
Section 73 Application

Planning Statement

Langstone Technology Park, Langstone

Prepared by Barton Willmore LLP
on behalf of XLB Property Ltd

April 2021

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Prepared by:	Susie Stephen
Checked by:	Paul Newton
Authorised by:	Paul Newton

Barton Willmore LLP
7 Soho Square
London
W1D 3QB

Tel: 020 7446 6888
Fax: 020 7446 6889
Email: paul.newton@bartonwillmore.co.uk

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CONTENTS

1.0	INTRODUCTION	1
2.0	SITE CONTEXT AND PLANNING HISTORY	3
3.0	PROPOSED AMENDMENTS	5
4.0	PLANNING APPRAISAL	6
5.0	CONDITIONS	13
6.0	CONCLUSIONS.....	17

APPENDICES

APPENDIX 1: SITE LOCATION PLAN

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Barton Willmore on behalf of XLB Property Ltd ("XLB") to support a Section 73 ("s73") application to vary the wording of Conditions 2, 3, 8, 18, 19, 22 and 25 attached to Planning Permission (Ref: APP/19/00703) for *'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)'* at Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA (the "Application Site" or "Site").
- 1.2 Planning permission (Ref: APP/19/00703) was granted on 22nd July 2020 for the benefit of the, then owners of Langstone Technology Park ("the Park"), A.G Langstone BV and Trinity Investment Management. In December 2020, the Park was sold and a detailed review of the planning permission has been undertaken by the new owners. The intention is to implement the planning permission (indeed demolition works have already commenced) but, in order to reflect the aspirations and objectives of the current owner, a number of limited changes are now being sought, specifically in relation to the erection of the new flexible use industrial units in the south-western corner of the Site (referred to as Phase 1).
- 1.3 The changes are explained in full in the accompanying Design and Access Statement (March 2021) but in summary comprise:
- The replacement of 4No. buildings subdivided into 12No. units, with 2No. buildings subdivided into 4No. units and associated adjustments to the footprint of the proposed units, within the Phase 1 development area.
 - The re-orientation of the proposed built form within the eastern part of the Phase 1 site from what was previously a north-south facing arrangement, to a west facing arrangement to enable better integration with the wider Park to the north. The proposed built form within the western part of the Phase 1 development area remains broadly in the same location - but occupying a slightly reduced footprint.
 - An overall reduction in additional floorspace associated with the proposed new units (from 13,476 sqm GEA / 12,575 sqm GIA approved, to 11,290 sqm GEA / 10,896 sqm GIA now proposed), which reflects and responds to current market requirements.

- Associated changes to the parking and servicing arrangements around the proposed new units reflecting the proposed new configuration, within the Phase 1 development area.
- A widening of the flexible uses for the new units to include Research and development of products or processes (Class E(g)(ii)).
- A repositioning of the external façade of Building 1000 (by c.3m) in order to align with the nearest point of the existing structural grid.
- Minor alterations to the parking layout and location of cycle parking provision to the front of Building 1000.

1.4 In order to facilitate these changes, it is necessary to vary the detailed wording of Conditions 2, 3, 8, 18, 19, 22 and 25 of the original permission (Ref: APP/19/00703). Against this context, this s73 application comprises the following:

- Completed Application Form;
- Amended Application Drawings, prepared by PRS;
- Updated Design and Access Statement, prepared by PRS;
- Planning Statement, prepared by Barton Willmore (this document);
- Flood Risk Assessment & Outline Drainage Strategy, prepared by BMP;
- Transport Statement, prepared by Motion;
- Air Quality Assessment, prepared by Accon;
- BREEAM Pre-Assessment for Phase 1, prepared by Watkins Payne; and
- Updated Biodiversity Enhancement Report, prepared by Phlorum.

1.5 When read together the supporting documentation provides a detailed justification for the changes sought. The proposed amendments have also been the subject of preliminary discussions with senior officers at Havant Borough Council (HBC).

1.6 As part of this Section 73 application, no changes are proposed to the external treatment of the new elevations on Buildings 1000 and 4000, created following the part-demolition of Building 1000. Whilst an alternative finish for these elevations is being considered, this will form part of separate discussions with HBC in due course.

