

Design and Access Statement: Langstone Technology Park, Havant

July 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	24.06.19	DRAFT		CJ	IJ	
B	28.06.19	FIRST ISSUE		CJ	IJ	
C	03.07.19	PLANNING ISSUE		CJ		

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01. INTRODUCTION

This statement has been prepared by AWW on behalf of AG Langstone B.V. and Trinity Investment Management to support a detailed planning application concerning a re-masterplanning opportunity at Langstone Technology Park, Langstone Road, Havant, PO9 1SA.

The Applicant seeks full planning permission for the part-demolition of Building 1000, installation of a new flank elevation to the East, a new elevation to the North of Building 4000 as a result of the aforementioned part-demolition of Building 1000, the erection of new buildings in flexible B1c, B2 and B8 use in the South-West corner of the site with associated parking; and the creation of new car parking areas and the rationalisation of existing parking areas.

This document should be read in conjunction with the drawings, planning statement and supporting information forming the application package as listed within the appendices.



AERIAL IMAGE - GOOGLE

02. SITE CONTEXT

Langstone Technology Park is a 40-acre site located in Langstone, south of Havant, north of Hayling Island and east of Portsmouth. The Park is owned by AG Langstone B.V. and Trinity Investment Management and currently provides 464,000 sq ft of lettable space across multiple planning use classes. The transport network and connectivity is excellent;

- Havant's mainline railway, bus station and local amenities are within walking distance.
- Adjacent to the A27 trunk road network.
- Connections with London, Portsmouth, Southampton, Brighton and beyond.
- Located near Southampton, Bournemouth and Gatwick International Airports and Portsmouth's Ferry Port.

Highly sustainable location:

- Convenient walk/cycle routes;
- Convenient bus services;
- Convenient rail services;
- Two points of vehicular site access.
- Based on June 2019 site traffic counts, both car and HGV movements broadly evenly split between eastern and western site access



SITE CONTEXT PLAN - CONNECTIVITY

SITE CONTEXT

The area south of the A27 and west of Langstone Road is largely 'Class B' use. The area south of the A27 and west of Langstone Road is largely 'Class B' use and 'Sui Generis' including the Southern Water facility, a lorry park and a waste and recycling facility.

The image to the right confirms that 'Class B' use in the southern area of parking is appropriate and in keeping with surrounding land uses. Our historical research later evidences that a building in the region of 71,000 sq ft was sited here during the 1970's and 1980's.

A large area of tree planting south east of the site separates 'Class B' from 'Class C' use.

Use Class Key:

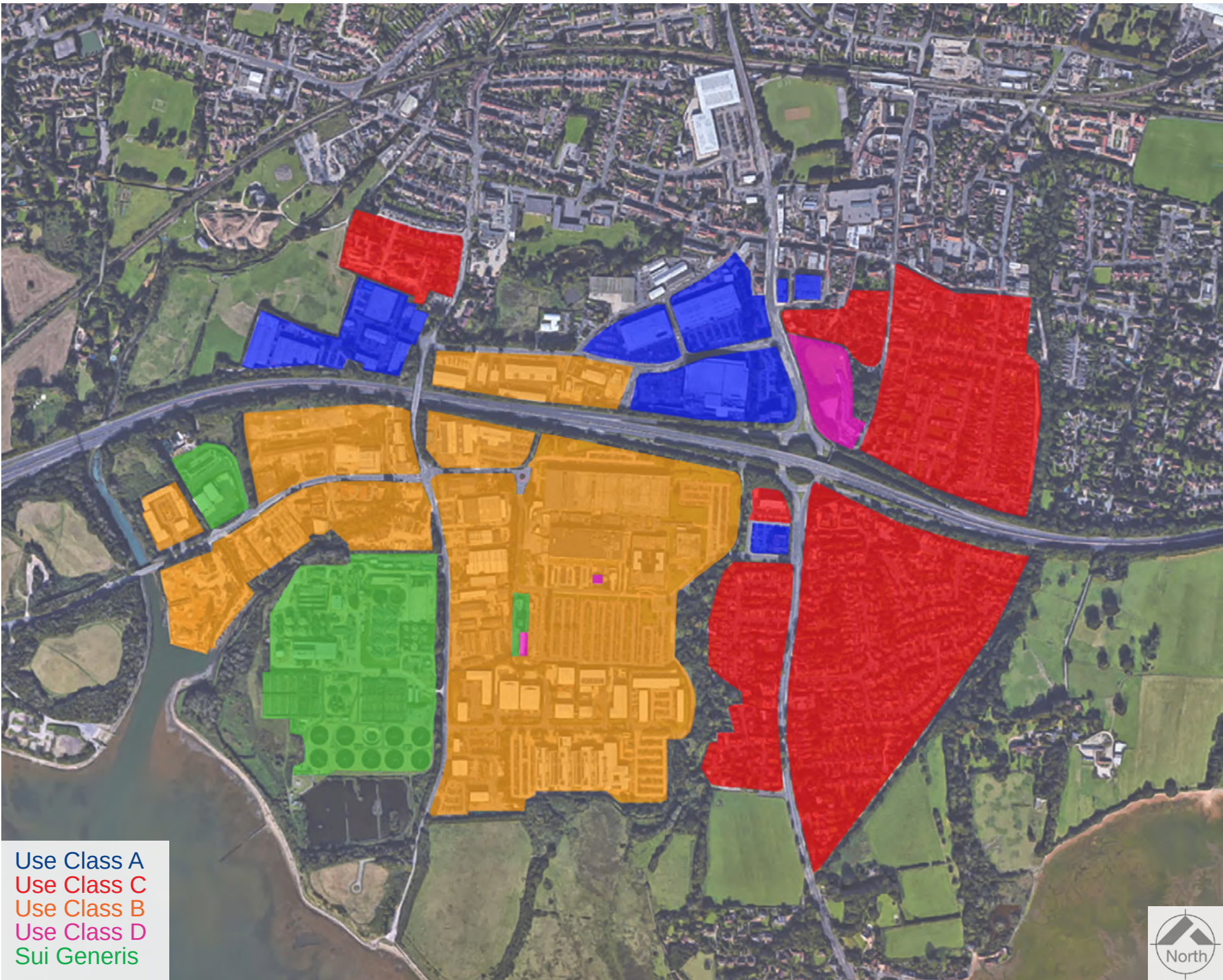
Class A – shops / retail / professional services / food / drinking establishments.

Class B – business / light industrial / general industrial.

Class C – hotels / residential institutions / dwelling houses

Class D – Leisure / non-residential institutions

Sui generis – does not fall within a use class.



SITE CONTEXT PLAN - USE CLASS

03. SITE ANALYSIS

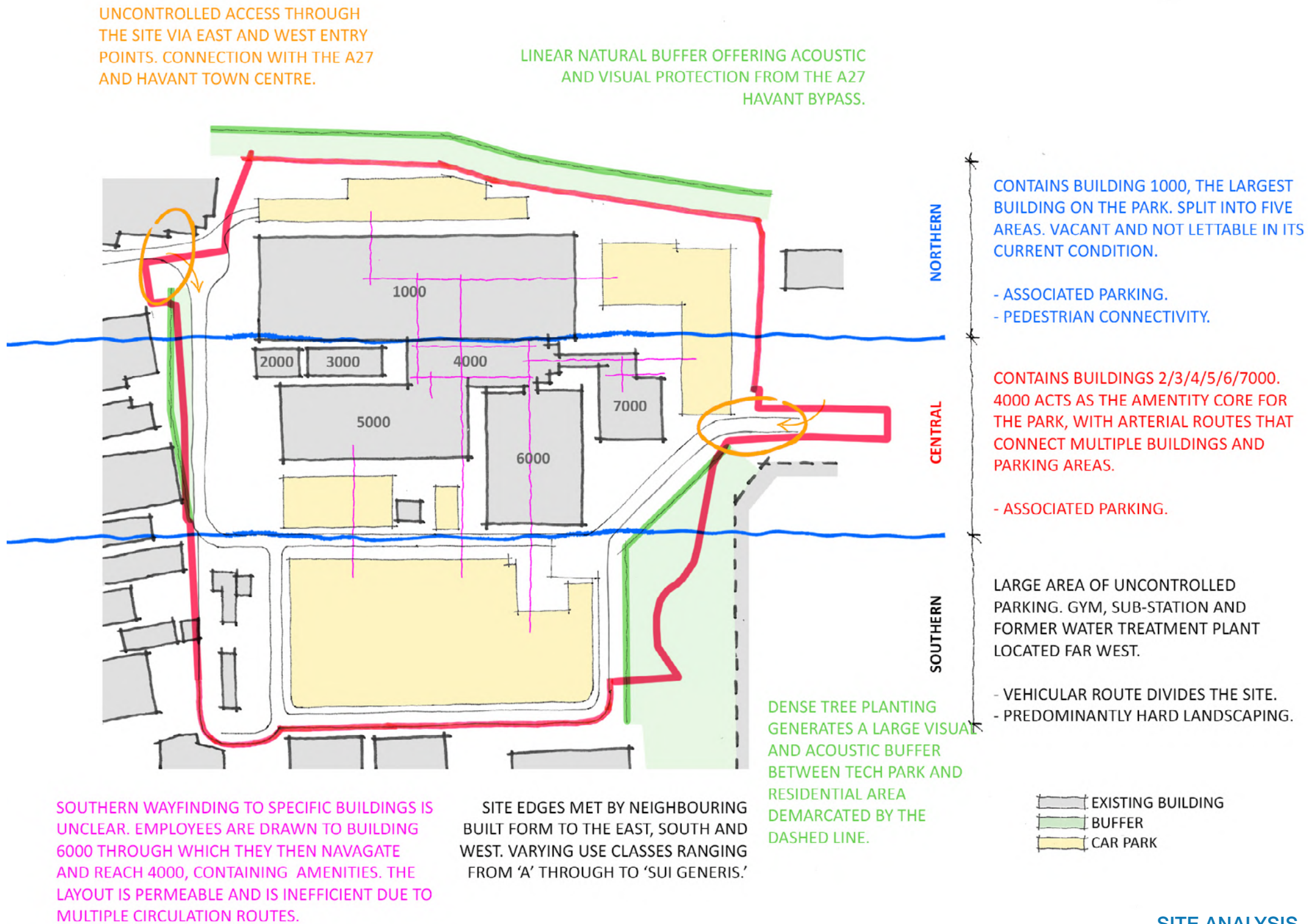
Langstone Technology Park currently provides one of the largest concentrations of commercial floor space in the Borough. It is one of the key nodes in Havant's economy and presents great opportunities for further growth.

