

DESIGN AND ACCESS STATEMENT REPORT

PRC

MARCH 2021



LANGSTONE TECHNOLOGY PARK
LANGSTONE ROAD, HAVANT
PO9 1SA

xlbo
Property

CONTENTS

- 1.0 INTRODUCTION
- 2.0 LOCATION & SETTING
- 3.0 USE
- 4.0 AMOUNT
- 5.0 LAYOUT
- 6.0 LANDSCAPE
- 7.0 SCALE
- 8.0 APPEARANCE
- 9.0 ACCESS
- 10.0 SECURITY
- 11.0 SUSTAINABILITY
- 12.0 SUMMARY

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Comment: Final Report

1.0

INTRODUCTION

This Design and Access Statement has been prepared on behalf of XLB Property Ltd and Havant S.a.r.l (Luxembourg) in order to support a Section 73 application to amend extant planning consent APP/19/00703 for the development at Langstone Technology Park, Langstone Road, Havant, PO9 1SA.

The scheme is subject to an extant planning consent granted in July 2020 reference: APP/19/00703 with the following description:

Part-demolition of Building 1000 and associated works; the erection of new flexible use industrial units; and a new parking layout with associated works to layout and access and felling of two trees subject to a Tree Preservation Order (Norway Maples).

The extant consent proposed 4no. new industrial buildings split into 12no. Units totalling circa 12,500m² floorspace, along with approval for the part-demolition of Building 1000 with the creation of new car parking spaces and reconfiguration of parking.

The revised proposals can be summarised as follows:

- The erection of 2no. buildings sub divided into 4no. units totalling 11,290m² 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.
- The repositioning of the external façade of building 1000 to align with the existing structural grid
- New vehicular site access from within Langstone Technology Park.
- Works to improve pedestrian links throughout the park.
- Works to allow provision of new additional car parking spaces and to reconfigure the existing car parking allocation throughout the site.

This application proposes the reconfiguration of the proposed new industrial buildings for phase 1 to meet current market demands for Research & Development and industrial uses. The buildings part of the extant consent turned their back on the existing buildings, the revised proposals re-orientate the buildings to address the existing building accommodation and wider site which better integrates into the park, increasing the functionality and access throughout.

This design and access statement will demonstrate that the scheme has evolved following a structured process of assessment, involvement, evaluation and detail design.

The assessment of physical, social and economic characteristics of the site have been discussed within this document and other supporting documents that accompany this planning application. The extant 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:

USE: Establishes the proposed use of development, how it will fit in with and support the local area.

AMOUNT: Identifies the amount/ density of development being proposed and why it is appropriate.

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 in place.



LOCATION DIAGRAM
Google Earth, 2021

2.0

LOCATION & SETTING

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 existing park is approximately 16.29ha, with the phase 1 development being approximately 3.11ha in size within the red line application area. The immediate phase 1 site consists of one existing building used as a gym and fitness centre. The site also includes storage buildings and redundant concrete tanks, as well as an existing high voltage sub station. The phase 1 application site forms as part of an overall 16.29ha site located in Langstone Business Park which is situated south of Havant and east of Portsmouth and located off the A27 trunk road network. The park was recently acquired by XLB Property Ltd and Havant S.a.r.l (Luxembourg) and currently provides circa 44,500 sqm of lettable employment space spanning across a series of buildings and use classes.

The application 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, 2021

— Site Area
Phase 1

2.0

LOCATION & SETTING (CONT.)



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 site showing existing gym and site conditions.



6. View from site showing extent of car park to the south of the site.

2.0

LOCATION & SETTING (CONT.)



CONTEXT DIAGRAM: SURROUNDING AREAS AND BUILDING TYPOLOGIES
Google Earth, 2021

— Site Area
— Phase 1



1. Street view from Brookside Rd towards western site entrance.
Google Maps, 2021



2. Street view from Langstone Rd towards Eastern site entrance.
Google Maps, 2021



3. Street view from Harts Farm Way showing new industrial development
Google Maps, 2021



4. Street view from Southmoor Ln showing employment developments
Google Maps, 2021



5. Street view from Penner Rd showing employment units adjacent to site
Google Maps, 2021



5. Street view from entrance of Solent Retail Park
Google Maps, 2021



5. Street view of Solent Retail Park M&S and Next units
Google Maps, 2021

3.0

USE

The application site is situated in the well established employment area of Langstone Technology Park. This is a prominent location which actively encourages the use of emerging industries such as R&D, amongst E class light industry, B2 and B8, which reflects the current planning uses within the surrounding area.