2.0 SITE CONTEXT AND PLANNING HISTORY

The Site

- 2.1 The boundary of the Site is identified in red on the Site Location Plan, included in **Appendix 1**. The Site falls within the wider Langstone Technology Park ("the Park") which is located to the south of Havant Town Centre separated by the Havant Bypass (A27), and to the north of Hayling Island on the western side of Langstone Road (A3023). Langstone Road provides the main access to the A27 and Havant Town Centre to the north, and also to Hayling Island.
- 2.2 The Park itself is bound to the south and west by commercial development; to the north by boundary vegetation and the A27 Havant Bypass (beyond which is Havant Town Centre); and to the east by a generous landscape buffer, beyond which is a pub and hotel and a residential area.
- 2.3 The Park, as existing, can broadly be divided into three areas, as follows:
- The northern section, which incorporates Building 1000 and parking;
 - The central section, which contains office buildings, a data centre and acts as the amenity core for the park (including a nursery); and
 - The southern section, which is predominantly parking, with a gym and plant to the far west.
- 2.4 The Park is accessed from Langstone Road to the east and Brookside Road to the west. Both accesses are joined by interior service roads. The Park is not subject to any designations or allocations within the adopted Local Plan but lies within Flood Zone 1.

Surrounding Area

- 2.5 As noted above, the Park is surrounded by a wide range of land uses. To the north of the Park lies Havant Town Centre, specifically the Tesco Superstore, Solent Road Retail Park and other associated development. To the south and west lies commercial development of a similar scale to the Park, with development up to the Park's boundary. To the east, lies a pub and a hotel and residential uses.

Relevant Planning History

- 2.6 On 22nd July 2020, planning permission (Ref: APP/19/00703) was granted for '*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 "Permitted Development").
- 2.7 Since then, all relevant pre-commencement conditions to enable the part-demolition of Building 1000 have been discharged (Conditions 3, 4, 5 and 6) and demolition has recently commenced.
- 2.8 In March 2021, a Section 96a application (Ref: APP/21/00134) seeking to amend the elevations of Buildings 1000 and 4000 (as approved under Application Ref: APP/19/00703), was refused on the grounds that the proposed changes were considered to be 'material', and of a lesser design quality than that proposed, with associated implications for the setting of non-designated heritage assets within the wider Site.
- 2.9 For the avoidance of doubt no elevational changes to Buildings 1000 and 4000 are sought as part of this application.

3.0 PROPOSED DEVELOPMENT

3.1 This Section 73 application seeks to incorporate a number of limited changes (the "Proposed Development") to the Permitted Development which are primarily focussed on what is referred to as the Phase 1 development area in the south-eastern corner of the Site To summarise, the proposed changes sought are as follows:

- The replacement of 4No. buildings subdivided into 12No. units, with 2No. buildings subdivided into 4No. units and associated adjustments to the footprint of the proposed units, within the Phase 1 development area.
- The re-orientation of the proposed built form within the eastern part of the Phase 1 site from what was previously a north-south facing arrangement, to a west facing arrangement to enable better integration with the wider Park to the north. The proposed built form within the western part of the Phase 1 development area remains broadly in the same location - but occupying a slightly reduced footprint.
- An overall reduction in additional floorspace associated with the proposed new units (from 13,476 sqm GEA / 12,575 sqm GIA approved, to 11,290 sqm GEA / 10,896 sqm GIA now proposed), which reflects and responds to current market requirements.
- Associated changes to the parking and servicing arrangements around the proposed new units reflecting the proposed new configuration, within the Phase 1 development area.
- A widening of the flexible uses for the new units to include Research and development of products or processes (Class E(g)(ii)).
- A repositioning of the external façade of Building 1000 (by c.3m) in order to align with the nearest point of the existing structural grid.
- Minor alterations to the parking layout and location of cycle parking provision to the front of Building 1000.

3.2 These amendments are explained in more detail within the updated Design and Access Statement submitted with the application. Our detailed review of the proposed amendments against the approved scheme and relevant Local Plan policy is set out in Section 4.