The site can be spatially divided into three zones; northern, central and southern. Massing is generally located north and central, with vehicular parking to the south. Access is provided east and west. This arterial route divides the site.

Up to 1,850 parking spaces are provided, along with secure cycle sheds and new fully equipped changing room facilities with showers.

The north, east and western site edges are lined generously with trees, offering a natural buffer with the A27 to the north, residential area to the east and neighbouring commercial units to the west. Topography is relatively level although 'made' soft landscaped bunding and raised building levels are incorporated.

Local geological maps indicate that the bedrock on site is chalk and the superficial deposits are gravels. A borehole record suggests that dense gravels are encountered at around 1.8m below existing ground level.

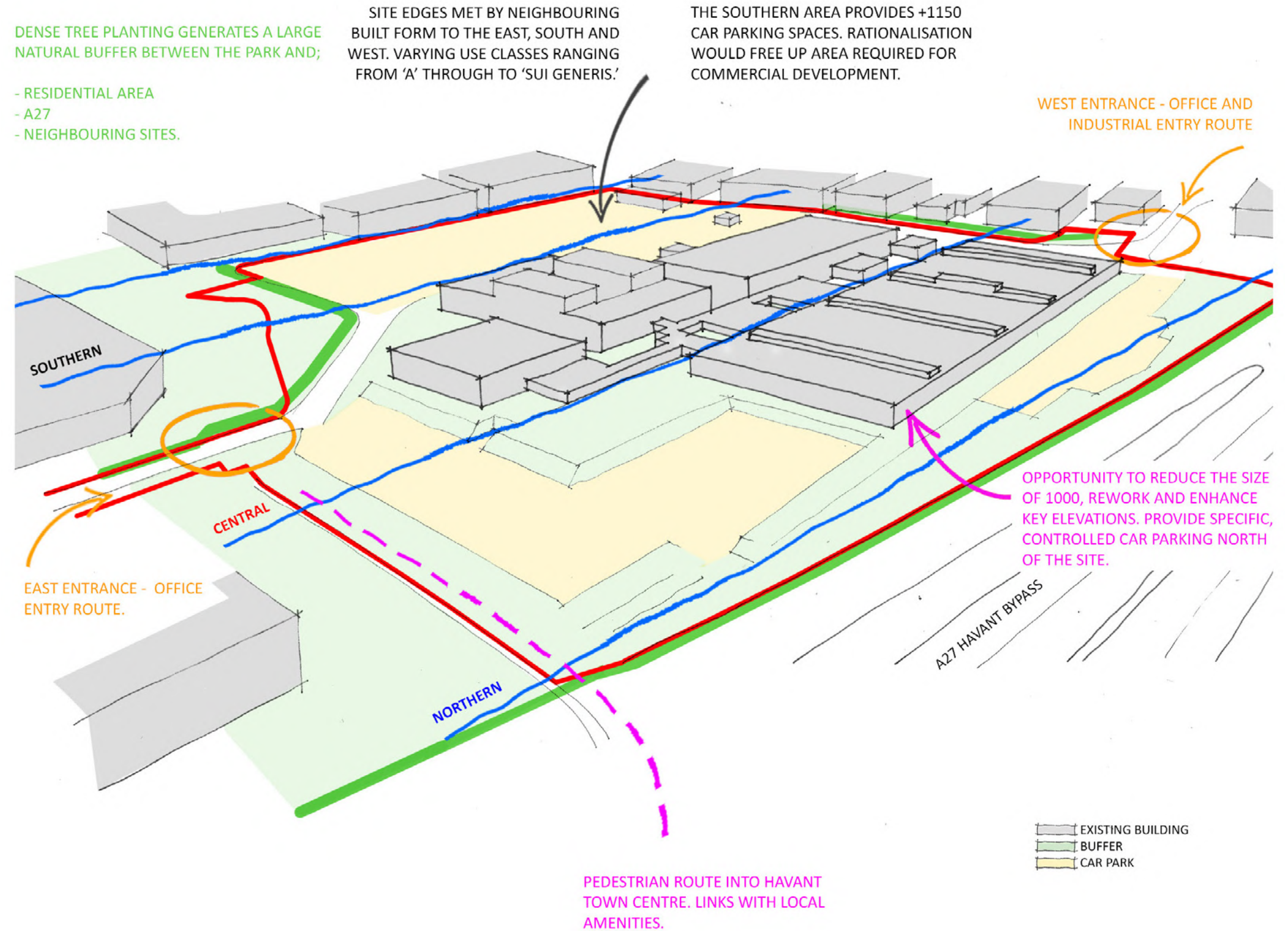


SITE ANALYSIS

SITE ANALYSIS

Built form ranges from one storey to three. Volumes are generous. Unit 5000 is the tallest with an approximate external floor to parapet level of 16m. Buildings are of reinforced concrete frame up to the principal storey (entrance), over which a steel frame is constructed with lightweight steel trusses. Elevations are concrete clad with ribbon glazing and cores are constructed from masonry. The level change, facade treatment and position of pedestrian routes greatly reduces external interaction and connectivity.

Built context outside the application boundary is predominantly commercial / industrial use and of two storey, pitched construction.