The site has been identified by the Havant Borough Local Plan as a key site allocation to deliver the vision for regeneration and sustainable design, and there is a need for a high quality, conscious development that provides a good standard for places of work. The local plan highlights the importance for effective infrastructure and high quality design in order to protect the existing employment site and support the creation of jobs.

The retention and redevelopment of the employment land to maintain the areas commercial viability is supported in the Local Plan.

The phase 1 development site is currently occupied by a gym and fitness centre, with associated car parking and a large area of hardstanding that accommodates car parking for the existing buildings on site. Buildings throughout Langstone Technology Park are used for a mix of employment uses.

The phase 1 development site itself consists of built form and hardstanding. Fences can be seen on the west and south of the site, bounding it from the neighbouring buildings and providing a sense of security around sensitive areas.

Whilst the site’s surrounding areas and the overall technology park have been used for many years for employment uses, any proposals for new development would need to demonstrate that it is inkeeping with the scale to its location. It is important for the scheme to create a sense of variety and visual interest whilst identifying with the local character, and therefore the proposal to enhance the employment area and provide commercially attractive floor space would benefit the wider park.

The proposal is for the development of flexible E Class, light industry and B2 & B8 uses which were approved under the extant consent. The proposal also seeks approval for E Class research & development which is considered appropriate to the nature of the site and the surrounding employment uses.

SUMMARY: The proposed development will provide modern flexible employment floor space in a range of sizes to meet current market demands, which can accommodate a number of different employment uses, providing employment space which will cater for modern business needs, as well as suiting the future requirements for emerging businesses and industries.

As the site falls within a designated area for regeneration, this indicates that the proposed uses are acceptable and the proposal is wholly appropriate for the area and safeguards the site for future use. These proposed uses are also inkeeping with that of those approved in the extant consent reference: APP/19/00703.



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

4.0

AMOUNT

The overall technology park consists of 5 large buildings totalling an approximate 44,500 sqm of employment space including laboratories, R&D, data centres and warehouse space. The existing park is circa 16.29ha, with the phase 1 development being circa 3.11ha in size, occupied by a gym and fitness centre totalling approximately 372 sqm, which will be relocated within existing accommodation on the site.

The extant consent proposes 4 buildings sub-divided into 12 units totalling 144,500 sqm of flexible B1(c), B2 and B8 use classes.

The proposed development consists of two buildings sub-divided into 4 units, providing 11,290 sqm GEA of flexible E class research & development, light industry, B2, and B8 employment floor space.

The development offers a range of unit sizes to meet current market demand which has changed since the extant consent was granted, to ensure the best use of the site and its locality. The units will range in size from circa 1,944m² to 3,737m² GEA.

The scheme when compared to the extant planning application, makes use of similar floor area and the same provision of new car parking at a ratio at 1 per 45m².

Proposals for site wide car parking are similar to those of the extant consent, these include the retention of a slightly higher level of existing car parking spaces and modifications to provide more efficient new car parking proposals. In the short term the proposals result in slightly greater provision of car parking on site. However this will allow flexibility in the management of car parking for existing users whilst construction works are being undertaken and allow flexibility to facilitate future development.

The developer has retained commercial agents to advise on the practical considerations of the scheme including unit size, proportion of first floor space and amount of external service areas.

From a planning perspective, the Council will expect proposals to comply with a number of policies from those relating to place making and urban design to car parking, servicing and highways requirements, which the proposals comply with.

The phase 1 development accommodates a provision of 250 car parking spaces (including accessible and car share spaces) and 80 cycle spaces to phase 1 servicing units 1-4, a further 48 additional cycle parking spaces are provided outside building 1000 to serve the wider park. With regard to car parking, The Developers Guide requires developments to comply with the adopted parking standards indicated on Transport and Highway Guidance and specific transport assessment. These standards are set out within the Transport Statement.

The application is supported by a Transport Assessment which concludes the quantum of floor space will have a lesser impact on the local highway network than the extant consent. The proposed layout of the scheme makes adequate allowance for service vehicles commensurate with the size of the individual units proposed. The layout aims to make efficient links to the existing road and footpath infrastructure.

The scheme has been designed in collaboration with specialist commercial lettings agents who are responsible for ensuring the development is market focussed and will deliver appropriate accommodation. This input confirms the scheme, including the quantum of accommodation, is wholly appropriate for the local market and would represent a high quality addition to the employment stock in Langstone.

The new floor space on the site will provide new opportunities for business to locate or expand and with this investment there will be the potential for greater employment in the area. The proposed total building area is 11,290m² GEA and as such, using the HCA employment density guide, the development would have the potential to create 219-356 new jobs.