4.0 PLANNING APPRAISAL

- 4.1 In this section we consider the Proposed Development against the Permitted Development, and also in the context of the Council's determination of the original application (as set out within the Officers Report). This highlights the extent to which the Proposed Development remain policy compliant.

Principle of Development

- 4.2 It remains that the Application Site comprises previously development land ("PDL"), located within an urban area (as defined by adopted Local Plan Policies CS17 and AL2) where there is a presumption in favour of sustainable development. Policy CS2 prioritises the use of PDL for the provision of new employment floorspace.
- 4.3 The Site is identified within the emerging Local Plan, under draft Policy KP6, which supports the provision of new employment floorspace, together with supporting uses and infrastructure, which will reinforce its position as a key employment hub within the Borough. It is also recognised that the provision of new employment floorspace within the Site will contribute towards meeting the Borough-wide needs set out in draft Policy DR1.
- 4.4 Whilst the proposed changes involve a reduction of c.1,679 sqm GIA of new employment floorspace coming forward on the Site, this has been informed by detailed agency advice which has confirmed a demand for fewer, larger units in this location. The proposed changes also involve widening the range of approved uses for the new units to include Class E(g)(ii) Research and Development. In pursuing these changes, the Proposed Development seeks to maximise the attraction of the new floorspace to the market, with a view to ensuring future letability.
- 4.5 Therefore, notwithstanding a very modest reduction in floorspace terms, the overall proposition presented by the amended proposals is considered to be more robust having regard to the specific needs and demands within the industrial/R&D sectors. In this sense, the amended proposals remain fully aligned with the Council's overall objectives (as set out within the emerging Local Plan) in seeking to reinforce the Site's location as a key employment hub.

Impact upon the Character and Appearance of the Area

- 4.6 It is noted within the Officer's Report that the wider Park is relatively 'self-contained' in character. Furthermore, the Phase 1 development area is *'located in a part of the site which is set well away from the road access points from Langstone Road and Brookside Road...[and] effectively surrounded to the north, west and south by existing industrial development of varying heights, mass and bulk'* (paragraph 7.11). To the east there is an extensive area of car parking, beyond which is a significant belt of woodland and residential uses beyond that.
- 4.7 As set out within the updated Design and Access Statement (March 2021), the amended proposals involve the erection of new buildings in broadly the same area, in a broadly similar format albeit with key distinctions. The approved layout involves four buildings facing internally towards each other which creates a detachment from the existing accommodation within the wider Park to the north. The amended proposals involve two buildings facing one another on an east-west axis which allows for an improved access arrangement and enhanced legibility for both road users and pedestrians. This arrangement also allows the formation of an enhanced frontage to the north of the Phase 1 development area which will significantly improve its relationship with, and linkages to, the wider Technology Park.
- 4.8 In design and materiality terms the Permitted Development proposed a mix of metal cladding and colours with profiled horizontal built up metal cladding used at high level (and to define office areas), and vertical metal cladding panels incorporated to the side and rear of buildings and around loading areas. The amended design maintains the use of vertical metal cladding to frame the new buildings, providing vertical separation between office areas, warehouse/production space and individual units. Contrasting horizontally laid silver arc profiled metal cladding will be applied to the warehouse areas to provide a horizontal emphasis, which picks up on features of the existing buildings within the wider Park. The overall quality of materials proposed is considered to be an enhancement over the Permitted Development.
- 4.9 On the basis that the proposed new industrial units are positioned in broadly the same location, are of a broadly similar scale, design and materiality, it must follow that the Proposed Development will not give rise to an unacceptable impact on the character and appearance of the area, consistent with the Officer's findings in respect of the consented scheme (at paragraph 7.17 of the Officer's Report).

Indeed, the amended layout is considered to offer a more beneficial arrangement which will enhance the connectivity and overall relationship between the Phase 1 area and the wider Park.

- 4.10 No changes to the approved elevations on Buildings 1000 and 4000 are proposed as part of this Section 73 application. Whilst some changes are proposed to the approved parking layout and the location of cycle parking to the front of these buildings, the impact of these changes are minor in nature and will, as per the consented scheme, be improved by additional landscaping. There is no deviation from this approach and the minor changes in this location should therefore be considered acceptable.

