Vertical micro rib cladding - colour grey RAL 7000

Aluminium framed windows - colour anthracite RAL 7016

Personel doors - colour anthracite RAL 7016

Loading doors - colour anthracite Ral 7016

Aluminium feature projections Ral 7016

The proposed scheme aims to be sympathetic to the existing building stock in surrounding area, whilst offering modern and contemporary accommodation that will attract occupiers in the current letting market.

The proposed development aims to be reflective of the Havant Borough Council Core Strategy to use ‘the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;’

The proposal aims to support the vision of Havant Borough and its plan to regenerate the area with high quality new employment space to further develop it’s commercial viability and demonstrate the area as a key employment hub.

The high quality design of the proposed phase 2 elevations and an attractive landscape strategy would provide an striking site entrance to the new development. The office elements positioned either site of the single access will create high quality active frontages and provide a positive engagement with the estate road.

The proposed buildings incorporate low pitched profiled metal

roofs with a parapet detail which is reflective of the existing building accommodation. Green roofs are proposed over the office areas.

Grey vertical metal cladding is proposed to frame the new buildings, providing vertical separation between office areas, warehouse/production space and each unit providing clear legibility. Contrasting horizontally laid silver arc profiled metal cladding will be applied to the warehouse areas to provide horizontal emphasis.

The main office areas will consist of an active frontage with contrasting horizontal profiled built up cladding, this will give the main façades an impactful, contemporary appearance that will contribute to the estate and its historic high tech context.

The proposed buildings will incorporate profiled metal cladding to the majority of the elevations with composite metal cladding in contrasting colours, accentuating office accommodation and entrances creating a crisp, hi-tech appearance.

The combination of materials and contrasting colours will visually articulate the uses in the buildings and provide separation between each unit providing clear legibility. Creating Visual interest through the contrasting colours and textures of the materials.

The units will consist of multiple layers to them adding visual interest, entrance doors with feature canopies, enhanced legibility and recessed windows provide modern aesthetic tones to the façade.

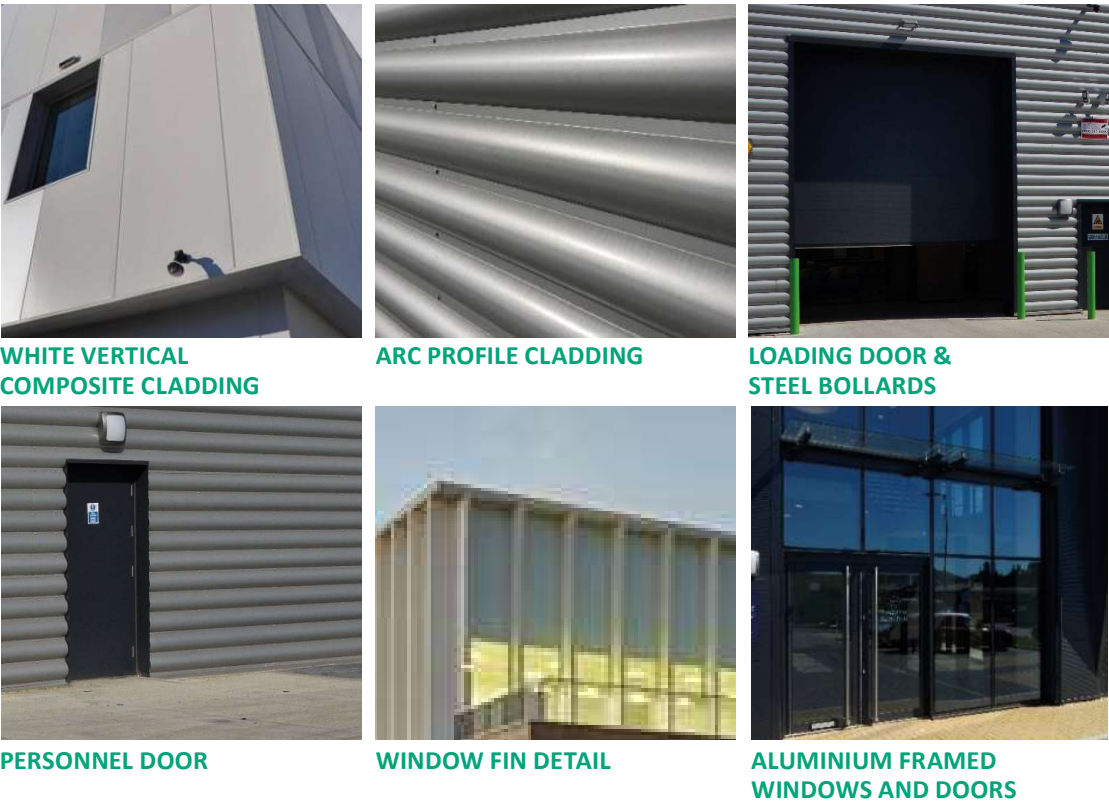
The buildings will feature large sections of full height curtain walling to offices and entrance areas to provide legibility and high quality design features. Canopies will frame building entrances providing a clear distinction creating focal points and strong legibility. Additional interest will be added to glazed areas with contrasting ‘eyebrow’ projections framing windows.

