

Design and Access Statement Addendum: Langstone Technology Park, Havant

October 2019



Prepared by: AWW



ISSUE AND APPROVE SCHEDULE

Issue A Draft	Name	Signature	Date
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Reviewed by			
Approved by	Ian Jenkins		

Revision Record

Issue	Date	Status	Description	By	Checked	Approved
A	22.10.19	PLANNING		CJ	IJ	

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01. INTRODUCTION

The following information is provided in response to a planning meeting held on 07/10/2019. Its purpose is to further substantiate the architectural appearance and setting of the industrial units and to confirm the landscape strategy.

02. LAYOUT DEVELOPMENT

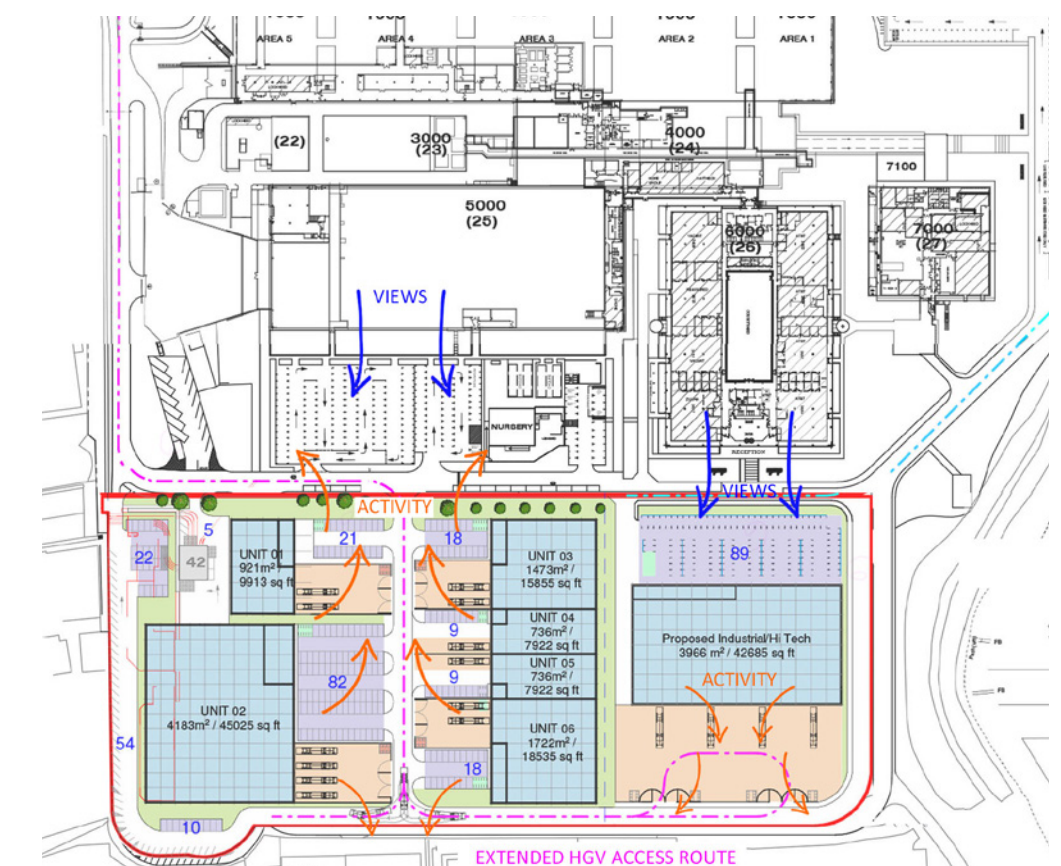
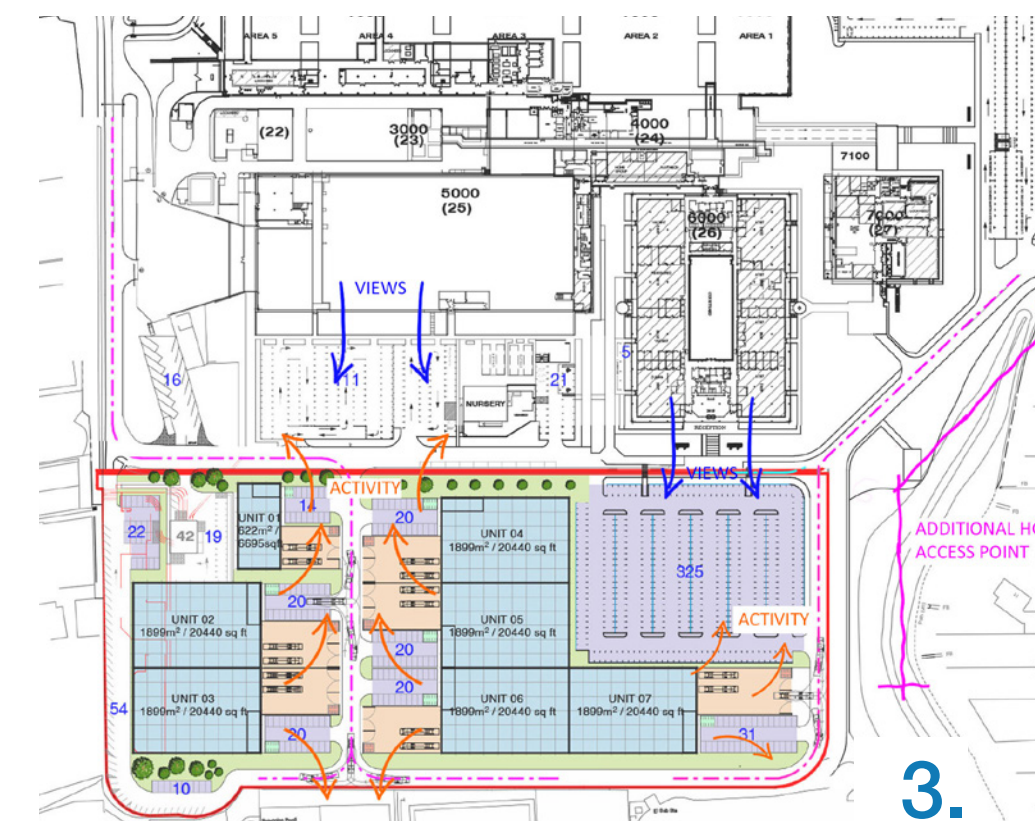
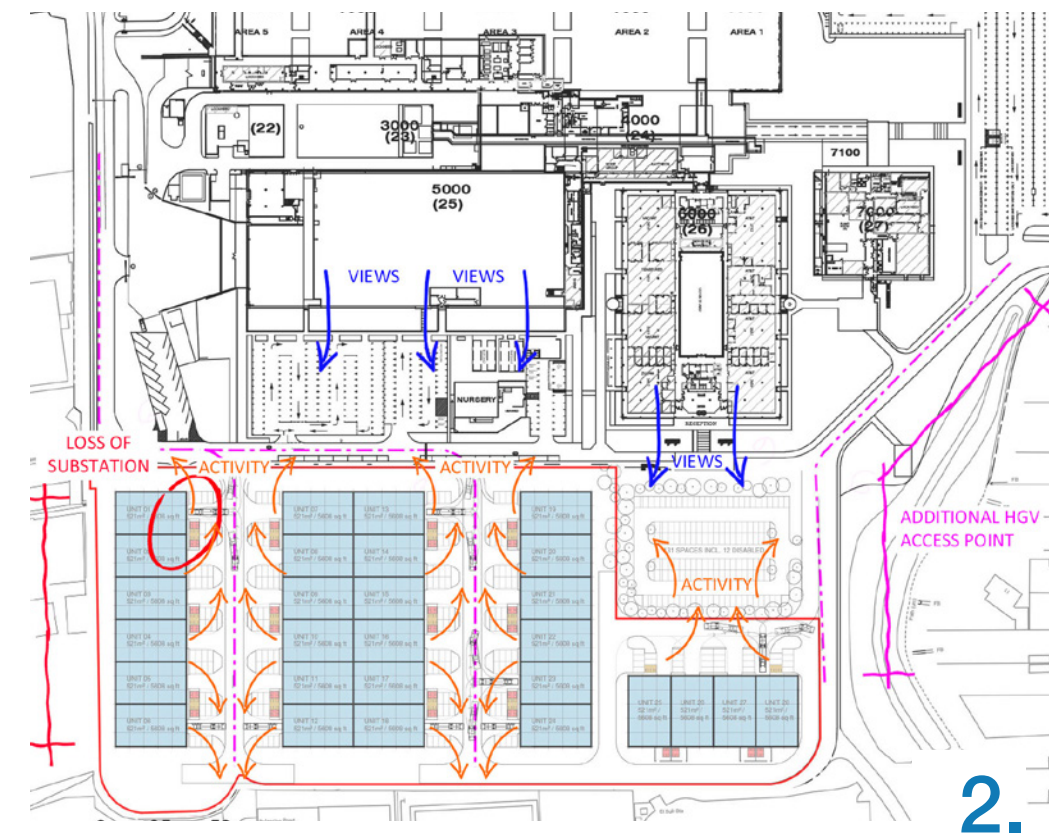
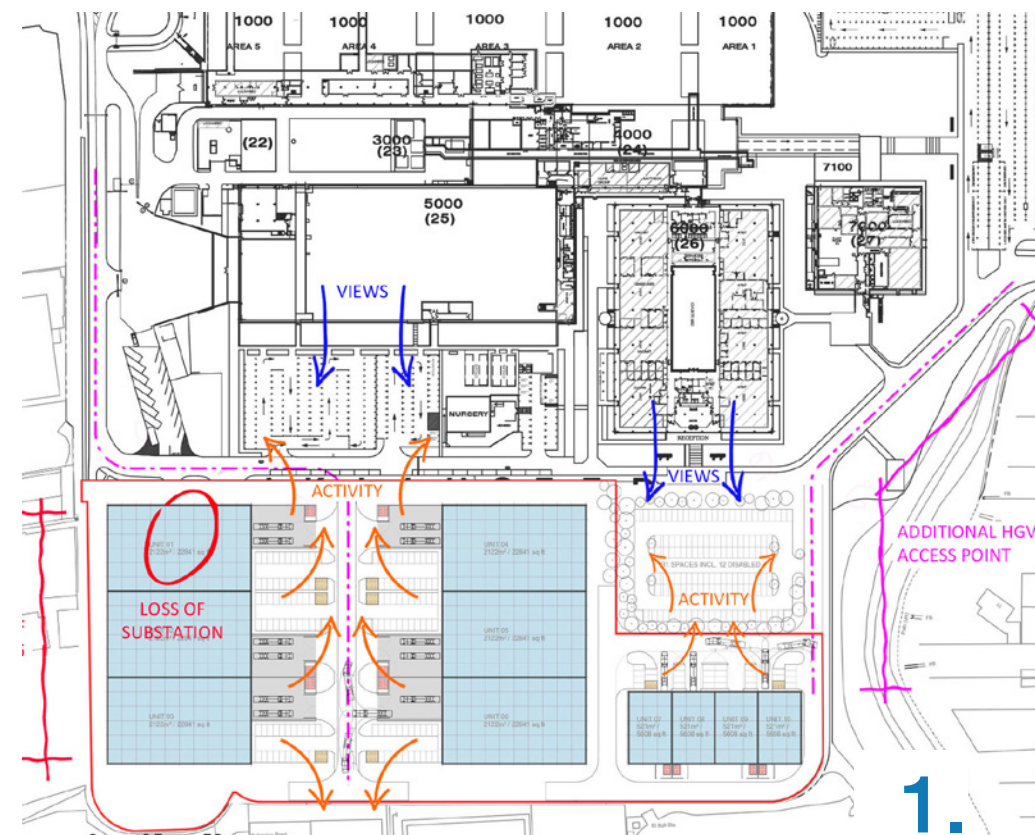
A number of industrial arrangements were explored before the preferred option emerged.