Impact upon Residential Amenity

- 4.11 It is noted in the Officer's Report that the main impacts on residential amenity are considered to be from potential noise, fumes and traffic impacts (paragraph 7.26). As set out within the Transport Assessment (March 2021), the overall traffic impacts associated with the Proposed Development have reduced in line with the reduction in proposed floorspace. Associated impacts on air quality have also reduced, as confirmed within the Air Quality Note (March 2021).
- 4.12 No changes are proposed to the approved MGV/HGV routing restrictions to the new industrial units which will continue to be via the Brookside Road site entrance. A barrier to prevent HGV movements through the Site is also maintained.
- 4.13 The distance between the proposed new industrial units and the nearest residential properties has marginally increased from the consented scheme as a result of the repositioning of the proposed units within the Phase 1 development area. In addition, the closest industrial building is now proposed to be west facing, thereby acting as a further screen to residential receptors from potential impacts.

Highway Matters

- 4.14 An updated Transport Assessment (March 2021) has been submitted in support of the Proposed Development. This demonstrates an overall reduction in the number of trips associated with the amended proposals, which reflects the modest reduction in proposed new floorspace. Consistent with the Permitted Development, the new

industrial units will be accessed primarily from Brookside Road with restrictions to be placed on east/west movements within the Site, particularly during the AM peak.

- 4.15 The Park is currently served by 1,854 car parking spaces. The Proposed Development will result in the loss of existing car parking provision in the same way that the Permitted Development will. However, due to the reconfigured layout of the proposed new industrial units, an additional 134 car parking spaces are provided for use by the retained businesses on the wider Park. Overall, therefore, 1,973 spaces are proposed (compared to 1,881 by the Permitted Development). Consistent with the Permitted Development, the provision of new parking will be phased, and an updated Phasing Plan is included in Appendix E of the Transport Assessment.
- 4.16 Minor changes are proposed to the new parking area adjacent to Building 1000 which involves the creation of an additional 25 parking spaces, compared to the Permitted Development.
- 4.17 The amended drawings show provision for 128 cycle parking spaces which includes 80 spaces for the new industrial units and a further 48 spaces adjacent to Building 1000 for use by the retained businesses within the Park. This level of provision is in accordance with adopted standards.

Flood Risk/Drainage

- 4.18 An updated Flood Risk Assessment and Drainage Strategy (March 2021) has been submitted in support of the amended proposals, which has been informed by the approved details prepared by Clancy Consulting (July 2019). This provides an updated drainage strategy based on the amended proposals for the Phase 1 development area.
- 4.19 This confirms that surface water will be designed to cater for storm events up to 1 in 100 year plus 40% climate change. To ensure that the development will discharge surface water at the proposed rates, a vortex flow control unit (Hydrobrake) will be used to limit flows leaving the development. This is consistent with the approved strategy.
- 4.20 In accordance with the NPPF, the use of SuDS features has been considered and incorporated within the design. Surface water discharge will be attenuated via a

combination of permeable car park bays and cellular storage. Due to a high ground water table, no infiltration techniques have been implemented. An oil interceptor has been proposed for each area (as defined within the report), so it will ensure that the water quality will be raised prior to being discharged off site.

- 4.21 Whilst there are minor changes proposed to the parking layout in front of Building 1000, the updated FRA and Drainage Strategy confirms that this has not materially affected the drainage strategy in this area which will remain as approved.
- 4.22 It is considered that the amended proposals remain acceptable in flood risk and drainage terms and can continue to be appropriately managed by conditions attached to the planning permission.

Heritage

- 4.23 On the basis that the proposed new industrial units are positioned in broadly the same location, are of a broadly similar scale, design and materiality, the Proposed Development is not considered to give rise to any new or additional impacts on the non-designated heritage assets within the wider Park.
- 4.24 The additional demolition of Building 1000 (by a further 3m) is not considered to give rise to any additional heritage impacts over and above those identified and judged to be acceptable as part of the overall planning balance for the Permitted Development. As set out within the updated Design and Access Statement, there is sound justification for seeking approval for the additional demolition, which will enable the new elevation to align with the nearest structural grid and otherwise prevent the need for significant structural works.