Windows to the entrance areas will be layered with vertical tapered fin projections in line with mullions in order to provide contemporary detailing to further enhance the design with visual interest and depth to create striking elevations.

Loading doors and personnel doors are incorporated at the front of units to provide active frontages and visual interest. This creates a sense of place and a family of buildings in an overall context.

Clear signage affixed to buildings in prominent locations will allow for wayfinding and will complement the scheme’s contemporary feel.

The materials proposed are reflective of the character of the area and are a true expression of a modern industrial, Research &



7.0

ACCESS

The proposed scheme is intended to provide a fully inclusive environment which will be designed in compliance with BS8300-2018 Part 1 & 2 (Design of an accessible and inclusive built environment) and Part M of the Building Regulations

The development will link with the surrounding estate road and the footway network which adjoins the site. These links, combined with the extended service road and footway, will ensure good permeability and ease of movement for visitors and occupiers alike. All pathways will have a smooth non slip surface and be suitably illuminated for the visually impaired. Tactile paving will be used throughout the development to signify a change in level.

A single entrance to the site is proposed in a central location on the northern boundary off the estate road to improve safety and legibility for road users and pedestrians.

The new development will provide car parking in compliance with local authority standards and include accessible parking in compliance with BS8300:2018 provided at 5% as a minimum. 20 electric car charging points will be provided as part of the phase 2 development through double charging points situated outside each unit, ducts will be provided for the future provision of additional car charging points.

The phase 2 development will encourage car sharing by providing 9 car share parking spaces. This can reduce the demand for parking throughout the site. Car sharing has many sustainable benefits and can help reduce pollution and emissions. On top of environmental benefits, users will experience a greater employee engagement through greater interaction.

Cycle parking for the proposal will meet local authority parking standards as a minimum, with a total of 60 spaces being provided for phase 2, and 37 spaces positioned outside Unit 6 to serve the wider site and also in the Unit 5 yard. Cycle storage will be provided through the use of two-tier secure covered stands where required at key locations throughout the development.

Each new building will be provided with WC's and showers suitable for wheelchair users, in accordance with HSE Welfare at work Guidance for employers and Part M of Building Regulations.

Each new unit will be provided with lifts and all accommodation stairs will be designed to cater for ambulant disabled persons.

The building design will incorporate flush thresholds

at entrance doors and doors in compliance with DDA guidelines and Building Regulations.

Estate signage will be controlled so that the way finding through the estate is clear and legible.

Improvements are proposed to the widen the existing pedestrian / cycle route on the north eastern boundary to 3m to allow for shared pedestrian & cycle access and surface with consolidated Breedon or similar gravel and fines.

The development has considered all aspects of access in the design and makes suitable provision for disabled user both outside and within the buildings. The design incorporates a demonstrably appropriate level of access.



ACCESSIBLE PARKING



COVERED TWO TIER CYCLE STORAGE

8.0

SECURITY

In order to create a sense of place where employees and visitors feel safe, the following attributes have been designed into the scheme:

- Access and movement has been well considered to create well-defined routes and entrances that provide convenient movement throughout the development, without compromising security.
- The layout has been developed so different uses do not cause conflict.
- All publicly accessible spaces have been orientated in a way that they are all overlooked.
- With the use of different finishes and landscape strips, ownership areas are visible and clear for all to see.
- Well designed security features have been included to places to offer physical protection where required.
- A sense of safety will be achieved through the level of human activity that will be present throughout the day.
- Appropriate management of the site will be in place to help discourage crime and encourage users of the site to achieve a sense of wellbeing.