Layout 1 maximises the western area and begins to populate the remainder of the site. The most efficient and viable approach is to mirror the west terrace along the centre line of the proposed industrial access road, which determines the position of units 4, 5 and 6. There is an opportunity to locate a small industrial terrace in the south east corner adjacent to building 6000 and to maintain a suitable area for car parking immediately south of building 6000. Units 1-6 are accessed via the west site entrance. Units 7-10 are accessed via the east site entrance, an arrangement that is not supported by the circulation strategy set out in our masterplan. The size of unit 1 results in the loss of the existing high voltage sub station and switch room (42) which will disrupt existing supplies. A new substation and switch room will be required.

Layout 2 provides a similar coverage comprising smaller units. The arrangement offers a limited range of unit sizes and shallow service yards. Multiple service roads are required, increasing activity in proximity to building 6000. Access to the southeast units can be achieved via the west site entrance, although this extends the circulation route. The position of unit 1 results in the loss of the existing high voltage sub station and switch room (42) which will disrupt existing supplies. A new substation and switch room will be required.

Layout 3 retains the existing substation (42), parking along the western edge and existing perimeter roads. Units 2, 3, 4, 5, 6 and 7 are of equal size. The location of unit 7 maximises the parking area immediately south of building 6000 and orientates the service yard to face east. Access to this yard is preferred via the west entrance which extends the industrial route.

Layout 4 positions a larger detached Hi-Tech unit central to the car park and adjacent to building 6000. A limited area is allocated for building 6000 parking north of unit 7. The service yard is orientated to face south, an attempt to channel activity away from building 6000. Concerns relate to the outlook and setting of building 6000 and a reduction in parking.