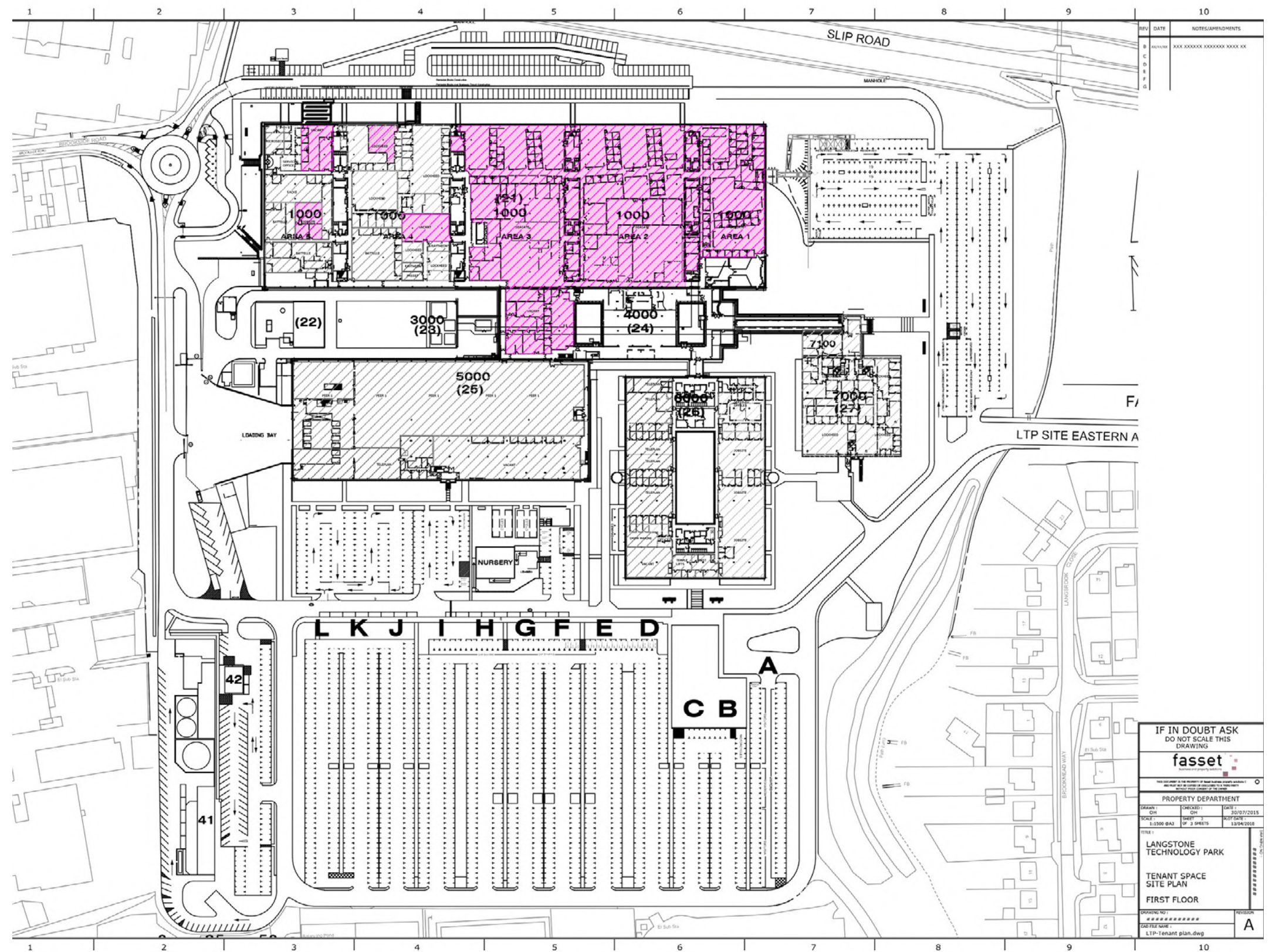
SITE ANALYSIS

SITE ANALYSIS - OCCUPANCY / VACANCY PLAN

Building 1000 was designed for a single manufacturing occupier. Ancillary areas have been converted to offices by former tenants. Levels of natural light are poor; a direct consequence of very deep floor plans which have a depth of approximately 75m.

The occupancy rate in Building 1000 has reduced significantly and, as a consequence, the overall site occupancy rate has reduced to approximately 65%. This has resulted in a large reduction in the number of employees on site compared to approximately 4000 at its peak.

The red area represents vacant space.



BUILDING 1000 TENANT OCCUPANCY

04. POLICY - LOCAL PLAN REVIEW

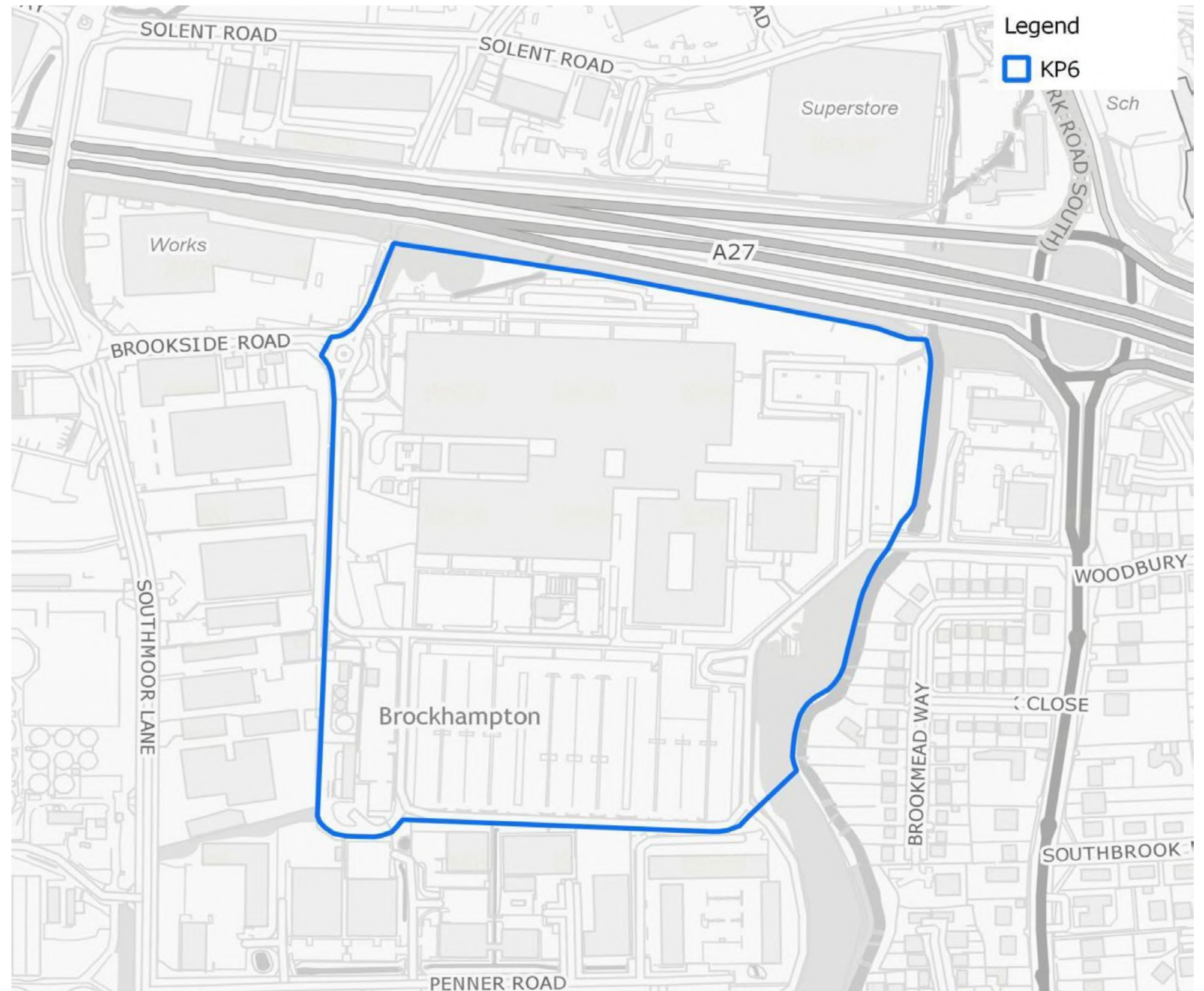
Emerging Policy

- We have reviewed the latest draft of the Pre-Submission Draft Havant Borough Local Plan 2036. The site has been identified as a key site under reference KP6 which confirms the importance of the site in terms of its status as a key employment site within Havant Borough.
- Policy KP6 supports redevelopment of the site, particularly new or converted B1, B2, and B8 floorspace, together with supporting uses and infrastructure.
- KP6 encourages such development to maintain the site's position as a key employment site within Havant Borough.
- The Park is currently the largest concentration of commercial floorspace in the Borough. It is a key employment area for the Borough and its further growth would boost the Borough's prosperity through provision of new business employment.
- The Council is committed to the continued success of the Park and considers that further development and intensification is necessary to achieve this.

Adopted Policy

- We have reviewed the adopted planning policy documents relevant to the site which include; the National Planning Policy Framework adopted 2019, Local Plan Core Strategy adopted in 2011 and the Local Plan Allocations adopted in 2014.
- The proposed masterplan and the extensive investment it represents (alongside other proposed improvements to the park), is wholly in accord with the aims of the NPPF and the Development Plan (specifically Policy CS2).
- Further, this vision is also entirely consistent with the local authority's emerging allocation for the park.

Please refer to the planning statement prepared by Rapleys.



05. SITE PHOTOGRAPHS - BUILDING 1000

Bays 1, 2 and 3 in Building 1000 have been vacant since Seagate's lease expired and are not lettable in their current condition. The challenges are;

Connection

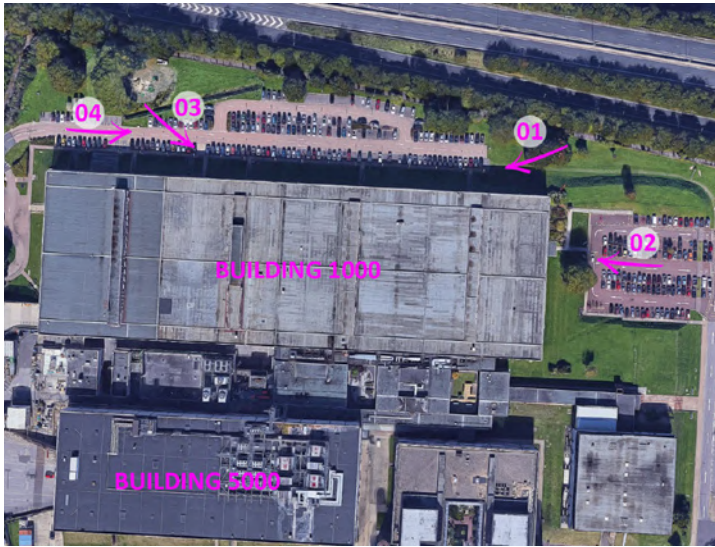
The bund and associated level change separate building 'edge' and pedestrian route. The footpath is approximately 10m beyond the north elevation and 3m lower than the entrance threshold. Each elevation incorporates single point entry, which is inefficient and negatively affects interaction and permeability.

Layout / Light

Bays 2-4, between the cores, generate deep, poorly lit floor plates. They are dependent on north facing window openings for daylight. The result is a space that is heavily dependent on artificial lighting.