SUMMARY: The new floor space on the site will provide new high quality opportunities for businesses to locate or expand in the Langstone Technology Park employment area, and with this investment there will be the potential for greater employment in this area, with direct links that have the ability to facilitate and support greater regions including Portsmouth and Brighton.

The submitted scheme represents a realistic amount of floor space to meet current market demands, that has been informed by transport studies, character assessment and professional agency advice and as such it is considered that the quantum of floor space is wholly appropriate for the site and will not have any detriment on the locality. The proposed development is of a marginally reduced scale to that of the extant consent.

5.0

LAYOUT

The layout of the site has been developed to respond to the site constraints, opportunities and the practical considerations of an effective modern employment scheme. 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 1 site's boundaries, with a large established car park to the east of the site, limiting access from the North only.

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.

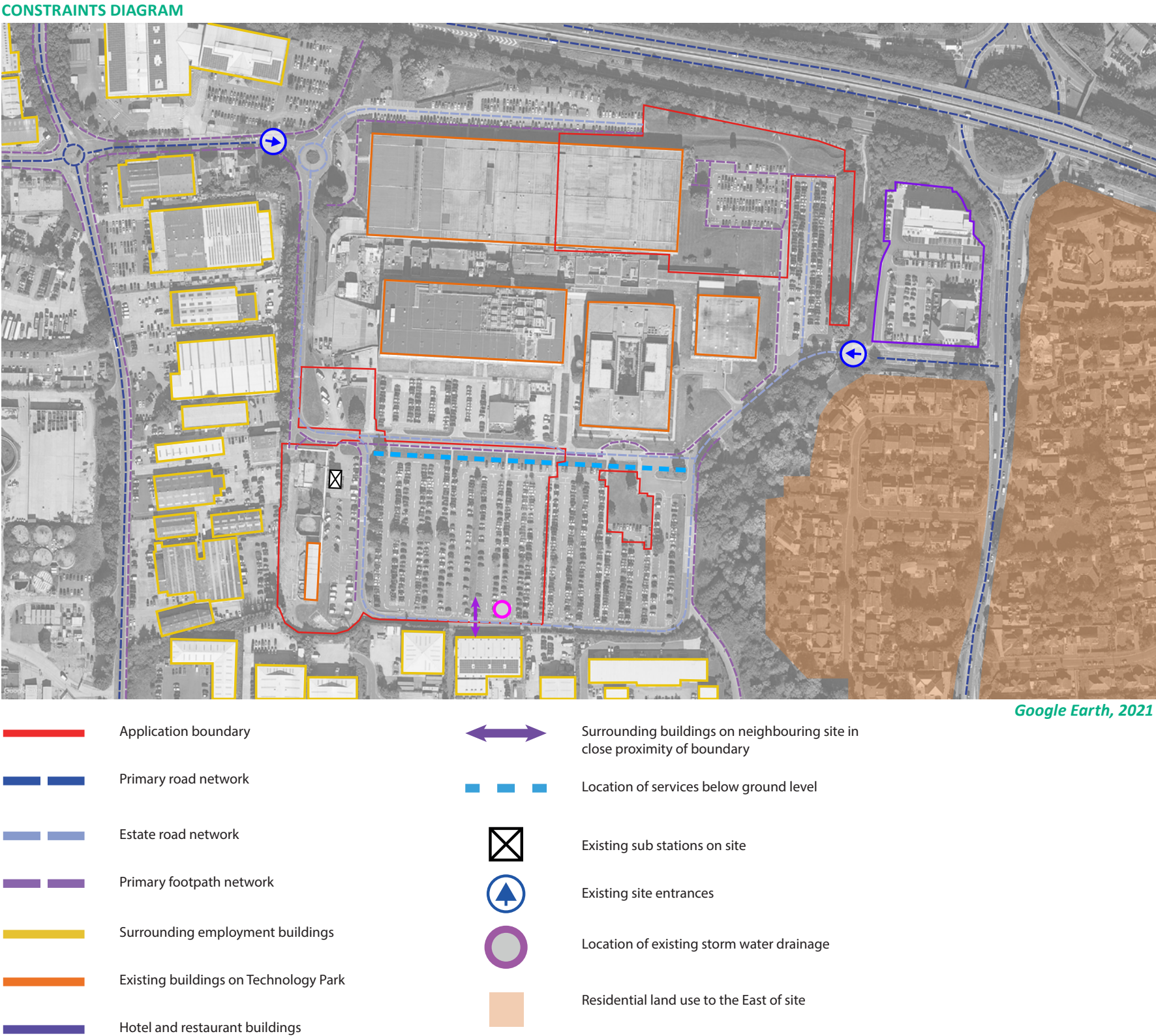
An existing storm water drainage connection is situated on the south east of the site and requires the buildings to be set back approximately 5m from the boundary.