INDUSTRIAL LAYOUT DEVELOPMENT OPTIONS

LAYOUT DEVELOPMENT

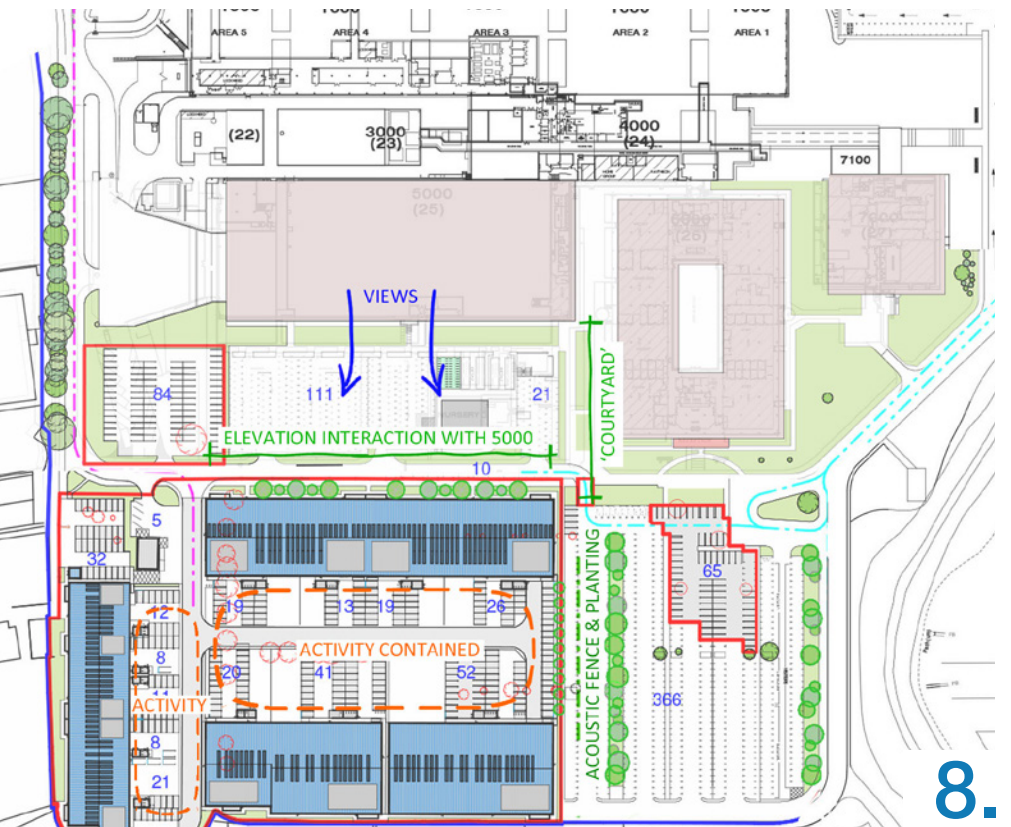
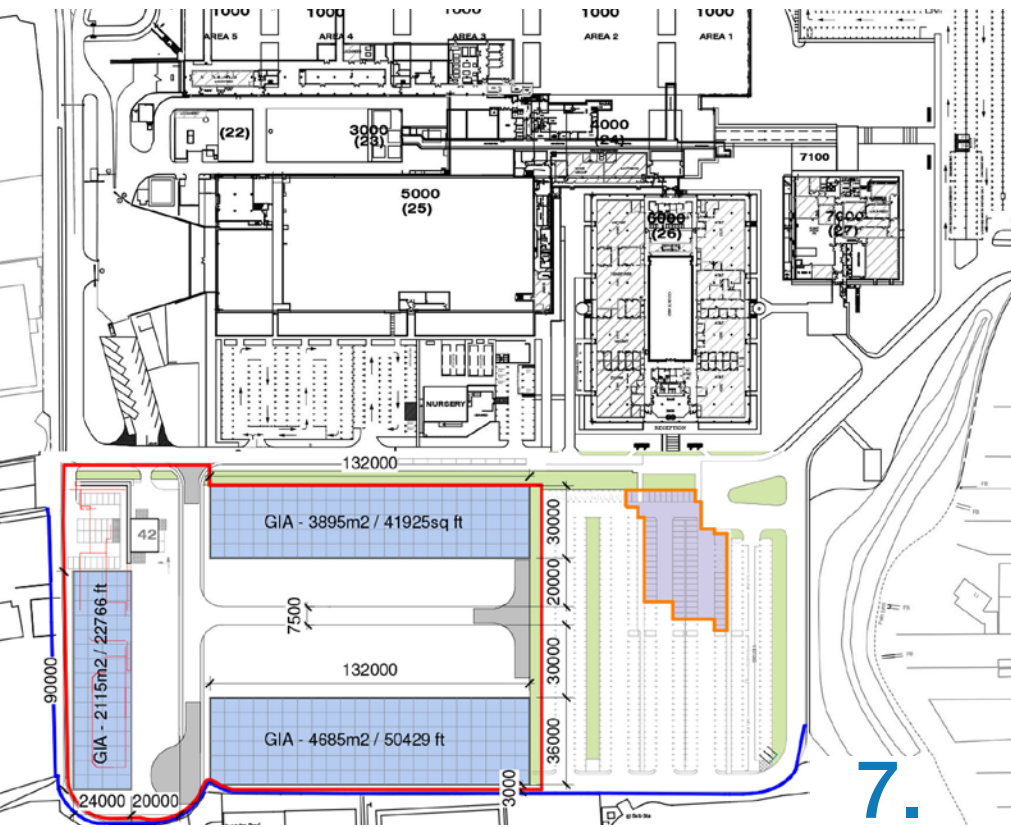
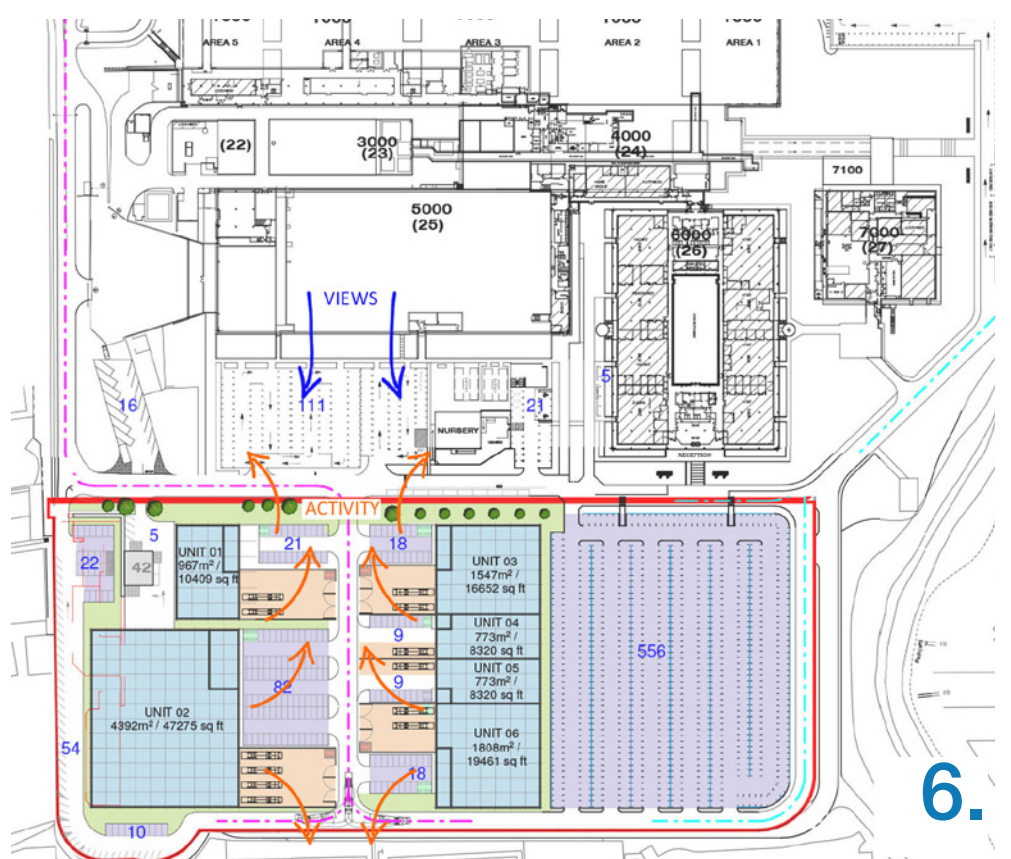
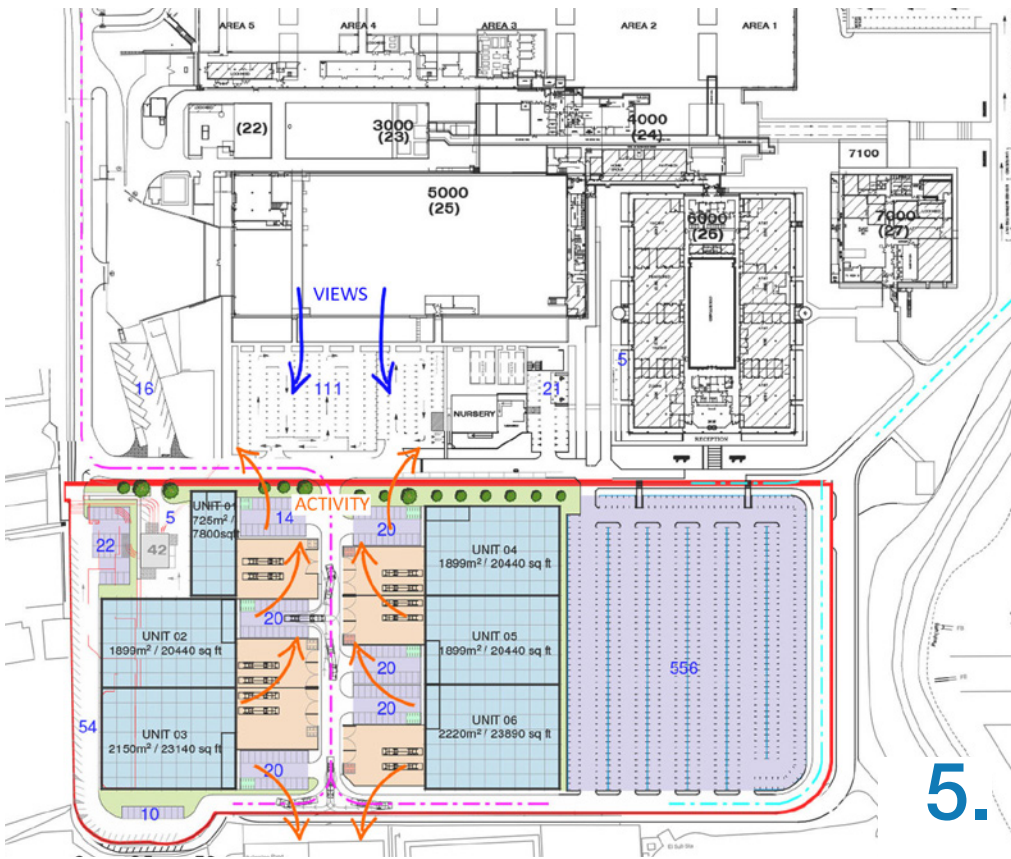
Layout 5 omits the larger detached unit 7 in the interests of building 6000, proposes six units, five of which are of a similar size, retains the substation, perimeter routes and maximises the east parking area south of building 6000. Industrial activity is located to the western area and between the terraces.