Aesthetic / Fabric

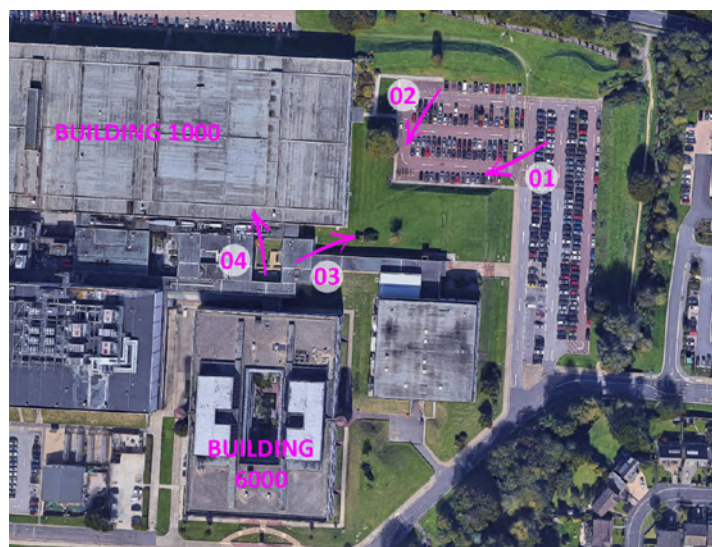
The repetitive nature and weathering of the concrete façade fails to generate interest. Entrances are demarcated by low level signage and external staircases rather than architectural design. 'Use' and activity is concealed behind heavy massing.



SITE PHOTOGRAPHS - BUILDING 1000

SITE PHOTOGRAPHS - BUILDING 4000

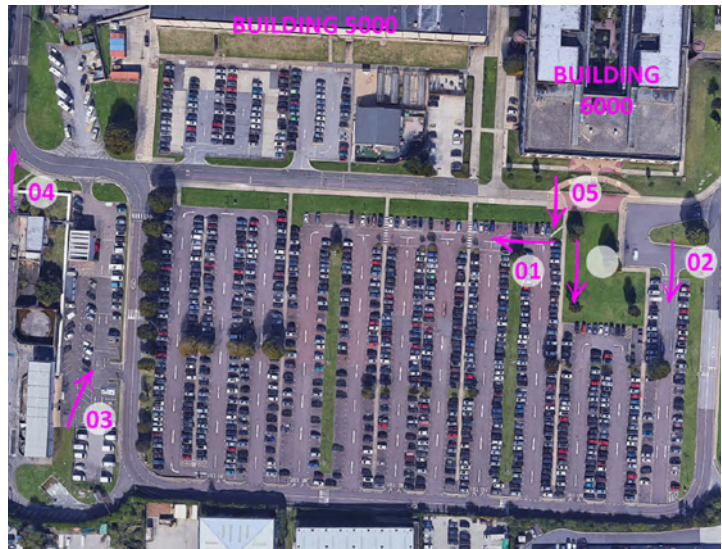
Building 4000 sits central and lower than its surrounding context. It is connected to 1000, 5000, 6000 and 7000. Two courtyard volumes penetrate the mass and allow natural light to enter the floor plan. The building itself does not have an identifiable façade; it is hidden by bays 1 and 2 of building 1000 and overwhelmed by buildings 5000, 6000 and 7000.



SITE PHOTOGRAPHS - BUILDING 4000

SITE PHOTOGRAPHS - SOUTHERN CAR PARK

The southern car parking area is expansive. Rationalising the layout would provide the opportunity for new development.



SITE PHOTOGRAPHS - SOUTHERN CAR PARK

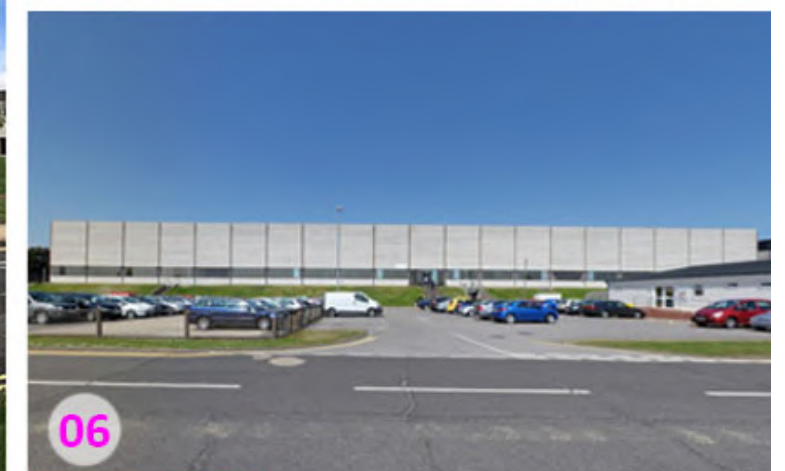
SITE PHOTOGRAPHS - GENERAL

Building 5000 is the tallest on the site. It has an elevated position that overlooks the southern car park towards neighbouring industrial sites. Comprising two levels and a mezzanine, it connects with building 4000. A commercial loading bay adjoins the west-facing façade at first floor level.

Building 6000 is of three storeys. Columns at ground floor level lift the building and open up the floor plate. The entrance is set within the recess, concealed by shadows and dark window frames. The building would be difficult to articulate without the reception signage adhered to the facade.

Building 7000 has a coherent vertical rhythm with slender window openings and a lightweight structure at second floor level, set back behind a parapet. The change in material works well.

1. Entrance to 7000 facing east
2. 6000 side elevation facing east
3. 7000 rear elevation facing south
4. 6000 internal courtyard
5. 6000 principal entrance
6. Building 5000 facing south.