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.

An existing main high voltage sub station is situated on site which will remain.

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.



5.0

LAYOUT (CONT.)

Opportunities:

- The application plot is currently allocated for employment use and welcomes the opportunity of regeneration throughout. Therefore there is a strong opportunity to fortify the technology park with high quality, modern employment space.
- The local plan indicates the growth of the employment site to boost the prosperity of the site, therefore there is an opportunity to provide attractive employment spaces to accommodate emerging businesses.
- 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 technology park. The principals of which are established in the extant 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.
- 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, 2021

- Application boundary
- 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 quality landscape to entrance of site
- Proposed buildings
- Opportunity to reconfigure site wide parking to provide additional spaces
- Opportunity to retain existing parking to the south to be used as a short term over provision providing flexibility for future construction

5.0

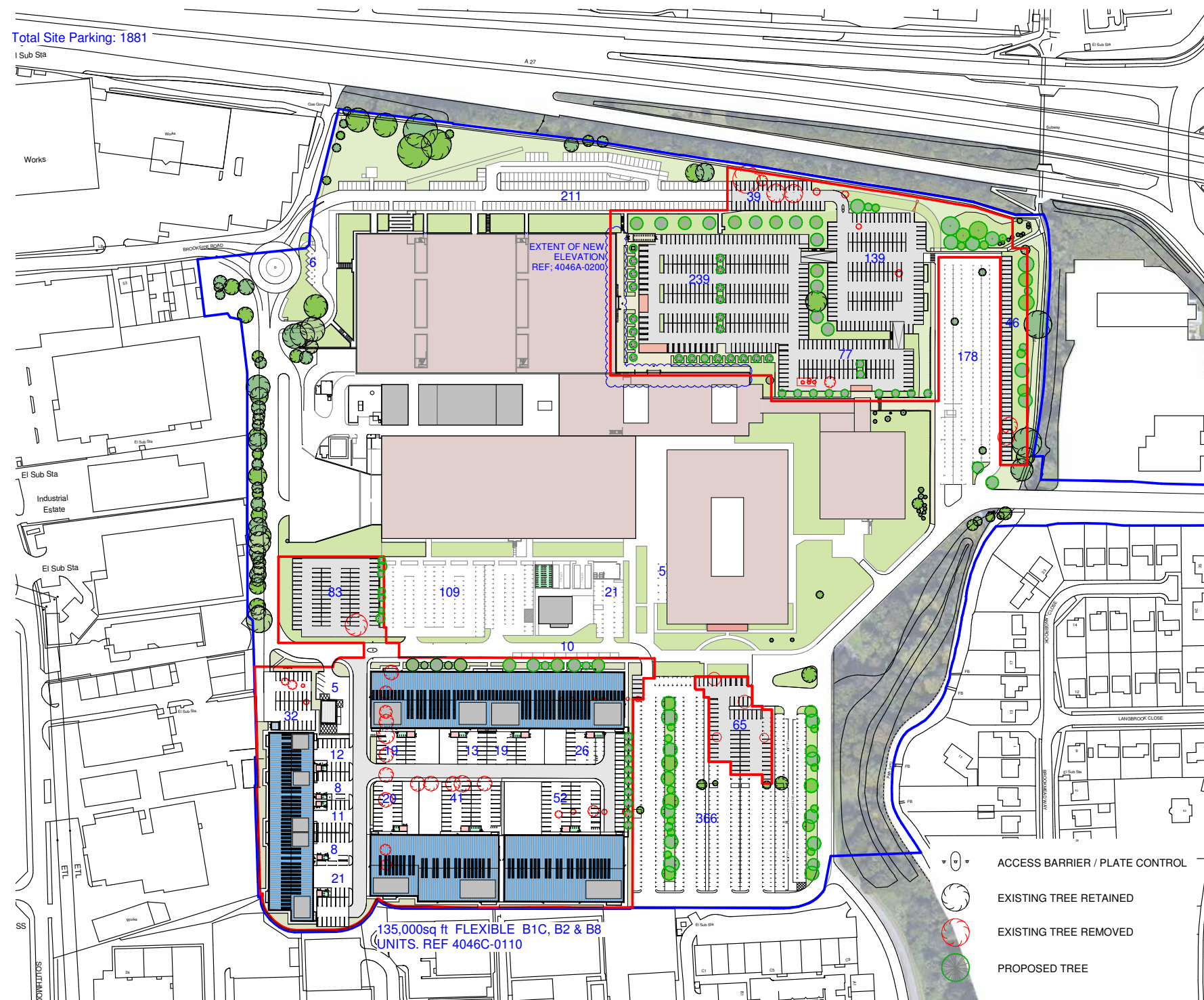
LAYOUT (CONT.)