Trees / Landscaping

- 4.25 As set out within the updated Design and Access Statement, the Proposed Development includes provision for new tree planting and landscaping in an area which is otherwise dominated by hard surfacing.
- 4.26 Whilst shown indicatively on the amended Overall Site Plan (Ref: 1139-PL-004), new tree planting is proposed in the area to the north of the new industrial units, creating a softened and more visually appealing transition between this area and the existing accommodation to the north. Consistent with the Permitted

Development, significant new tree planting is also proposed around the new parking area outside Buildings 1000 and 4000.

Ecology

- 4.27 A Biodiversity Enhancement Report (March 2021) has been submitted in support of the amended proposals which confirms no change in ecological impact terms between the amended proposals and the approved scheme. An updated Biodiversity Enhancement Map, based on the amended layout, is provided in Appendix A of the report.

Sustainable Design

- 4.28 A BREEAM Pre-Assessment for the new industrial units has been prepared which anticipates a score of 60.23% which equates to a 'Very Good' rating. This is consistent with the rating achieved for the Permitted Development (notwithstanding a proposed increase in the use of PVs on the roof compared to the Permitted Development), and is in accordance with the requirements of adopted Policy CS4.
- 4.29 Whilst it is noted that the Council's emerging Policy E12 requires proposals for more than 1,000 sqm of non-residential floorspace to meet BREEAM 'Excellent', the same limitations noted in consideration of the Permitted Development (as set out within the Cudd Bentley BREEAM rating note) equally apply to the Proposed Development.

Air Quality

- 4.30 An updated Air Quality Assessment has been submitted in support of the Proposed Development. This shows an improvement in terms of air quality impacts associated with a reduction in highway trips linked to the new industrial units in their amended form. This represents a further reduction in traffic compared to the existing baseline situation and is therefore a positive impact overall.

Contamination

- 4.31 The amended proposals do not give rise to any material changes in relation to contamination which can still fall to be dealt with by way of condition.

Electric Charging Points

- 4.32 The Proposed Development makes provision for 28 electric charging points which is a minor improvement on 24 delivered by the Permitted Development.

Conclusion

- 4.33 The Proposed Development does not give rise to any additional adverse impacts over and above the Permitted Development, which would render the proposals unacceptable in planning terms. Rather, the proposed changes to the new industrial units will result in a minor improvement in terms of highways impacts (and associated environmental impacts, including air quality) and in design terms by adopting an approach which facilitates a more integrated approach with the wider Park to the north. Ultimately, they will also provide a more attractive proposition to prospective tenants and in doing so will support wider objectives to enhance the role of the Technology Park as a key employment hub within the Borough.

5.0 CONDITIONS

- 5.1 In order to facilitate the proposed changes, it is necessary to vary the detailed wording of Conditions 2, 3, 8, 18, 19, 22 and 25 of the original permission (Ref: APP/19/00703). The revised wording for each condition along with further explanation is provided below.

Condition 2

- 5.2 In order to deliver the proposed changes detailed above it is necessary to amend reference to the approved drawings listed in Condition 2 of the planning permission. The revised wording sought for Condition 2 is set out below. New text is shown in **Bold**.

The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans

Site Location Plan Drawing No.0100 Rev C

Proposed Site Plan Drawing No. 11319-PL-003

Proposed Overall Site Plan Drawing No. 11319-PL-004

Car Park Layouts Drawing No. 11319-PL-0050

Parking Access and Management Plan Drawing No. 11319-PL-051

Proposed Floorplans Unit 1 Drawing No. 11319-PL-010

Proposed Floorplans Unit 2 Drawing No. 11319-PL-011

Proposed Floorplans Unit 3 Drawing No. 11319-PL-012

Proposed Floorplans Unit 4 Drawing No. 11319-PL-013

Proposed Elevations and Sections Units 1-2 Drawing No. 11319-PL-020

Proposed Elevations and Sections Units 3-4 Drawing No. 11319-PL-021

Proposed Street Scenes Proposed Site Sections Drawing No. 11319-PL-022

Proposed Roof Plan Units 1-2 Drawing No. 11319-PL-030

Proposed Roof Plan Units 3-4 Drawing No. 11319-PL-031

Proposed Elevations Drawing No. 300 Rev A

Proposed Drainage Strategy Drawing No. 13055-102

Drainage Strategy General Arrangement Sheet 2 of 2 Drawing No. 4401 Rev P1

*Summary of Existing Surface Water Drainage for Proposed Development Areas
Drawing No. 4600 Rev P1*