SITE PHOTOGRAPHS - GENERAL

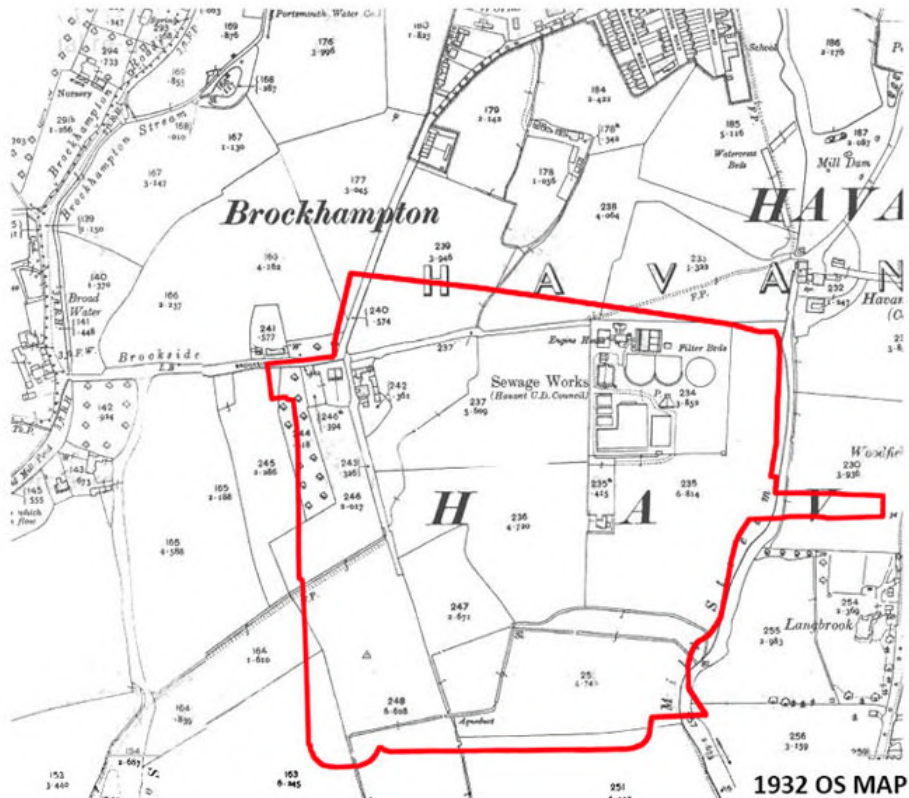
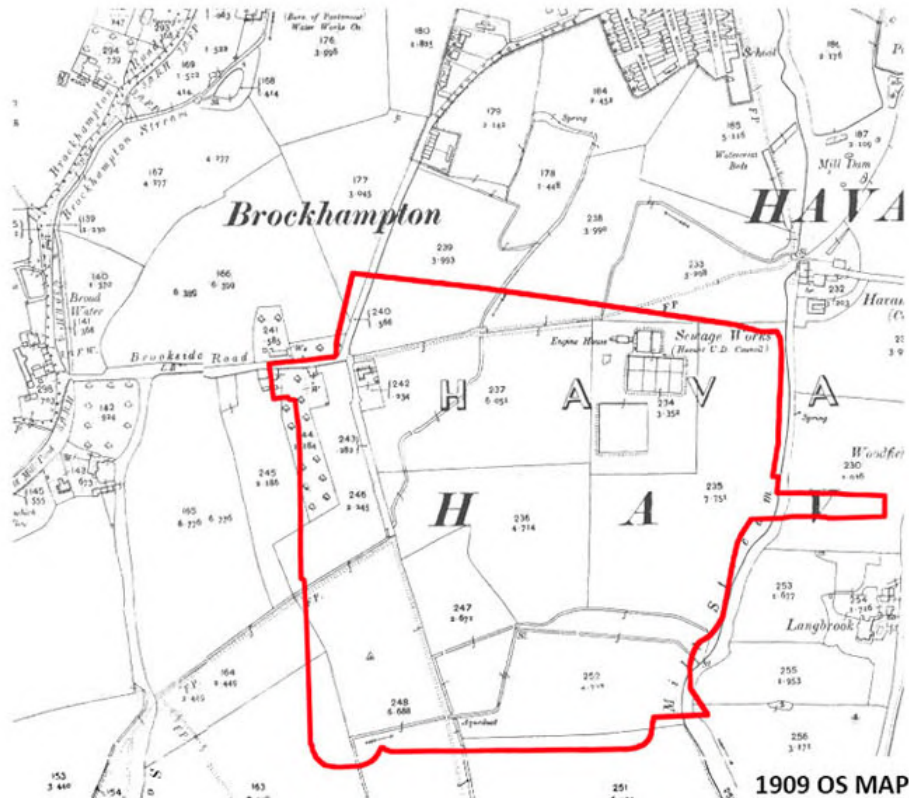
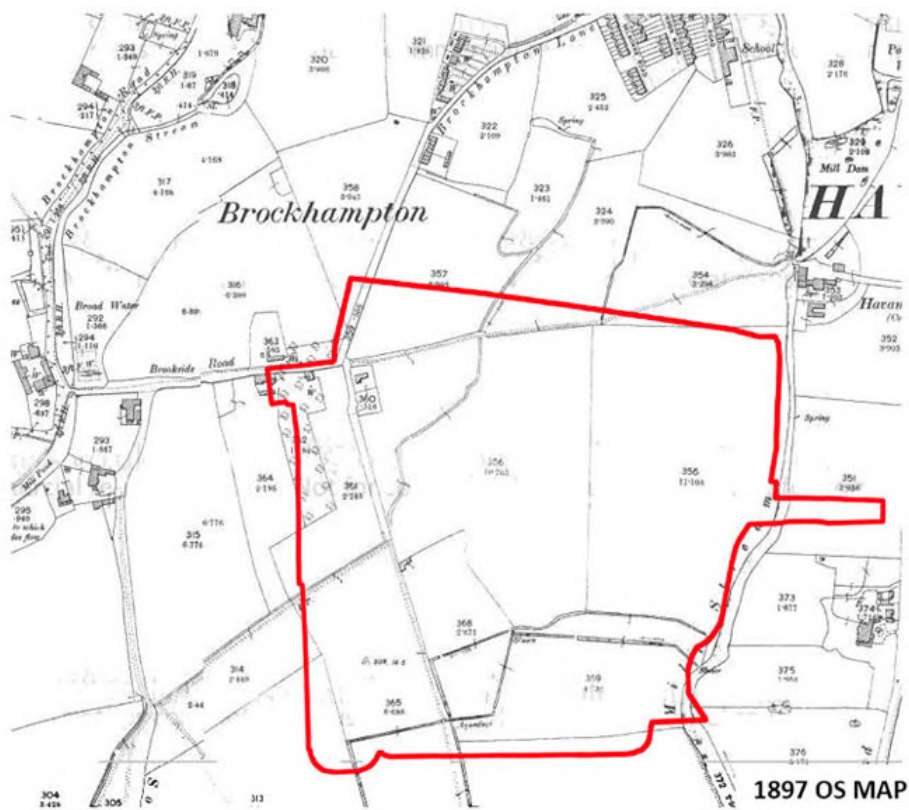
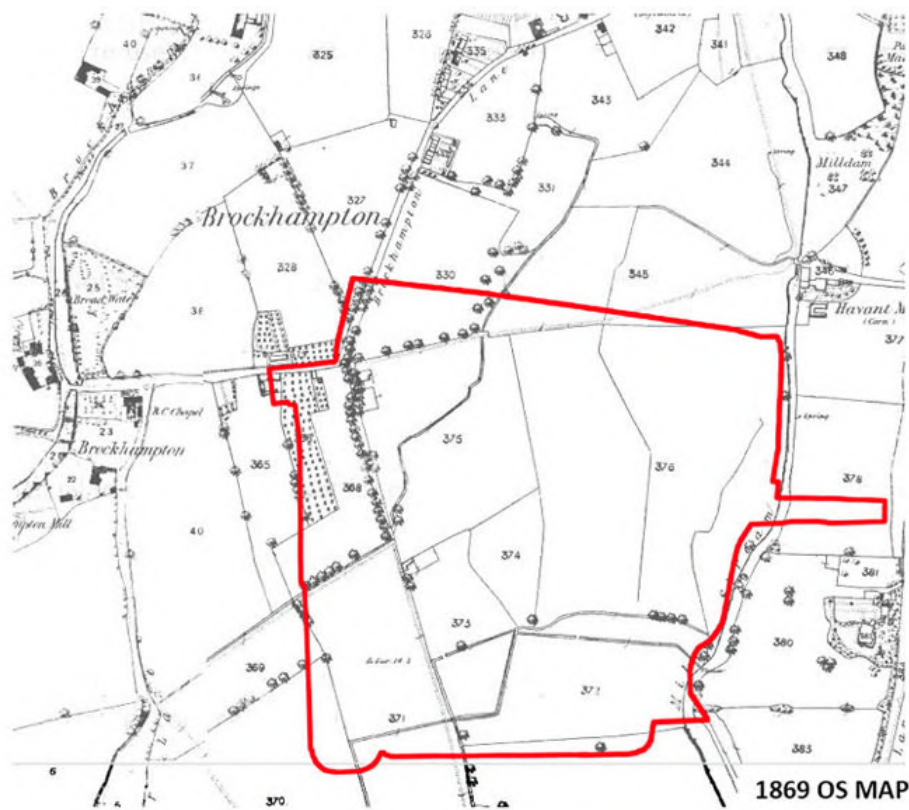
06. SITE HISTORY 1868 - 1932

The 1869 OS Map provides the earliest cartographic record of the site as demarcated by the red boundary. It contains several plots of land and accommodates two arterial transport routes; Brockhampton Lane (north/south) and Brookside Road (east/west). Both are located in a similar position to the A27 and Brockhampton Road today. Built form can be depicted, some within the application boundary.

Very little changes within the redline boundary from the period of 1869-1897, agricultural plots are combined. A residential area is constructed north of the site, outside of the redline boundary.

The 1909 OS map locates substantial development on the site; sewage works and ancillary buildings, such as the engine house, are constructed in the north-east corner. Plots have been divided and geometrically arranged, presumably to accommodate future expansion.