The extant consent proposes the development of the south western corner of the site in a layout which makes use of an internal access road running through the site, with four buildings positioned in a manner which face internally toward each other, and screen the car parking and yard areas. The inward facing nature of the scheme creates a detachment from the existing accommodation with in the Technology Park.

The proposal is to develop the same area of the site as the extant consent in a similar format, the 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 single entrance into the site 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 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 and remove the issues which derive from a lack of permeability.

Two buildings will be located on the site either side of the new central service road, subdivided into four units of varying sizes. The offices of units 1 and 3 will be located fronting the technology 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 2's office will face the south of estate and will be inkeeping with existing buildings surrounding it. The office to unit 4 will face the central service road with car parking and yard areas positioned between the buildings and service road. This will enhance the legibility of the development and create clear separation between public and private realms. 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.



EXTANT CONSENT SITE LAYOUT

5.0

LAYOUT (CONT.)

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 reinforced concrete or tarmac forming car parking, which will be reprovided across the site in smaller groupings.

An existing high voltage electrical substation is located within the site and will be required to remain in place, as per the extant planning consent. The buildings and car parking have been carefully considered in relation to the sub station building and address the wider Technology Park and provide legibility whilst maintaining access to the sub station and through scale and mass make it subservient to the proposed development.

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.

The is a reconfiguration surrounding Building 1000 due to the part demolition of the unit and reconfiguration of car parking.

The extent of the part demolition of building 1000 approved in the extant consent is proposed to be amended as the approved cut line falls between the existing structural grids which is structurally inefficient, it is not a natural point for demolition and would require significant structural works to implement. Due to this it proposed that the new facade is repositioned approximately 3m to the nearest line of structure whilst remaining within the red line consent. There are no changes proposed to the elevations of these buildings and they will remain as per the extant consent.

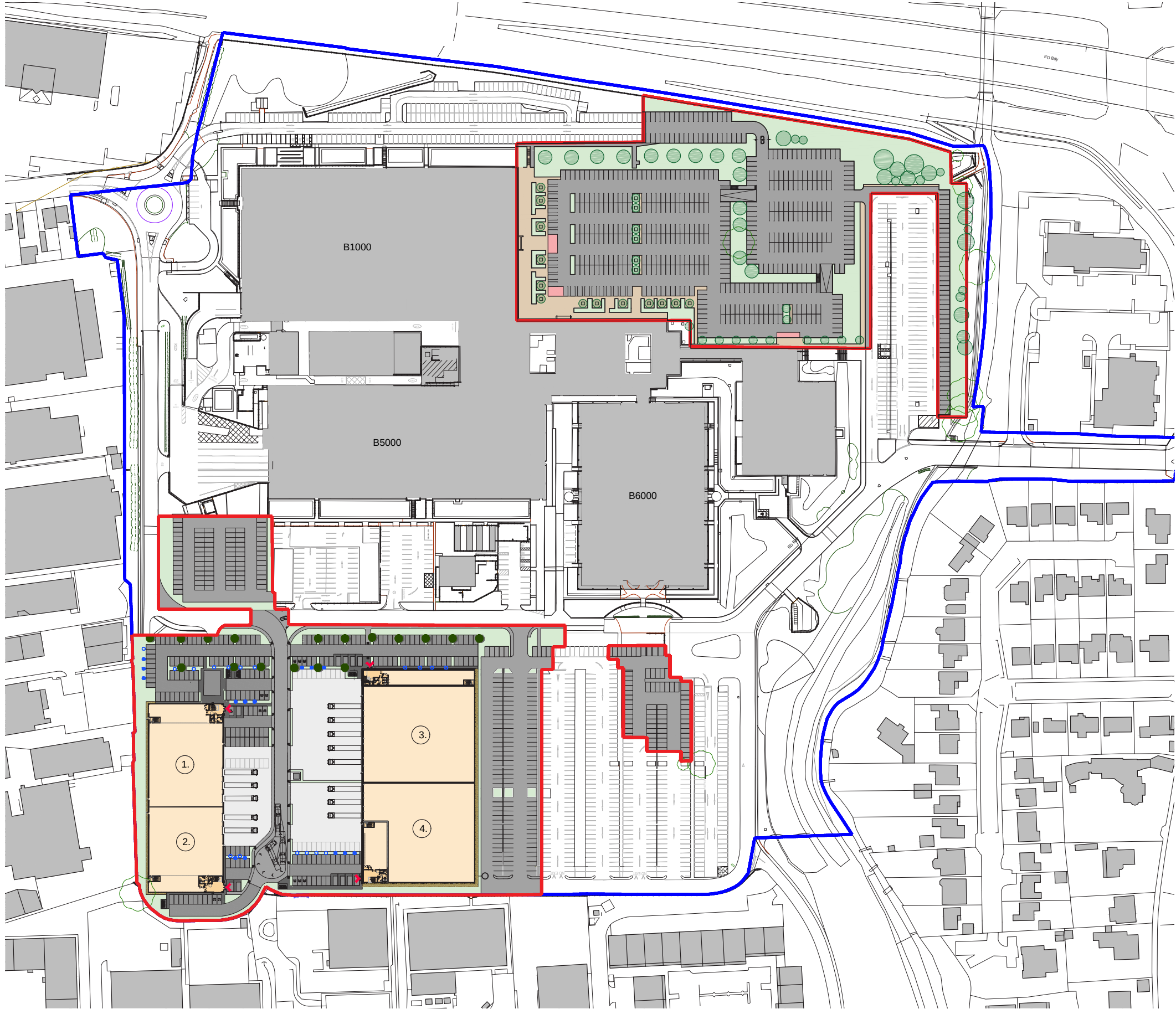
The extant consent proposes to remove 815 existing car parking spaces to build 12 units with 287 new car parking spaces. The extant consent also proposed to provide 70 new car parking spaces to the East of the site, replacing 9 spaces, and 83 new spaces to the North West of the site which replaces 16 existing spaces. The extant consent proposes the part demolition of Building 1000 as part of the extant consent and proposes the provision of 540 new car parking spaces.