Layout 6 is a progression of layout 5. The arrangement retains the substation, perimeter routes, maximises parking south of 6000 and provides a greater range of industrial unit sizes. The largest unit (2) was incorporated in response to a potential pre-let requirement.

Layout 7 orientates the proposed industrial terraces east/west and coordinates with existing buildings 1000, 4000 and 5000. The larger units are positioned along the northern and southern boundary edges, forming an internal courtyard which is a regular feature of the park. This arrangement is beneficial in concealing industrial activity from building 5000 and 6000. The new service road is positioned closer to the western site entry point which is designated for industrial access. Vehicle movements in proximity to building 5000 and 6000 are greatly reduced as a consequence.

Layout 8 positions a smaller western industrial terrace on the site of the existing gym/warehouse building. Units 1-5 are smaller and of an appropriate proportion. The northern unit forms a direct relationship with building 5000 and is of a similar length. The tallest units, 10-12, are located south of the site. The forecourt area serving units 6-12 covers a similar GEA as building 5000.

Layout 8 offers a greater ability to provide a wider variety of unit sizes. In contrast, layouts 1-6 are more constrained and expose the park to increased noise and industrial activity.



INDUSTRIAL LAYOUT DEVELOPMENT OPTIONS

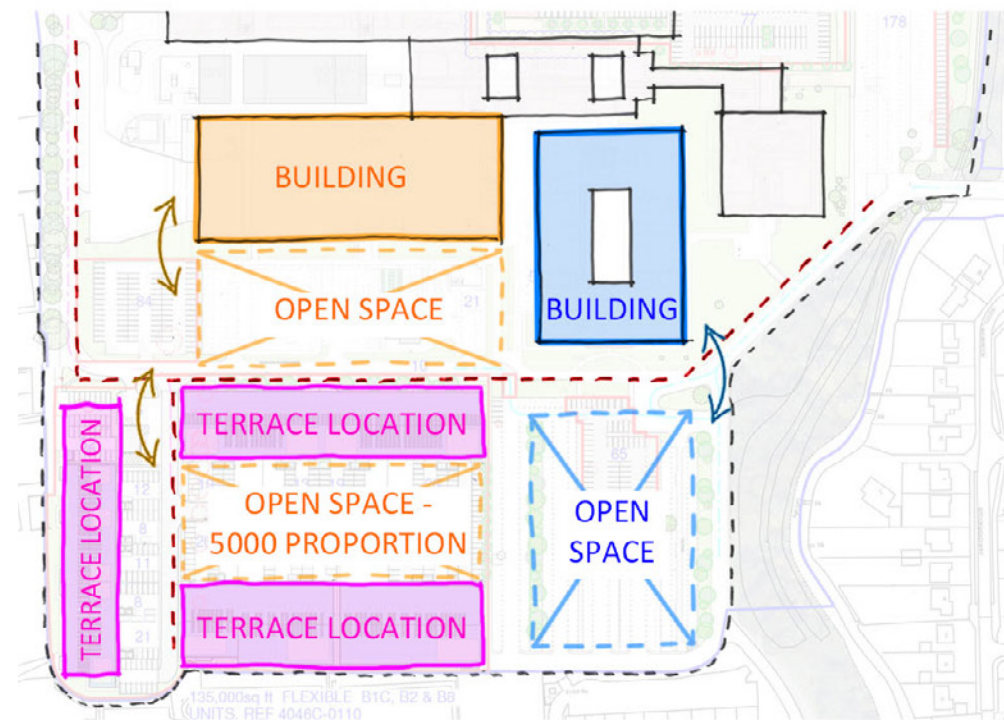
03. SCALE & PROPORTION

The layout of Langstone Technology park generally presents elongated footprints and adjacent courtyard areas. The courtyard serving building 5000 is proportionate to its external footprint.