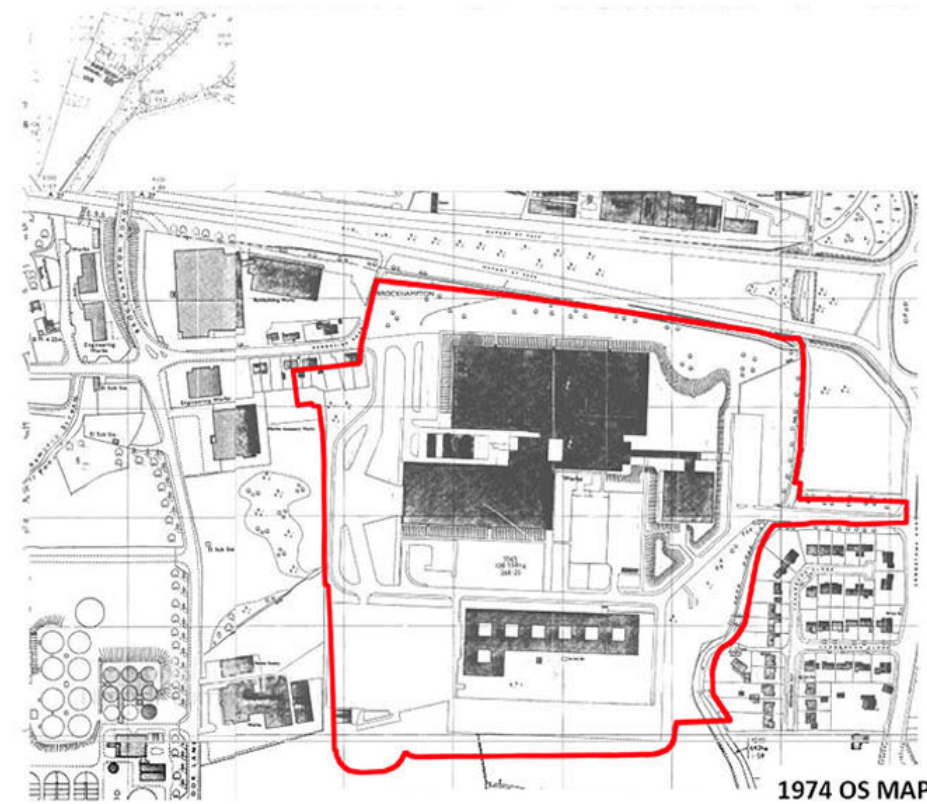
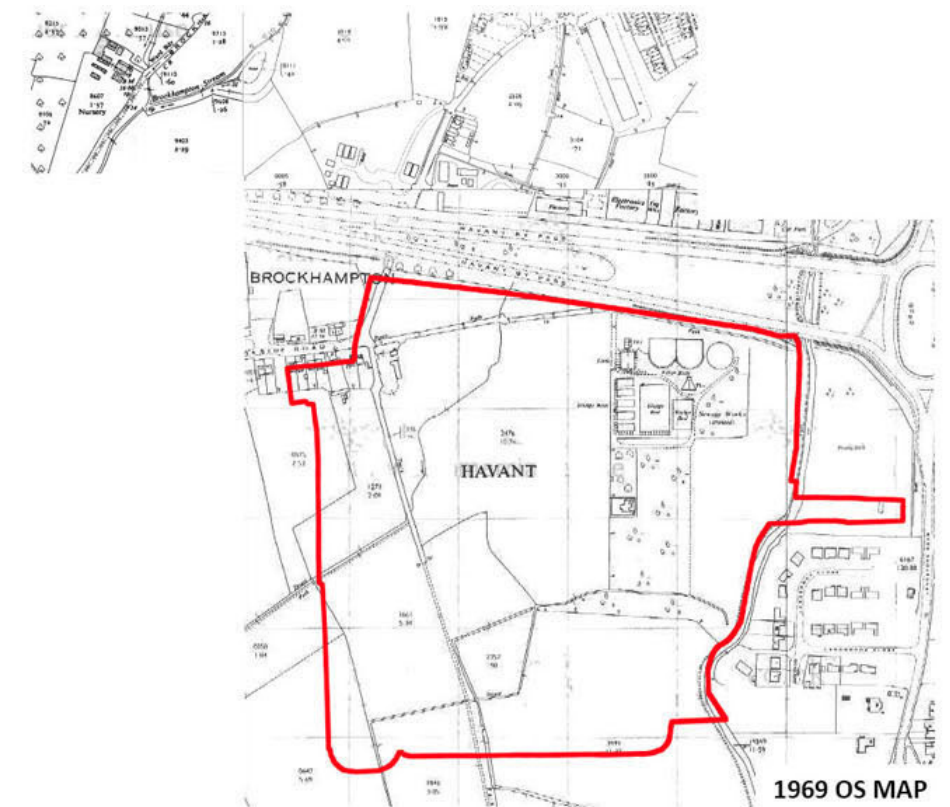
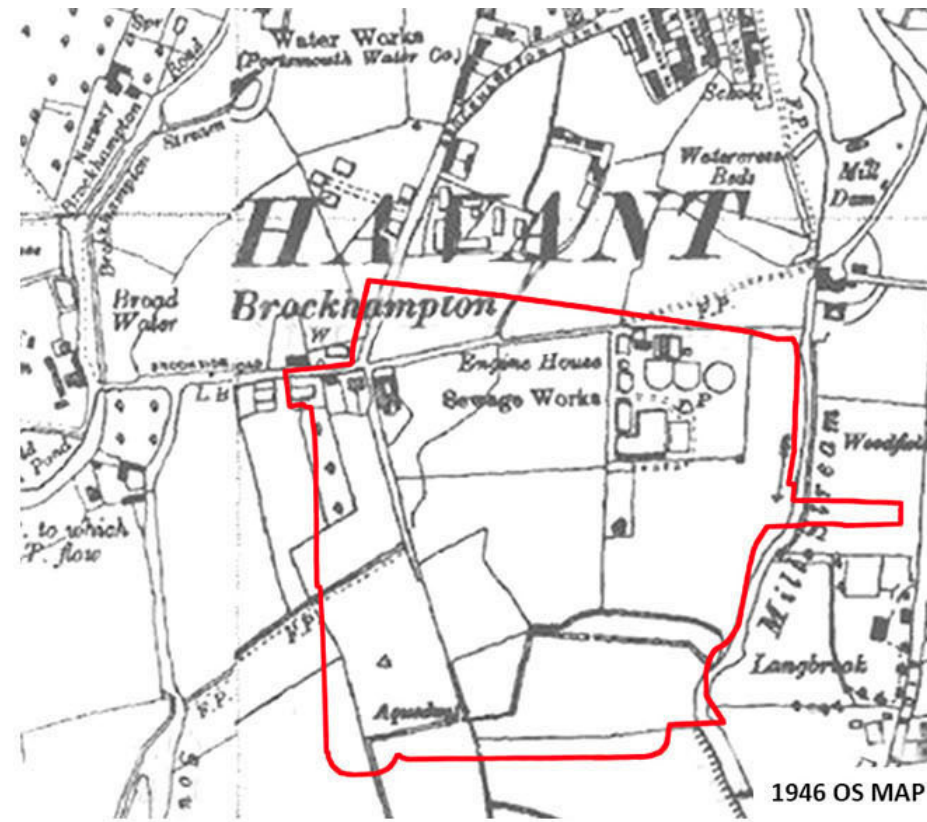
The Sewage Works expand in a south and east direction as illustrated by the 1932 OS. Much of the southern and western areas remain undeveloped. Brookside Road, running north of the site, appears to have been widened.



SITE HISTORY 1946 - 1983

The first record of the A27 is evidenced by the 1969 OS Map. The Sewage Works site edge has been modified to accommodate the bypass with the site edge manipulated to include an area of planting. A residential area east of the site has been constructed along with units also west of the site.

The 1974 OS Map marks the transition of the area to commercial/industrial. IBM developed the application site in the late 60's to accommodate their UK manufacturing headquarters. The Sewage Works were relocated west and outside the redline area with built form constructed in its place. These buildings accommodate all three areas demarcated by our site analysis; northern, central and southern. The site forms a permeable link with Brookside and Langstone Road, connecting surrounding residential and commercial areas.