The proposals seeks to remove 688 existing car parking spaces while retaining 134, to build 4 units with 250 new car parking spaces included in the phase 1 development. The proposals revise the car parking area on the footprint of the part demolished Building 1000 to enhance safety and create 6 additional spaces, providing a total of 546 car parking spaces. The proposal proposed similar levels of car parking in the same areas as the extant panning consent.

The extant consent shows a total of 1881 parking spaces whereas the proposed development indicates a site wide total of approximately 1,955 spaces. In the short term an additional 134 existing car parking spaces will be retained in the southern car park due to the slightly reduce scale of development proposed. This will provides flexibility through construction stages and for future development of the site.

As with the extant consent, there will be provision of new parking to maintain current car parking numbers throughout the site at the existing level of provision as a minimum.

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.



INDICATIVE SITE LAYOUT

6.0

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.

SOFT WORKS PRECEDENTS



HARD WORKS PRECEDENTS



7.0

SCALE

The area surrounding the development predominantly consists of employment and industrial buildings of varying scales in terms of height and size. The buildings throughout Langstone Technology Park were developed by IBM during the 1970’s with the intent to propose prominent buildings for the tech industry. The employment buildings throughout the site range from approximately 7m to 13m in height and range from single storey buildings to three storeys high. The existing employment buildings range in size from approximately 63,296 sq ft (Building 7000), to 151,377 sq ft (Building 1000). The existing footprints of the existing buildings on site range from 46m (W) x 44.5m (L), to 75m (W) x 235m (L).

The extant consent scheme consists of four buildings which range from approximately 11m to 13.4m in height and are two storeys in height. The building footprints range from approximately 36m (W) x 65m (L), to 31m (W) x 137m (L).

The proposed scheme seeks to establish a scale and massing that addresses the locality of the site, whilst successfully connecting the site to the adjacent land in a manner that will create a sense of place.

The phase 1 proposal consists of two buildings sub divided into 4 units totalling 11,290 sqm. The larger of the two buildings would have a clear internal haunch height of 10.5, and the smaller 9m. The parapet heights for each unit are approximately 11.6m and 13.1m respectively, which are driven by current market demand and to attract a range of occupiers through functional, flexible space. The proposed building heights are within the range of existing building seen throughout Langstone Technology Park and those approved under the extant consent.

The proposed phase 1 building footprints are approximately 38m (W) x 95m(L), to 57m (W) x 107m (L). The footprints of the proposed buildings are therefore well within the size range of the existing employment buildings in the surrounding site and therefore the scale and massing of the development will be in keeping with the context of the wider technology park.

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 employment estates. Therefore the scale of the proposed development is wholly appropriate, with the surrounding context.