100 Year Modelled Flood Levels – Created 16 September 2019

Indicative Drainage Details Sheet 1 of 2 Drawing No. 400410 Rev P1

Indicative Drainage Details Sheet 2 of 2 Drawing No. 400411 Rev P1

Condition 3

5.3 Condition 3 requires the provision of details for the Phasing of development of the Site prior to the commencement of development. This condition was formally discharged on 8th February 2021 and the approved details are set out below:

- Development Programme – Phases (Drawing No: 0402 REV B)
- Development Programme – Phases (Drawing No: 0403 REV B)
- Car Parking Appraisal (October 2020, Ref: RJM/20428-09e Car Park Phasing)
- Drainage Phasing Note Clancy Consulting (dated 12th October)

5.4 Notwithstanding the proposed changes to the approved layout, there has been no material change to the proposed phasing of development. An updated Parking Phasing Plan has been provided as part of the submitted Transport Assessment. On the basis that no further details are required to satisfy the condition, we duly request that Condition 3 be deleted.

Condition 8

5.5 Condition 8 refers to the approved Biodiversity Enhancement Plan. This plan has been updated to reflect the amended layout of Phase 01. As such, Condition 8 should be amended as follows:

The development hereby permitted shall be carried out in accordance with the Biodiversity Enhancement Plan (Phlorum, March 2021). In addition, prior to the commencement of developing the new industrial units full details of the translocation of the species-rich grassland containing orchid species and the long term management and maintenance of the translocation area shall be submitted to and approved in writing by the Local Planning. The translocation shall take place in accordance with timing provisions as may be approved as part of the details. The translocation process itself and subsequent management and maintenance of the translocation site shall thereafter take place in accordance with the approved management and maintenance details. The details of the translocation area and its management and maintenance shall also be shown on the detailed landscaping plan required in accordance with condition No.13.

Condition 18

- 5.6 Condition 18 refers to DTA Drawing 20428-05 HGV Routing restrictions which has been updated to reflect the amended layout of Phase 01. As such, Condition 18 should be amended as follows:

*The new industrial units shall not be brought into use unless and until signage to direct HGV movements as depicted on **Motion Drawing Ref 201 0053-01** has been erected in accordance with the details shown. The signage shall thereafter be retained and maintained unless otherwise agreed in writing by the Local Planning Authority.*

Condition 19

- 5.7 Condition 19 refers to the provision of cycle storage as illustrated on drawings 4046C-0110_F and 4046A-200_F. The proposed location of cycle storage has been updated to reflect the amended layout of Phase 01. As such, Condition 19 should be amended as follows:

*Each phase of the development hereby permitted shall not be brought into use unless and until details of cycle storage, in the quantum and position illustrated on drawings **11319-PL-003 and 11319-PL-004**, are submitted to and approved in writing by the Local Planning Authority.*

The approved cycle parking provision shall thereafter be provided prior to the relevant phase of the development being brought into use and thereafter maintained in accordance with the approved details.

Condition 22

- 5.8 Condition 22 requires the provision of all car parking, servicing and other vehicular access arrangements prior to the new industrial units being first brought into use, unless alternative arrangements are approved in the context of a phasing plan pursuant to Condition 3.
- 5.9 As noted above, a Car Parking Appraisal (October 2020) prepared by David Tucker Associates, was submitted to the Council pursuant to the discharge of Condition (Phasing Plan). This set out two options for the phasing of car parking across the

Site which would provide flexibility to respond to occupant requirements whilst ensuring sufficient car parking is retained on Site which meets the needs of the users (having regard to the current unusual circumstances in the context of the ongoing pandemic). This strategy was approved on 8th February 2021.