The development is located within an existing secure site and is bounded by an existing fence line to the west and south which provides separation from neighbouring buildings outside the park. Langstone Park is a secure managed park with 24/7 security.

The building units will be clearly signposted near the development's site entrance, to allow for ease of wayfinding and minimise the risk of people wandering around the site unnecessarily.

The buildings have been orientated in a fashion so they overlook each other as well as overlooking the existing estate road to maximise natural surveillance, with units backs facing onto one another or onto neighbouring sites. The main vehicular route running north to south through the development has been clearly defined to aid way-finding further.

The main entrances to the units are clearly defined by the use of full height curtain walling and a projecting anthracite canopy that contrasts with the white vertical cladding. Large scale signage numerals are positioned adjacent building entrances to enhance legibility and will be visible from the estate road.

An appropriate lighting strategy will be implemented throughout the development, to ensure that the buildings and external areas are well lit and deter potential intruders.

Each unit has one primary entrance into the building, with conduit being provided to allow for electronic access into each unit in the future. The building units have been designed with the capacity to include a reception area suitable for manned reception areas, which will assist in providing additional security for the units.

All ground floor windows will meet the requirement of LPS 1175, LPS 1270 & BS EN 356:2000 Glass in building - Security glazing – resistance to manual attack to P1A.



SECURITY FENCE

9.0

SUSTAINABILITY

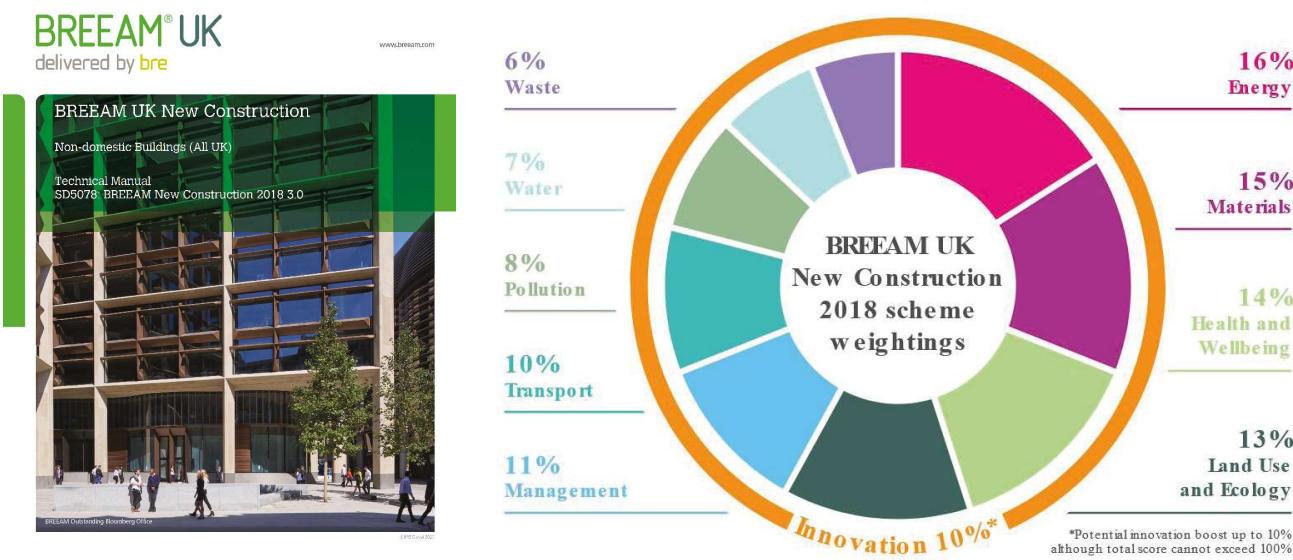
The proposed development will take a holistic approach to the integration of sustainable design from inception and will be designed to achieve a reduction in carbon emissions and to attain the same BREEAM rating as the extant consent which states Excellent as a minimum.