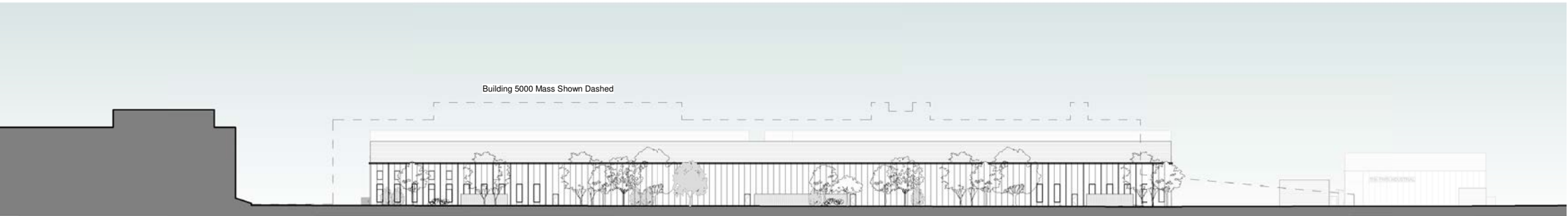
When compared to the previous extant planning consent, the proposed buildings are similar in terms of building heights, massing and proportion.

The design of the elevations and the use of parapet roofs plays a part in the design strategy which ensure the proposed building follow and proportion and scale in keeping with the existing building stock. Prominent, attractive elevations with front offices overlooking the estate road provide visual interest and stimulate the street scene with a modern aesthetic. Buildings have been set back from the entrance boundary to create a sense of space and high quality environment that provides a cohesive design language for the site.

SUMMARY: The scale of the proposed development is inkeeping with its surroundings and provides similar massing and proportions to the existing buildings on Langstone Technology Park and those proposed in the extant consent, as such scheme will sit comfortably within the employment site.



PROPOSED SITE SECTION FROM EAST TO WEST OF THE SITE



EXTANT CONSENT SITE SECTION FROM EAST TO WEST OF THE SITE

8.0

APPEARANCE

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 extant consent proposes a mix of metal cladding and colours. Profiled horizontal built up metal cladding is used at high level and to define office areas, vertical metal cladding panels are incorporated to the side and rear of buildings and around loading areas.

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 its commercial viability and demonstrate the area as a key employment hub.

The high quality design of the proposed phase 1 elevations and an attractive landscape strategy would provide an striking site entrance to the new development. The office elements positioned either side 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.

White 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 composite 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 offices 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 & Development and hi-tech employment typologies.

A colour palate of white, silver and anthracite is proposed as it will provide interest through contrast and contribute to creating a clean modern contemporary aesthetic which will compliment the Technology Park.

The scheme will create prominent elevations which engage with the estate road and wider park, creating a strong frontage with high levels of natural surveillance with modern contemporary high quality elevations that are sympathetic to the wider park.



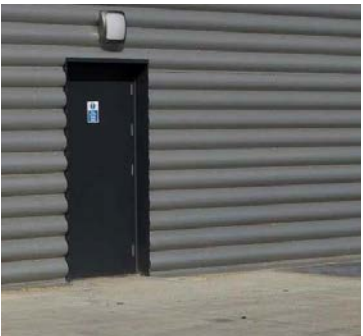
WHITE VERTICAL COMPOSITE CLADDING



ARC PROFILE CLADDING



LOADING DOOR & STEEL BOLLARDS



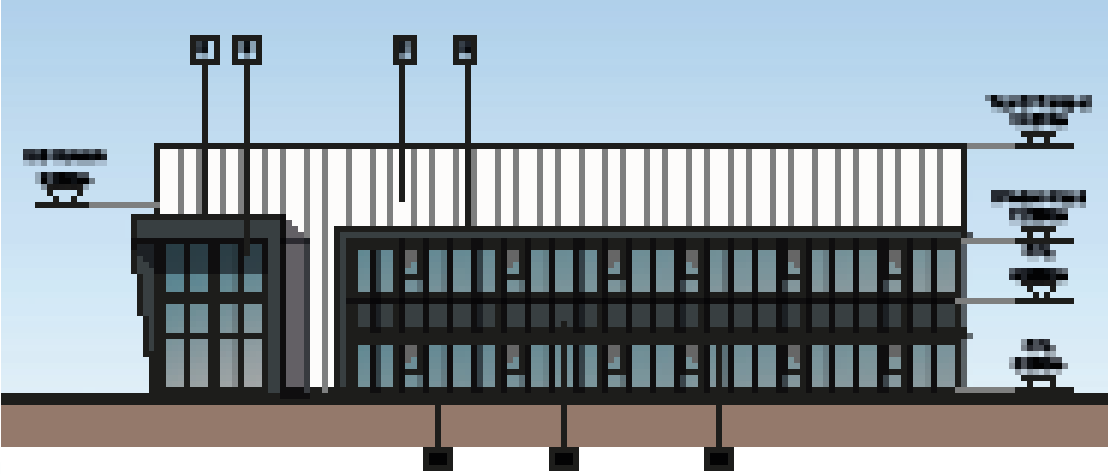
PERSONNEL DOOR



WINDOW FIN DETAIL



ALUMINIUM FRAMED WINDOWS AND DOORS



EXTANT CONSENT ELEVATION

9.0

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. 28 electric car charging points will be provided as part of the phase 1 development through double charging points situated outside each unit, ducts will be provided for the future provision of additional car charging points.