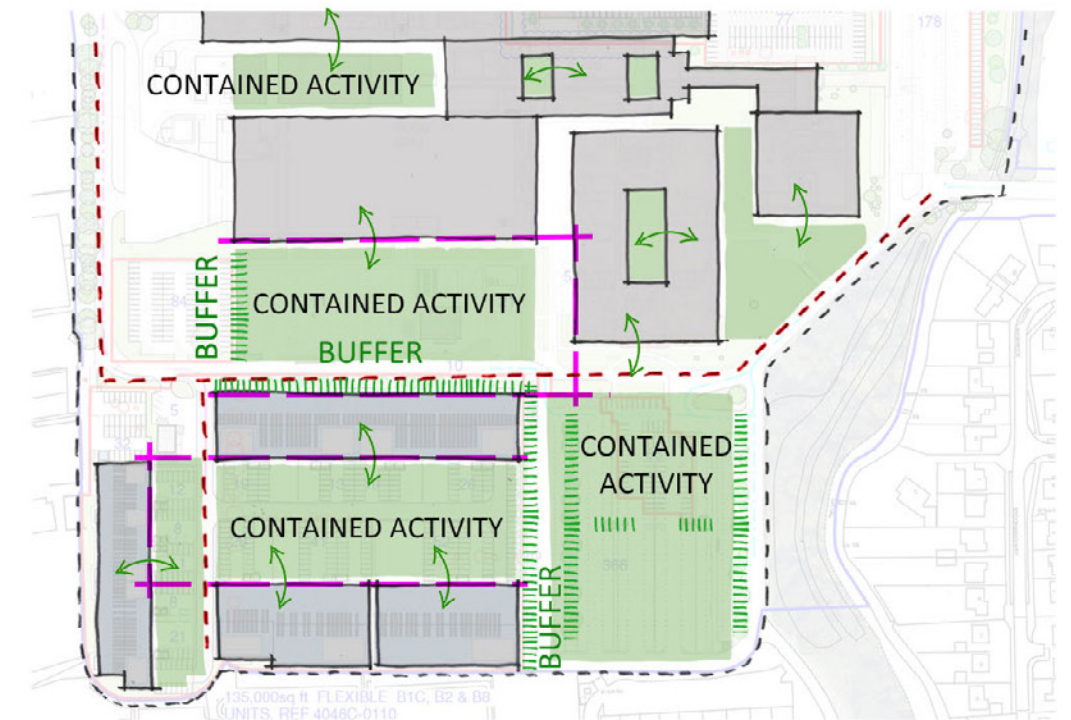
Our strategy places the same area of courtyard central to the industrial site. This provides an appropriate location to position the north and south industrial terraces. We believe the layout successfully balances built form and external spaces and enhances the setting of buildings 5000 and 6000. Industrial activity is contained within the confines of the industrial area and further controlled through strategic soft landscaping and acoustic fencing.

The sections illustrate site hierarchy and building relationship. The existing buildings are set higher than the proposed industrial units.

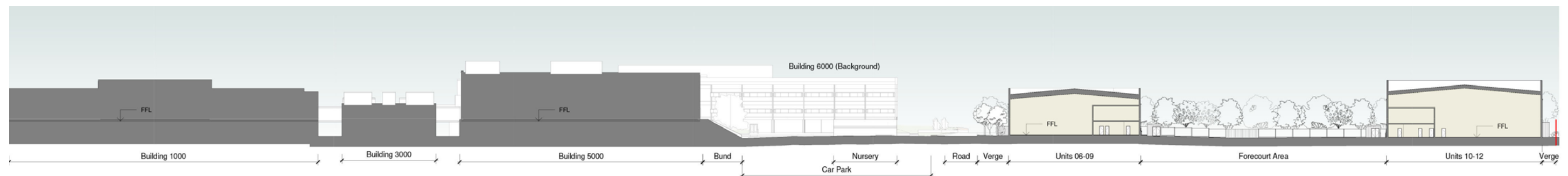
The proposed northern industrial terrace is lower than the southern terrace. This reflects the rhythm and relationship of existing buildings 1000, 4000, 5000 and 6000.