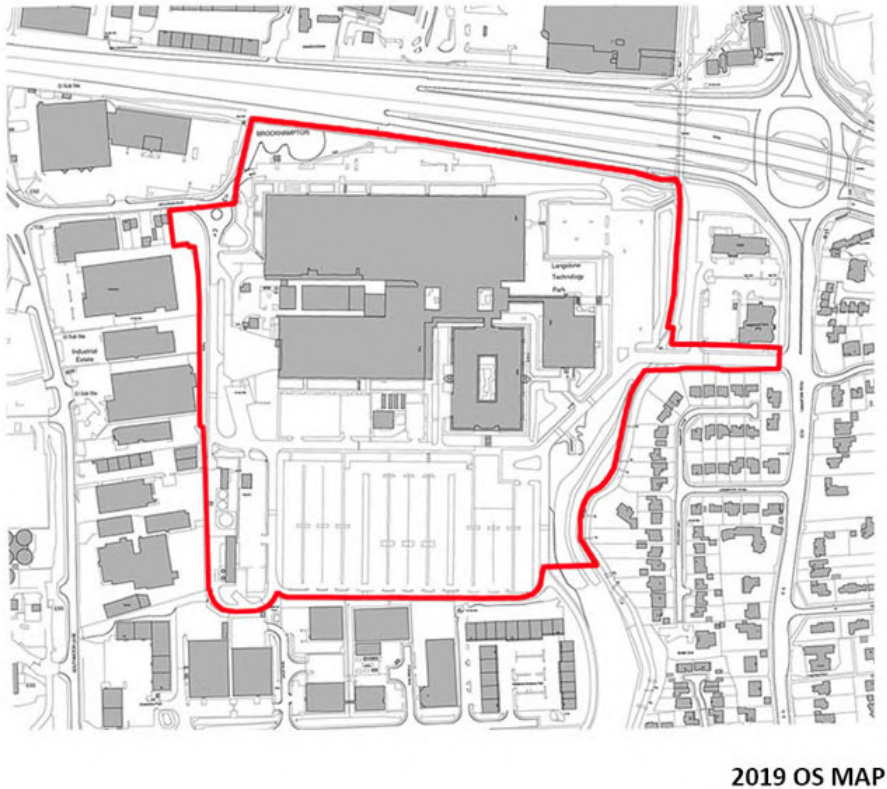
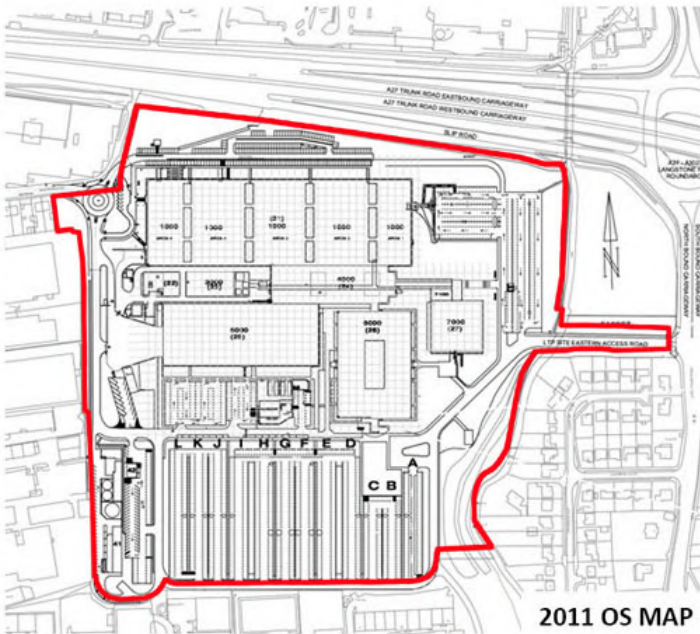
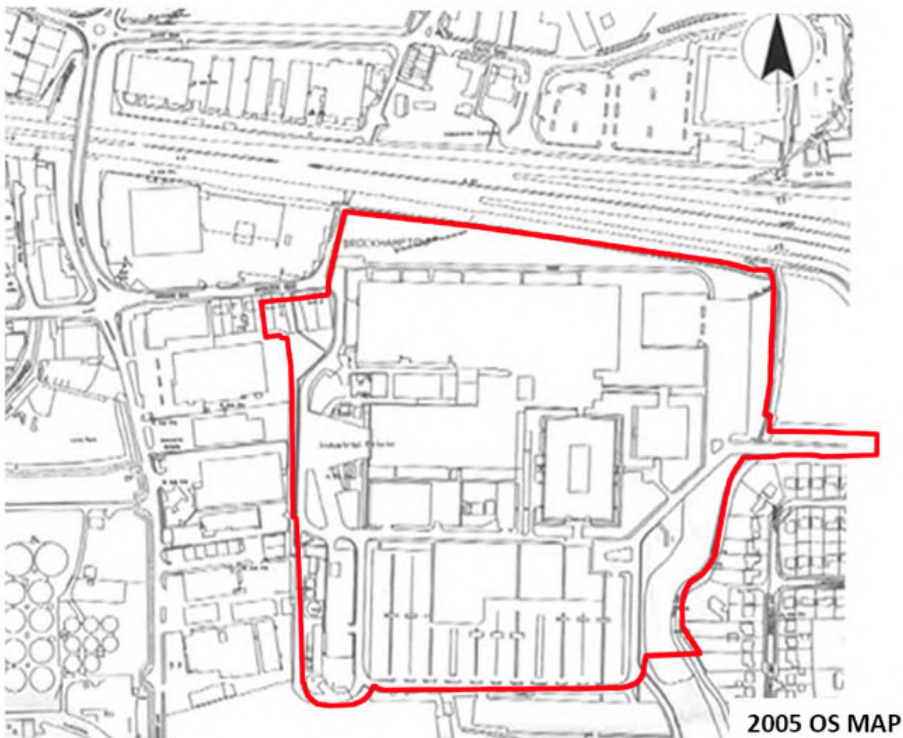
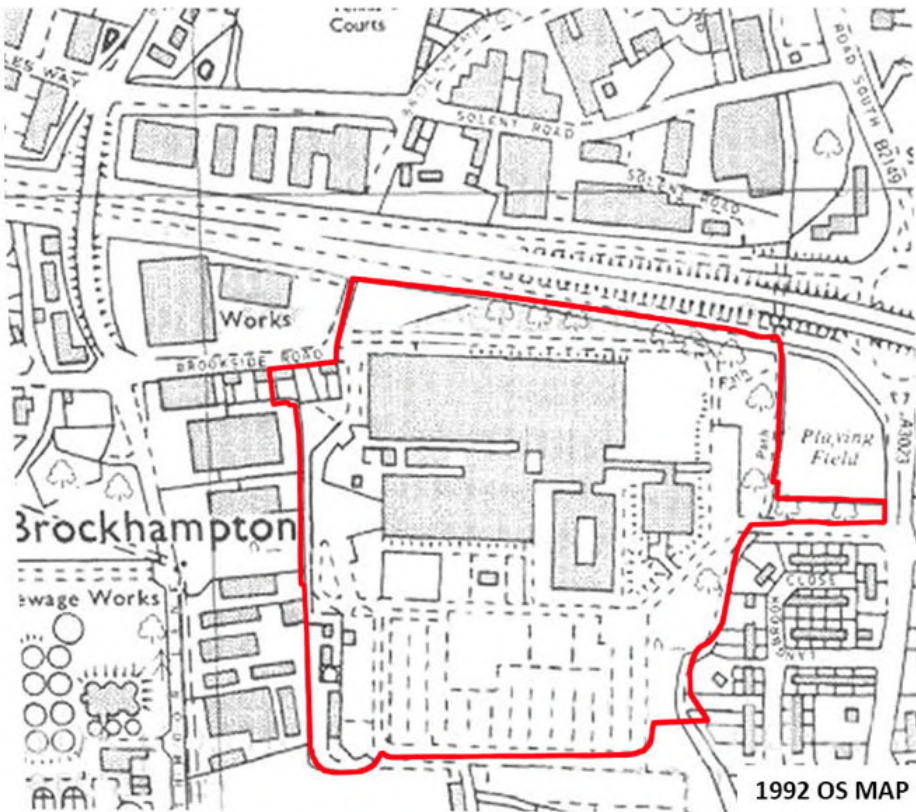
CARTOGRAPHIC STUDY

SITE HISTORY 1992 - 2019

IBM departed the site in the 1990s. It then evolved into a technology park offering flexible space for offices, innovative manufacturing research and development. The large southern building was demolished by 1992 as evidenced by the OS Map. Building 6000 and several other buildings, such as, the water treatment area, substation and warehouse to the southwest were constructed by this date. A vehicular access route is provided north of building 1000.

The 2005 OS Map provides further detail confirming the arrangement of built form between buildings 1000 and 5000. Car parking provisions are increased to the south in 2011, positioned on the site of the former 1974 building. The western access route is reworked to include a roundabout. All parking areas illustrated on this map are present in 2019. The plan largely represents the site and its context as we know it today.

The 2019 site comprises 464,000sq ft of lettable space. It benefits from a hotel and restaurant located to the east, excellent transport routes and connections with local amenities.



SITE HISTORY - PHOTOGRAPHS

The IBM manufacturing plant was designed by Arup and completed between 1968 and 1979 as documented by historical information. Built form ranges in scale and massing, although a consistent set of rules are applied that knit the site together as a coherent whole: construction method, material treatment, fenestration geometry and rhythm.

All buildings (excl. 6000) are raised above the external ground floor level, providing an elevated outlook beneficial in concealing the parking below. The structural frame is clad in concrete panels with regular horizontal and vertical spacing. Ribbon glazing, shallow in height, penetrates the solid mass and splits verticality, revealing object, activity and inhabitation.

01. View of building 7000 looking south-west circa 1976. A structure occupying the southern car park can be depicted in the background. *Source Peter Shimmon.*

02. Buildings 1000, 4000, 5000, 7000 & 7100 looking south-west circa 1976. *Source Peter Shimmon.*

03. Aerial photo looking south circa 1990.

04. Aerial photo looking north circa 1990.



SITE HISTORY - PHOTOGRAPHS

Building 6000 is accessed via a south facing reception area that overlooks the car park. The plan is arranged around a tranquil inner courtyard, two circulation cores (north and south) and vertical egress routes (east and west). Horizontal circulation follows the courtyard perimeter flooded with natural light and opportunities for passive ventilation. The inward facing glazing, overlooking the courtyard, is much larger than the outward facing ribbon glazing, providing a connection with the amenity area and permeability across the plan. Today, office spaces are separated from the circulation route. Historically, bay composition varied to form a mixture of private, semi-private and public breakout spaces. Planting features within the public/open spaces, creating a flow through the plan and reinforcing the connection with external amenity.

- 01. Building 6000 reception.
- 02. Building 6000 second floor courtyard view.
- 03. Building 6000 open plan GF office space.
- 04. Building 6000 FF horizontal circulation.
- 05. Building 6000 internal courtyard.
- 06. Building 6000 private office space.
- 07. Building 6000 ground floor breakout space.
- 08. Building 6000 FF horizontal circulation.
- 09. Building 6000 WC.

Images are sources from the RIBA collections and date from 1970-80.

The proposed design intent will respond to the connection building 6000 successfully forms with its centralised, external amenity space and landscaped areas. This can be achieved through introducing large areas of glazing. New office space will offer a large proportion of flexible open plan and breakout spaces.