The phase 1 development will encourage car sharing by providing 12 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 80 spaces being provided for phase 1, and 48 spaces positioned outside Building 1000 to serve the wider site. 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.

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 SHEFFIELD CYCLE STANDS

10.0

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 fenceline to the west and south which provides separation from neighbouring buildings outside the technology park. Langstone Technology 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

11.0

SUSTAINABILITY

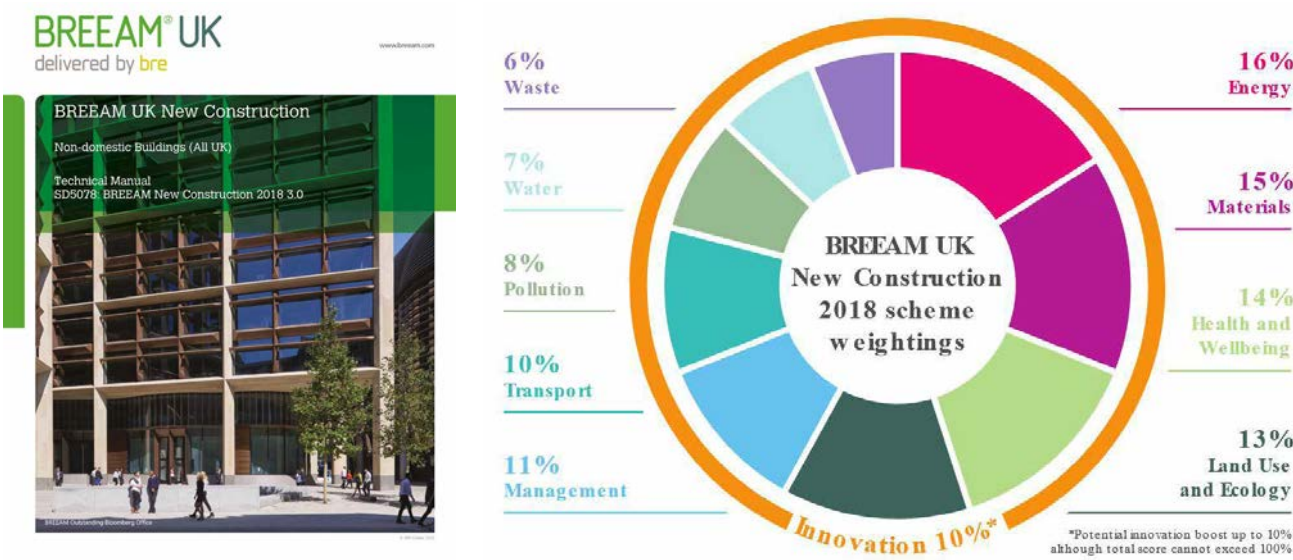
The proposed development will take a holistic approach to the integration of sustainable design from inception and will be designed to achieve a reduction in carbon emissions and to attain the same BREEAM rating as the extant consent as a minimum.

The following design principles will be considered 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.



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BREEAM 2018



ENHANCED BIODIVERSITY



OPTIMISED ROOF LIGHT AREA



MODULAR/ PREFABRICATED MATERIALS

12.0

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. The resulting scheme has been thoroughly assessed against the following criteria:

USE

The proposed development will provide modern flexible employment floor space in a range of sizes to meet current market demands, which can accommodate a number of different employment uses, providing employment space which will cater for modern business needs, as well as suiting the future requirements for emerging businesses and industries.

As the site falls within a designated area for regeneration, this indicates that the proposed uses are acceptable and the proposal is wholly appropriate for the area and safeguards the site for future use.

The proposed employment uses for phase 1 are the same as those approved under the existing planning consent with the addition of E Class Research & Development which is considered wholly appropriate to the location.

AMOUNT

The scheme delivers a realistic quantum of employment space that is sensitive to the location, without compromising operational practicalities and is commensurate with the existing planning consent.

LAYOUT

The 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.

SCALE

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

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 the development 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.

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.

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 ‘Very Good’ 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. The proposal relates positively and is compliant with the parameters set out within the extant consent in terms of the use, scale and massing, layout and quantity. 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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