LAYOUT AND PROPORTION



ACTIVITY AND ENCLOSURE



Site Section North / South
1 : 500



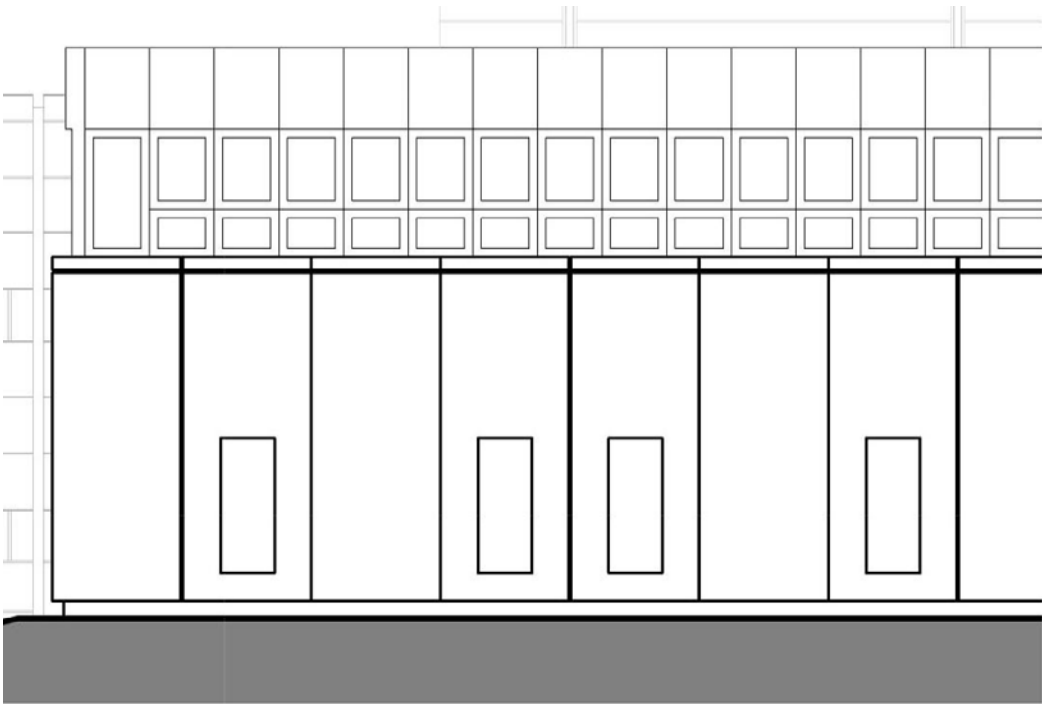
Site Section East / West
1 : 500

SITE SECTIONS - SCALE AND HIERARCHY

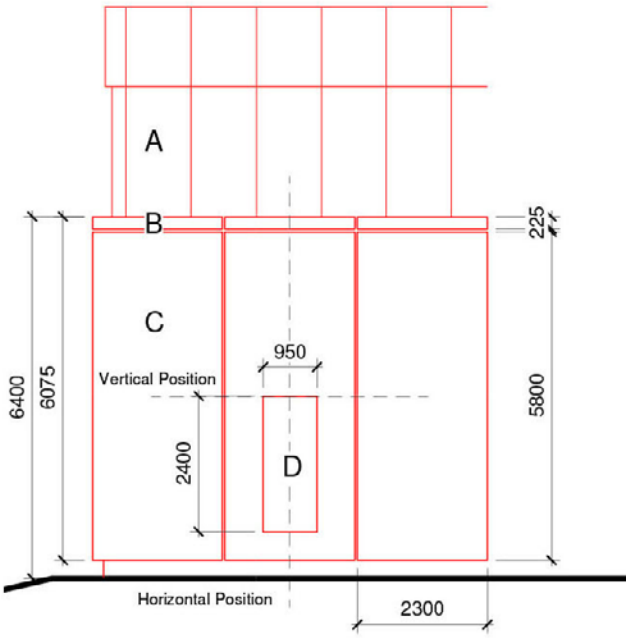
SCALE & PROPORTION

The design intent has progressed through analysing the proportions and features of building 7000. Through understanding the pattern, grid and arrangement we can extract a ratio and apply it to our proposed elevations. The process is illustrated by the four diagrams to the right.

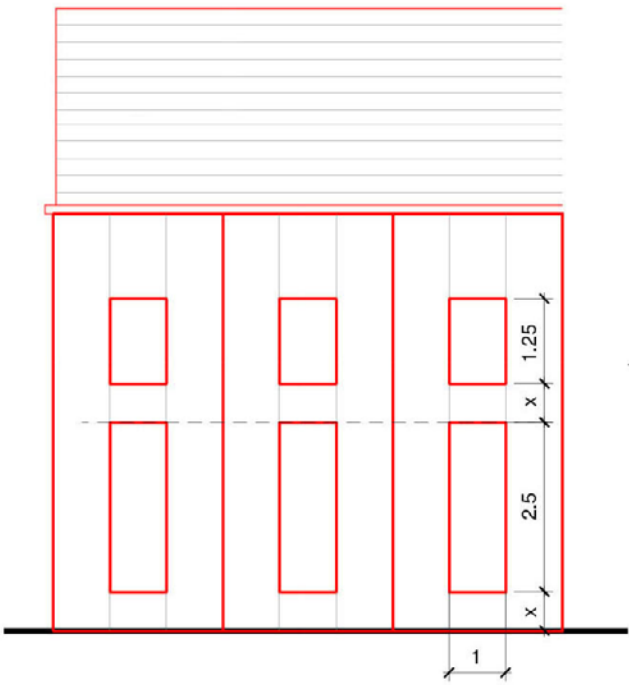
The window proportion and arrangement illustrated applies to the north and east facing elevations of units 6-9. The intent is to strengthen the relationship of the proposed industrial scheme and the existing buildings.



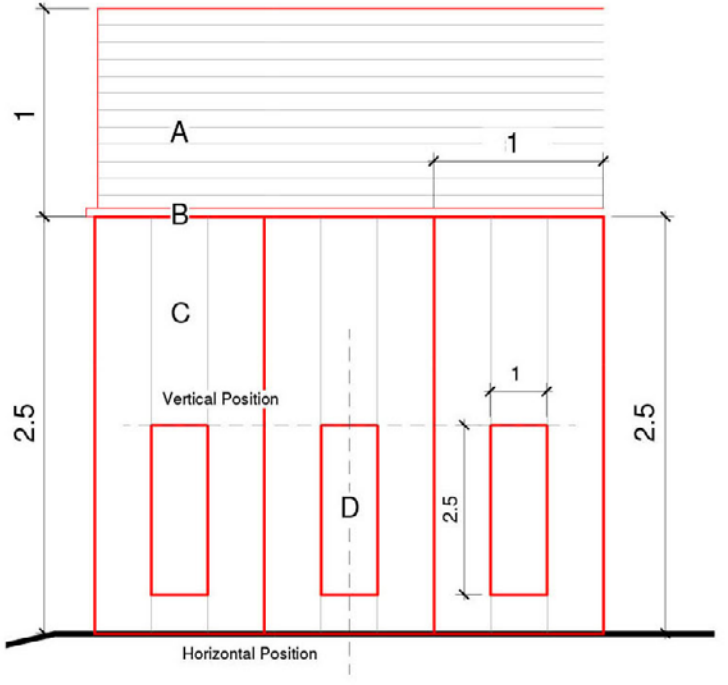
EXISTING 7000 EAST ELEVATION



EXISTING 7000 PROPORTIONS



PROPOSED UNITS 6-9 PROPORTIONS



PROPOSED UNITS 6-9 PROPORTIONS

SCALE & PROPORTION

Photographs A and B provide a direct comparison with our proposal for the north and east facing elevations (industrial units 6-9). Both clearly demonstrate the success in forming a modern interpretation of building 7000. The proportions are similar, as are the materials, tone and weight.

The scheme proposes to further enhance the north elevation and northeast corner by incorporating feature panels that are of a darker buff tone and window openings. Unit 9 incorporates five proportionately sized first floor openings. We believe this forms an appropriate relationship with building 6000, enhances its setting and provides interaction at street level.

Strategic planting is proposed to assist in softening the north elevation and concealing A.H.U. screens. We feel that this approach is suitable and responds to the historic planting proposals presented on Arup drawing AA507-1902, provided overleaf.



A. EXISTING 7000 SOUTH ELEVATION



PROPOSED UNIT 9 NORTHERN ELEVATION



B. HISTORIC 7000 SOUTH ELEVATION

04. LANDSCAPING

The proposed industrial layout results in the loss of a number of trees. Our strategy is to replace every tree removed in an appropriate location. This has been determined by referring to historic drawing AA507-1902 and in an attempt to soften parking areas.