The following design principles have been incorporated in the development of the scheme:

- a. Minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems, as well as PV panels positioned on roofs)
- b. Avoiding the internal overheating that contributes to the urban heat island effect
- c. Efficient use of natural resources (including water), making the most of natural systems both within and around buildings
- d. Minimising pollution (including noise, air and urban run-off)
- e. Minimising the generation of waste and maximising reuse or recycling.
- f. Avoiding impacts from natural hazards (including flooding)
- g. Ensuring the development is comfortable and secure for users, including avoiding the creation of adverse local climatic conditions
- h. Sustainable procurement of materials, using local supplier where feasible
- i. Promoting and protecting biodiversity and green infrastructure

The design will also incorporate the following sustainable features:

- a. Finely tuned building fabric to reduce energy loss, high efficiency fittings to reduce energy demand and the inclusion of renewable energy technologies to achieve a reduction in carbon dioxide emissions
- b. Where possible, materials will be specified in line with the building LCA benchmarks to conform with BREEAM 2018
- c. Water conservation achieved through low use fittings and sanitary ware
- d. Surface water drainage achieved using SUDs techniques
- e. Minimal environmental impact including noise and air quality through design of layout and building fabric
- f. Measures to minimize the generation of waste through construction and maximise reuse or recycling by providing adequate room for waste treatment
- g. Inclusion of a Travel Plan, cycle parking and shower facilities as well as connectivity to the footway network to encourage the use of alternative modes of transport
- h. Enhanced biodiversity value through increased areas of tree planting and areas of soft landscape.
- i. Air quality improvements through extensive tree planting, electric car charging, car share, improvement to public transport & pedestrian points and on site renewable energy generation.



BREEAM 2018



ENHANCED BIODIVERSITY



OPTIMISED ROOF LIGHT AREA



MODULAR/ PREFABRICATED MATERIALS

10.0

SUMMARY

The Design and Access Statement has demonstrated that the scheme has been well considered and has taken into account the varied requirements from both a design and planning policy perspective.

LAYOUT

The proposed Phase 2 layout is clear and legible, creating a safe and secure working environment whilst responding to the surrounding uses and movement network in a sympathetic manner. The layout follows the Plot A development Criteria set out in the outline consent.

SCALE

The scale of the development is in keeping with its surroundings and provides similar massing and proportions to the buildings on Langstone Park and those approved under the phase 1 planning consent, as such the scheme will sit comfortably within the employment site.

The total area of the development is 8,695m² GEA which is within the parameters in the consent APP/22/00172 which states that Phase 2 is to be a maximum of 9,000m² GEA.

The proposed buildings heights are within the parameters set out in the outline planning consent and do not exceed the maximum permitted building height of 15.8m in Phase 1.

LANDSCAPE

The use of quality external materials and a design using predominately hard finishes, tree and shrub planting, is wholly consistent with the environment within which phase 2 is situated and will compliment the standard of the architecture, to produce an industrial scheme of high quality.

APPEARANCE

The design of the scheme is sympathetic to the existing building stock and creates a modern high quality scheme which will be both aesthetically pleasing and distinctive. The design will incorporate the materials and principals set out in the outline consent, with minor variations of colour and fenestration from phase one to provided subtle variation and visual interest across the site.

ACCESS

The scheme has been designed to be fully inclusive for all and provides flexibility for future occupiers to adapt the building to meet their operational requirements. Improvements are proposed to the langstone road site entrance and the existing pedestrian cycle route adjacent the brook is to be extended to 3m in width and resurfaced with well consolidated gravel and fines.

SECURITY

The scheme has been created to achieve a sense of place where employees and visitors feel safe through the use of natural surveillance, security fences and appropriate lighting.

SUSTAINABILITY

The scheme will be designed from the outset to deliver a highly sustainable development, meeting the stringent requirements of BREEAM to achieve a minimum of an ‘Excellent’ rating as per the extant consent.

As a result of a thorough process of evaluation and design, the scheme has developed to become a high-quality project, which will be both practical for its intended employment and industrial use as well as being memorable and distinctive. Phase 2 relates positively and is compliant with the parameters set out within the extant outline planning consent. The proposal will positively contribute to revitalizing a failing employment site and enhance the economy of the local area, using high quality architecture and urban design that responds directly to the site context. The proposed development will become a good precedent to commence the regeneration of the employment area.



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