- 5.10 Drawing on the approved strategy, an updated Parking Phasing Plan has been submitted as part of the Transport Assessment (Appendix E). Reflecting this submission, and in the interests of providing sufficient flexibility, we duly request that Condition 22 be amended as follows:

*The servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the new industrial units being first brought into use and shall be retained thereafter for their intended purpose. **The car parking provision for the new industrial units shall be provided in accordance with the Car Park Phasing Plan and retained thereafter.***

Condition 25

- 5.11 Condition 25 restricts the use of the new industrial units for flexible B1(c), B2 and B8 uses only. On the basis that Use Class B1(c) has since been replaced by Use Class E we would duly request the Condition be amended as follows:

*Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, the new industrial buildings hereby permitted shall only be used as flexible **Class E(g)(ii)-(iii)**, B2 and B8 uses; and for no other purposes within the Use Classes Order 1987 (as amended).*

6.0 CONCLUSIONS

6.1 This Section 73 Application seeks to vary the wording of seven conditions attached to the planning permission at Langstone Technology Park (Ref: APP/19/00703) for *'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 "Permitted Development").

6.2 Following the sale of the Site to new owners in December 2020, a detailed review of the Permitted Development has been undertaken. The intention is to implement the planning permission. However, in order to reflect the aspirations and objectives of the current owner, a number of limited changes are now being sought, specifically in relation to the erection of the new flexible use industrial units in the south-western corner of the Site (referred to as Phase 1). The changes sought are summarised below:

- The replacement of 4No. buildings subdivided into 12No. units, with 2No. buildings subdivided into 4No. units and associated adjustments to the footprint of the proposed units, within the Phase 1 development area.
- The re-orientation of the proposed built form within the eastern part of the Phase 1 site from what was previously a north-south facing arrangement, to a west facing arrangement to enable better integration with the wider Park to the north. The proposed built form within the western part of the Phase 1 development area remains broadly in the same - but occupying a slightly reduced footprint.
- An overall reduction in additional floorspace associated with the proposed new units (from 13,476 sqm GEA / 12,575 sqm GIA approved, to 11,290 sqm GEA / 10,896 sqm GIA now proposed), which reflects and responds to current market requirements.
- Associated changes to the parking and servicing arrangements around the proposed new units reflecting the proposed new configuration, within the Phase 1 development area.