The areas of planting will be;

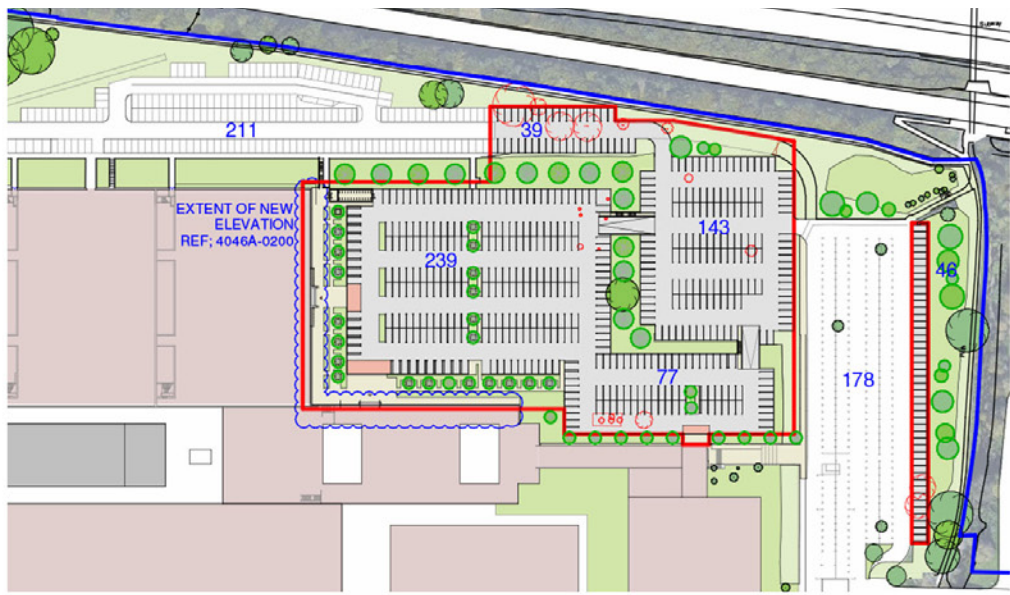
- Along the northern and eastern edges of the industrial site
- Within existing car park islands present to the east, in front of building 6000.
- Between the new area of parking providing 84 spaces and the parking area south of building 5000.
- To the east of building 1000 where additional parking is provided.

Security

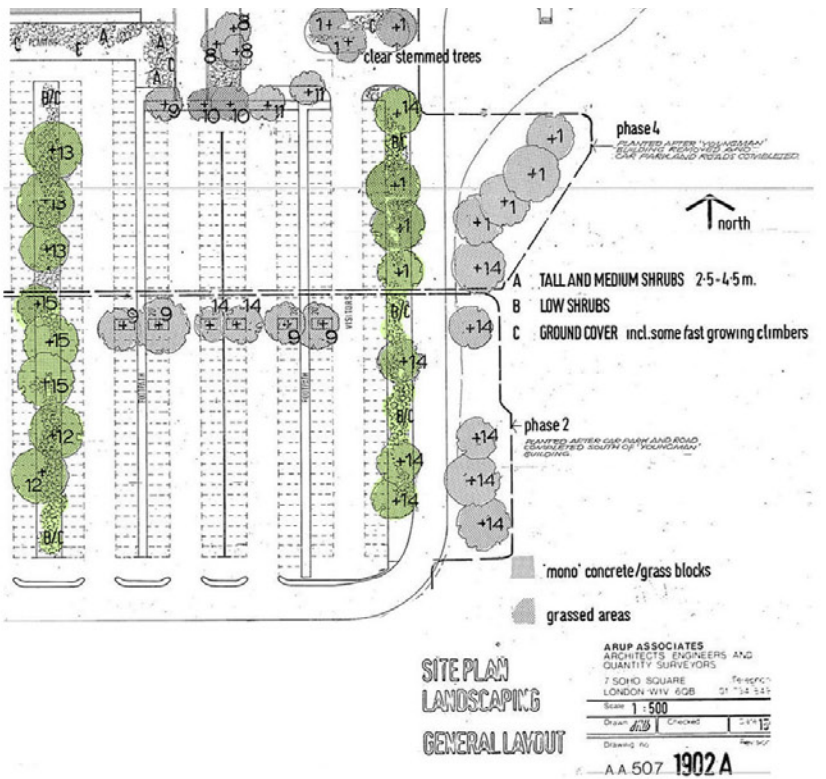
The industrial elevations have been updated following consultation with Havant Constabularies Suitably Qualified Security Specialist (SQSS). The Security Needs Assessment (SNA) recommended the relocation, where possible, of any door that is concealed behind a storage facility and the inclusion of security bollards.



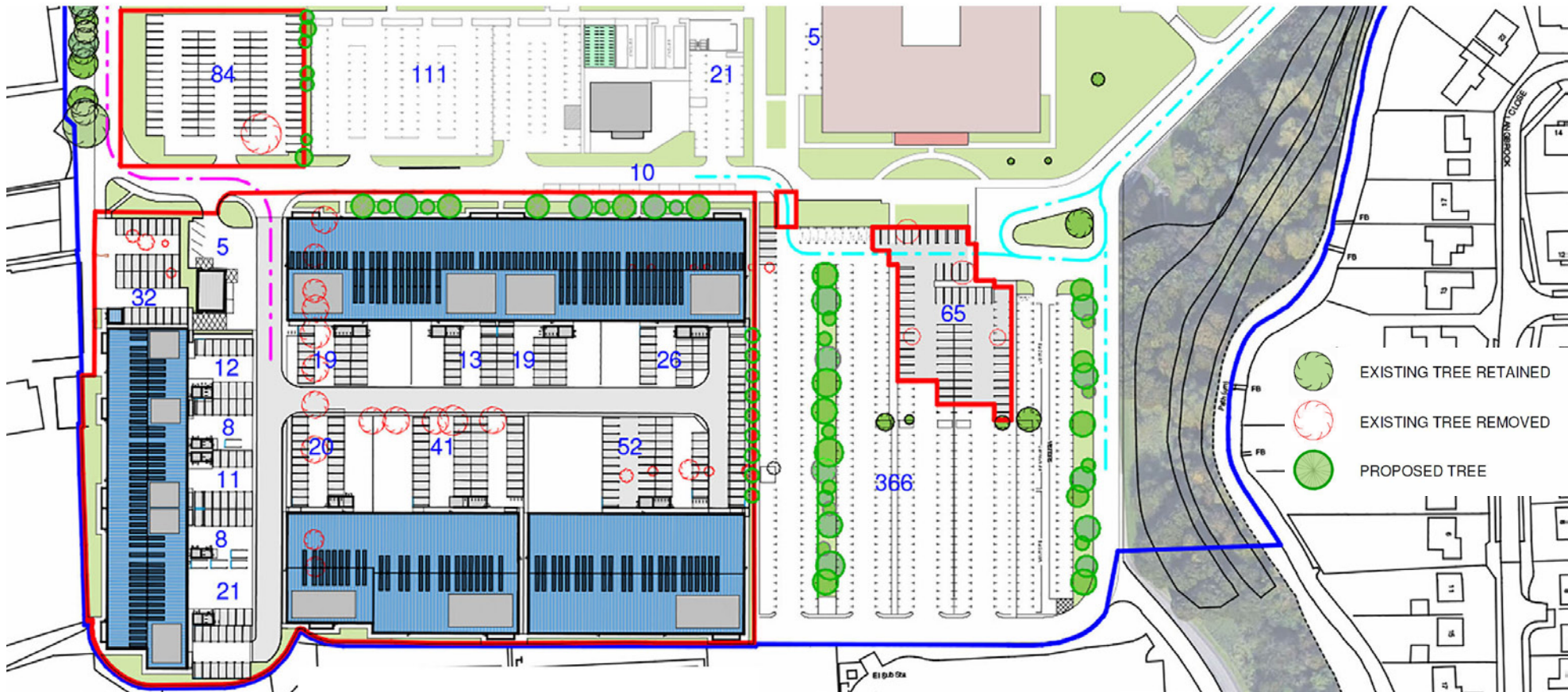
EGRESS DOOR RELOCATION AND BOLLARD INCLUSION



PROPOSED PLANTING EAST OF BUILDING 1000



HISTORIC LANDSCAPE LAYOUT



PROPOSED LANDSCAPING LAYOUT - INDUSTRIAL AREA

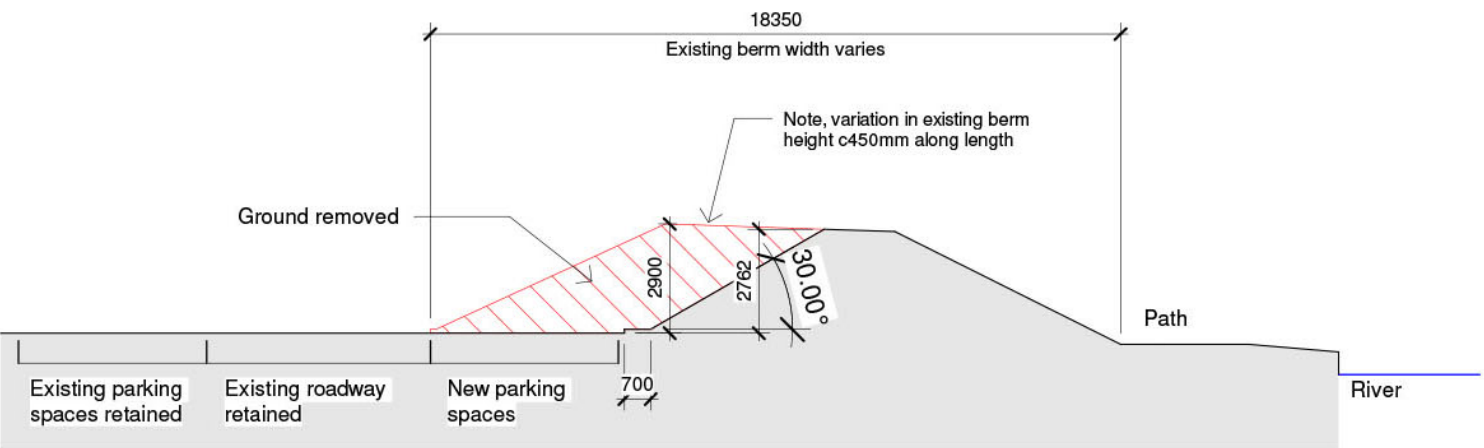
05. PARKING & ACCESS

New parking bays have been provided at 2.4m wide, 5m depth with 6/6.1m aisle widths. Existing parking spaces, typically 2.4m wide and 4.8m deep, and aisle width, typically 6.0m wide are unchanged.

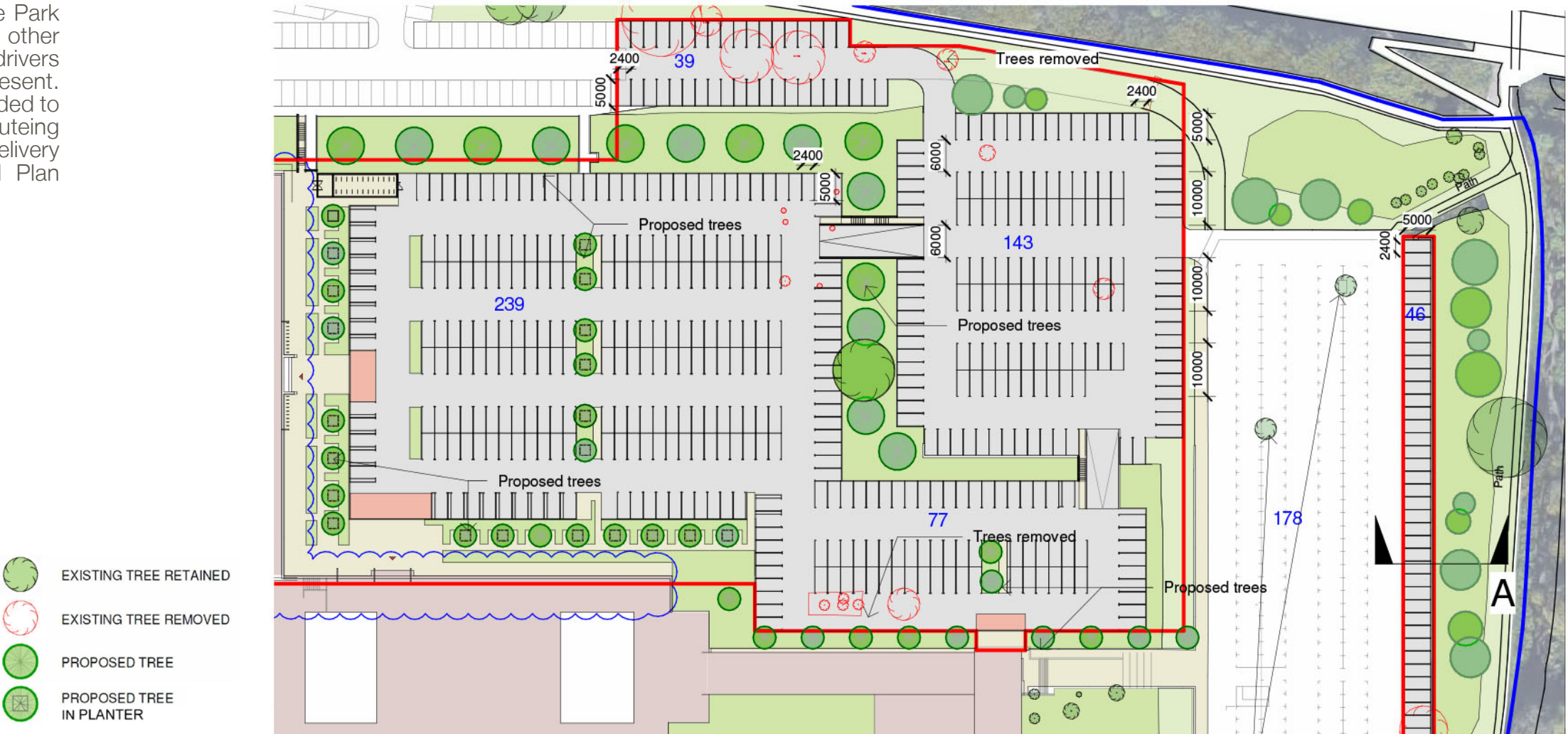
The number of parking spaces will increase by circa 1.8%. This maintains the existing parking ratio for the existing development at 1 per 32m². Parking for the new development has been provided in line with current standards with appropriate allowance made flexibility in land use.

The berm re-profiling section illustrated on drawing 0155 has been updated to include an appropriate vehicle overhang and a suitable berm gradient.

HGVs are able to turn both sides of the Park however there is no direct route through other than within the car parks to allow car drivers to use either access point as at present. Appropriate internal signage will be provided to direct HGVs and it is anticipated that routing instructions would be provided to delivery drivers in advance through the Travel Plan process.



BERM RE-PROFILING



PROPOSED CAR PARK ARRANGEMENT WITH PLANTING - BUILDING 1000 / 4000



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