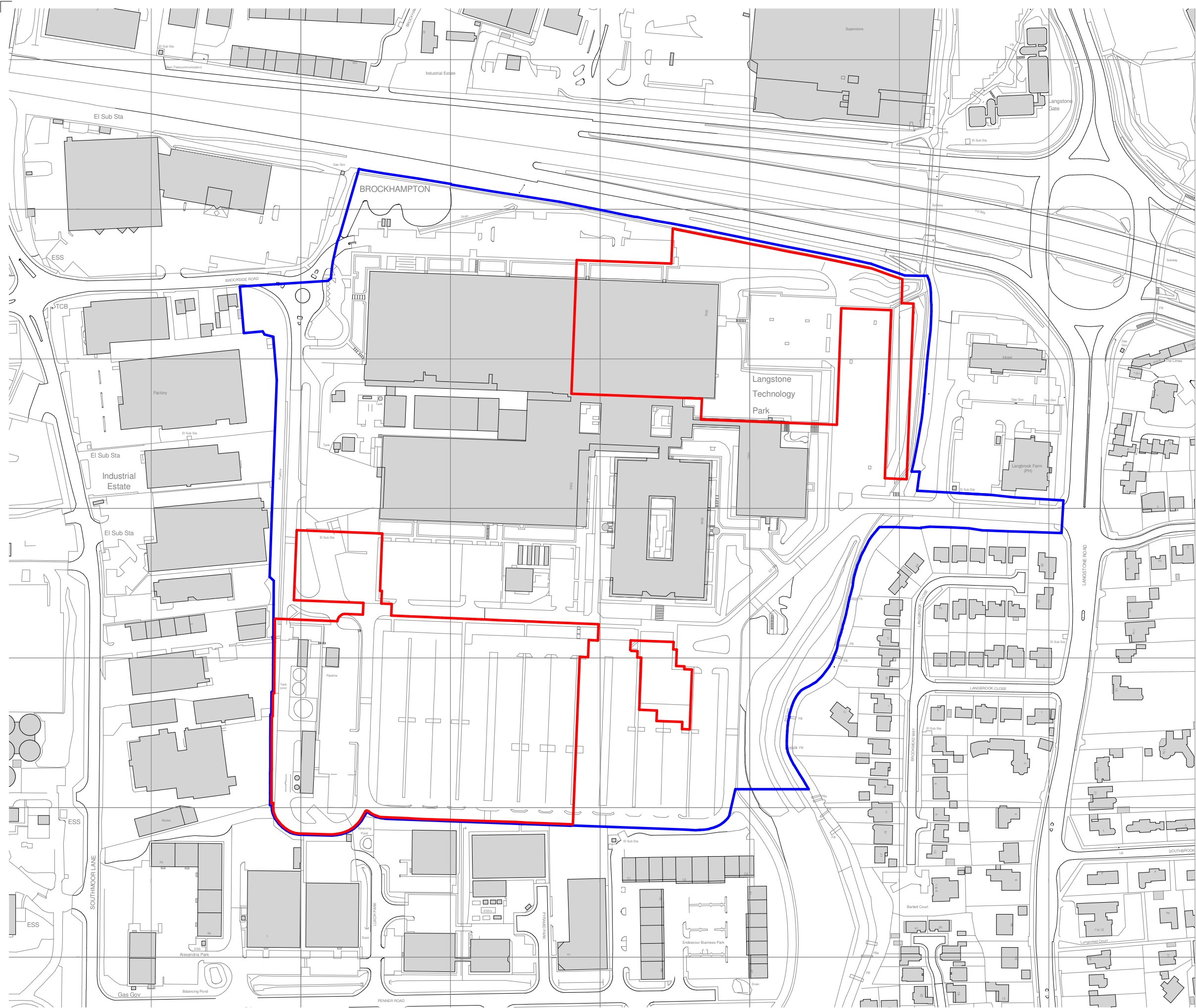
- A widening of the flexible uses for the new units to include Research and development of products or processes (Class E(g)(ii)).
- A repositioning of the external façade of Building 1000 (by c.3m) in order to align with the nearest point of the existing structural grid.
- Alterations to the parking layout and location of cycle parking provision to the front of Building 1000.

6.3 Full justification for the Proposed Development is set out in the documentation supporting this submission and as set out in Section 4 of this report, it is clear that the changes do not give rise to any new material considerations.

6.4 In order to facilitate these changes, it is necessary and prudent to vary the detailed wording of Conditions 2, 3, 8, 18, 19, 22 and 25 of the planning permission (Ref: APP/19/00703). The proposed replacement wording for these conditions is set out in Section 5.

6.5 It is evident, that the Proposed Development will continue to fully deliver the benefits originally envisaged and as a result, it is respectfully requested that the application is approved.

APPENDIX 1
SITE LOCATION PLAN



Notes

This drawing may be scaled for the purposes of Planning Applications, Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy. It may not be scaled for construction purposes.

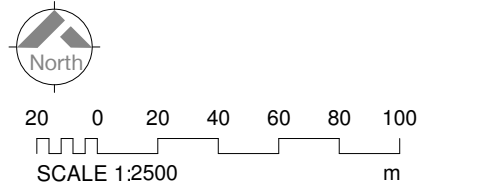
Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be read in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.

OWNERSHIP BOUNDARY

APPLICATION AREA(S)

C	17.12.19	CJ	Application areas updated.	
B	27.06.19	CJ	Redline updated to coordinate with topo	
A	15.01.19	CJ	Drawing updated.	IJ

Rev	Date	Init	Notes	Chkd
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Client

Drawing Originator

AWW inspired environments

London - 106 Weston Street London SE1 3QB 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HX 01752 261 282

RIBA Chartered Practice www.aww-uk.com

Project Title

Langstone Technology Park

Drawing Title

Site Location Plan

Scale	Sheet	Drawn	Checked	Date
1 : 2500	A3	OS	AWW	11.01.19

Status	Project No.	
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