SITE HISTORY - PHOTOGRAPHS

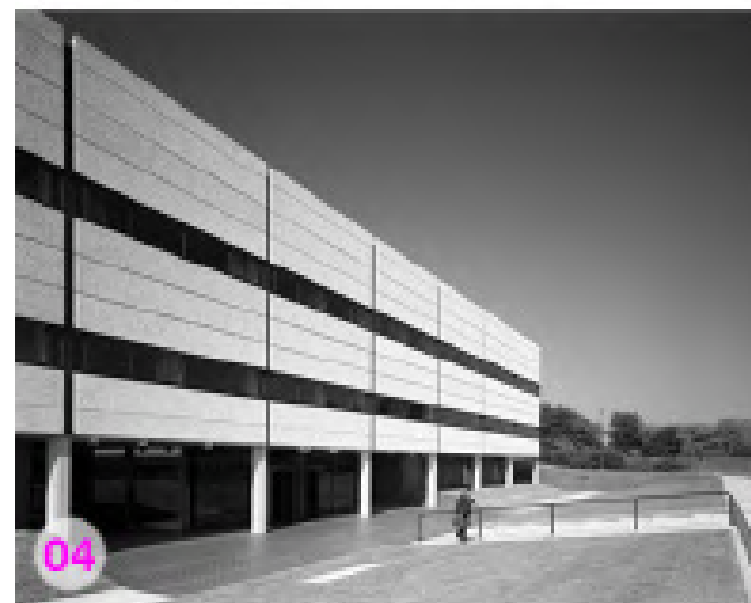
Building 7000's architectural language varies to that of the wider site; concrete panels are arranged vertically and conceal the structural frame. Its elevated position, solid, thick wrapping wall and raised threshold generates a powerful aesthetic. Internal activity is concealed by a solid ground-floor mass. Pedestrian access is provided via two flights of steps that lead to a centralised, north-facing geometric opening. A lightweight, glazed structure emerges above the large concrete base.

Historic information identifies that building 6000 was the last to be constructed despite its similarities with buildings 1000 and 5000. The accommodation is arranged over three levels. In contrast to 7000, the language is reversed; a recessed, lightweight, permeable ground floor with heavy massing and ribbon glazing above.

- 01. Building 6000 north / east facing elevation.
- 02. Building 7000 north / east facing elevation.
- 03. Building 1000 north / west facing elevation.
- 04. Building 6000 entrance. View looking east.
- 05. Building 7000 north / east facing elevation.
- 06. Building 7000 south facing elevation.
- 07. Building 6000 and 7000.
- 08. Building 5000 & 6000 south / east elevation.
- 09. Building 6000 entrance, south facing.

Images are sources from the RIBA collections and date from 1970-80.

The design intervention and new build elements will respond to the context of LTP through introducing an appropriate geometric mass that harmonises with the existing buildings and enhances their setting. Careful consideration will be given to contemporary materials, orientation, rhythm and aesthetic.



07. SITE APPRAISAL SUMMARY

The site was developed by IBM as a single-occupier manufacturing plant. Former tenants have converted areas from industrial to office 'use'. The absence of purpose built accommodation and a lack of investment in Langstone Technology Park has resulted in tired, dated facilities, some of which are not fit for purpose and remain vacant. The result is a reduction in employment numbers and difficulty attracting new tenants.

The site is coherent architecturally. Buildings are very similar which can create issues with identity, connection and way-finding. The existing car parking arrangement is inefficient; it does not coordinate with building placement. There is a shortage to the north and an abundance to the south.

Building 1000 is vast and parts are un-lettable in its current configuration and condition. The building is divided into five areas, varying from 35m to 50m in width and 75m in depth. The architecture generates a poorly lit floor plate which is difficult to fit out and occupy. The raised entrance level impedes connectivity with the external environment and associated ambulant access.

Building 4000 occupies a central position and is overwhelmed by neighbouring buildings. It provides social and amenity 'use' but fails to display such activity through an absence of appearance and setting. It does not have an identifiable entrance façade.

Visitors are drawn to the entrance of building 6000 by virtue of its scale and proximity to the southern car park. It naturally performs the unintended role of a site reception. Staff and visitors walk through building 6000 to reach other buildings. The result is excessive and unnecessary footfall through buildings.

08. OPPORTUNITIES & CONSTRAINTS

Opportunity:

- Revitalise Langstone Technology Park through architectural intervention.
- Identify areas where sustainable and appropriate development can take place.
- Enhance way-finding, emphasise buildings and setting.
- Provide space that better meets occupiers aspirations and business requirements.

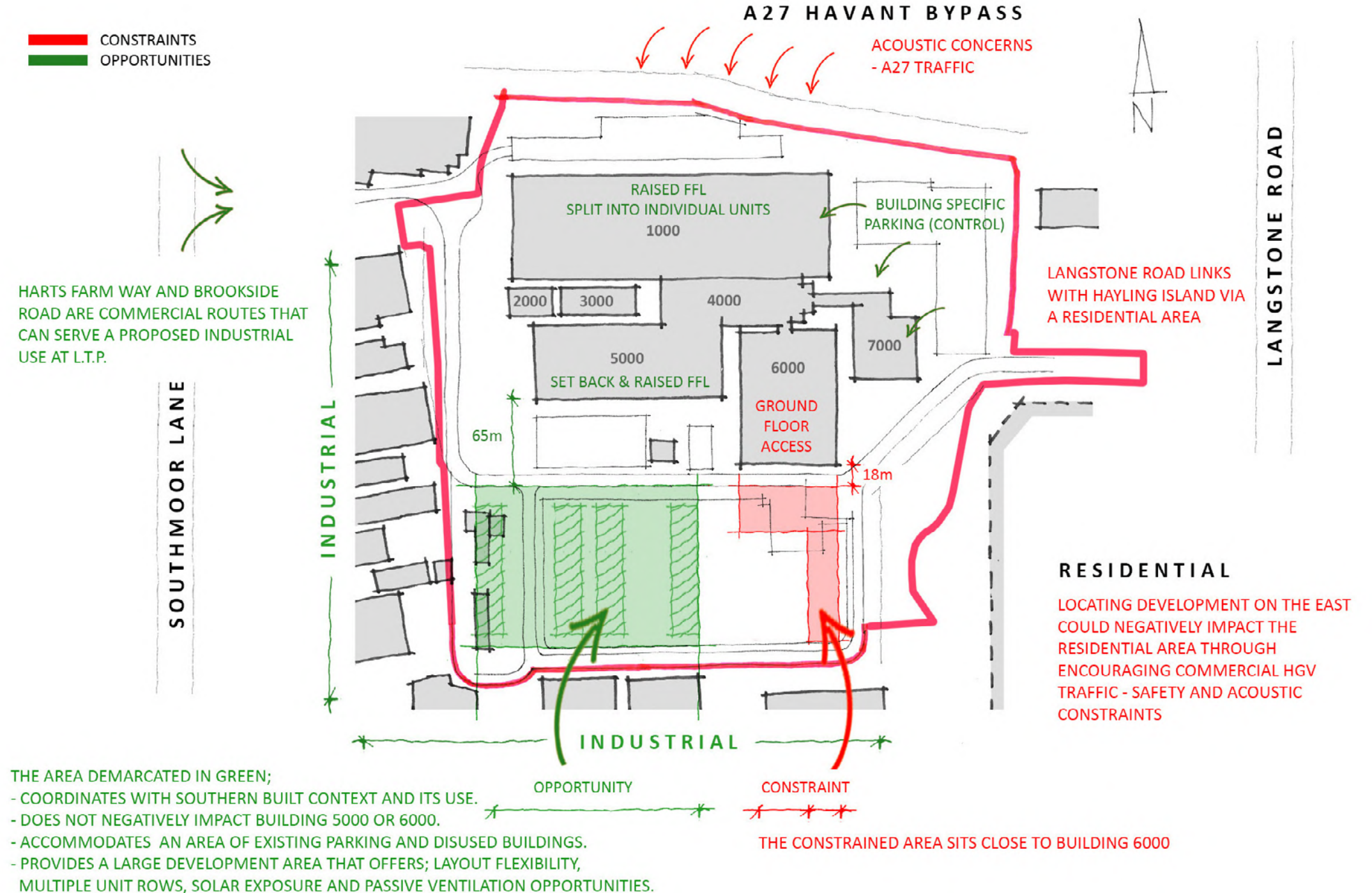
The green area highlights a suitable location for appropriate industrial development; maintaining separation with residential areas, east of Langstone Road, and coordinating with neighbouring industrial 'use' - south and west.

The northern elevation of any proposed massing would be positioned approximately 65-70m south of building 5000. Massing here will have negligible impact on the existing L.T.P. buildings, many of which are larger in scale and raised. Avenue planting could be implemented to soften the building edge and relationship.

A warehouse/gym, decommissioned water treatment facility and parking occupies the southwest corner of the site. Replacement with an improved aesthetic and a desired B1C, B2 and B8 'use' will enhance Langstone Technology Park. Importance will be placed upon maintaining the park's geometric language, rhythm and enhancing the setting of existing buildings whilst recognising the need to provide modern and adaptable premises for future occupiers.

Harts Farm Way, Brookside Road and Southmoor Lane are commercial routes serving industrial use. The western edge of L.T.P. comprises buildings 1000 and 5000. Locating industrial units on the west side would encourage commercial traffic to enter via Brookside Road and discourage flow through the site.

The area hatched in red is considered less desirable despite the location of historic buildings. Building 6000 sits closer, approximately 18m, and provides three floors of office space. Constraints relate to setting, outlook, passive environmental factors and existing 'use' zoning - office generally located east and industrial west.



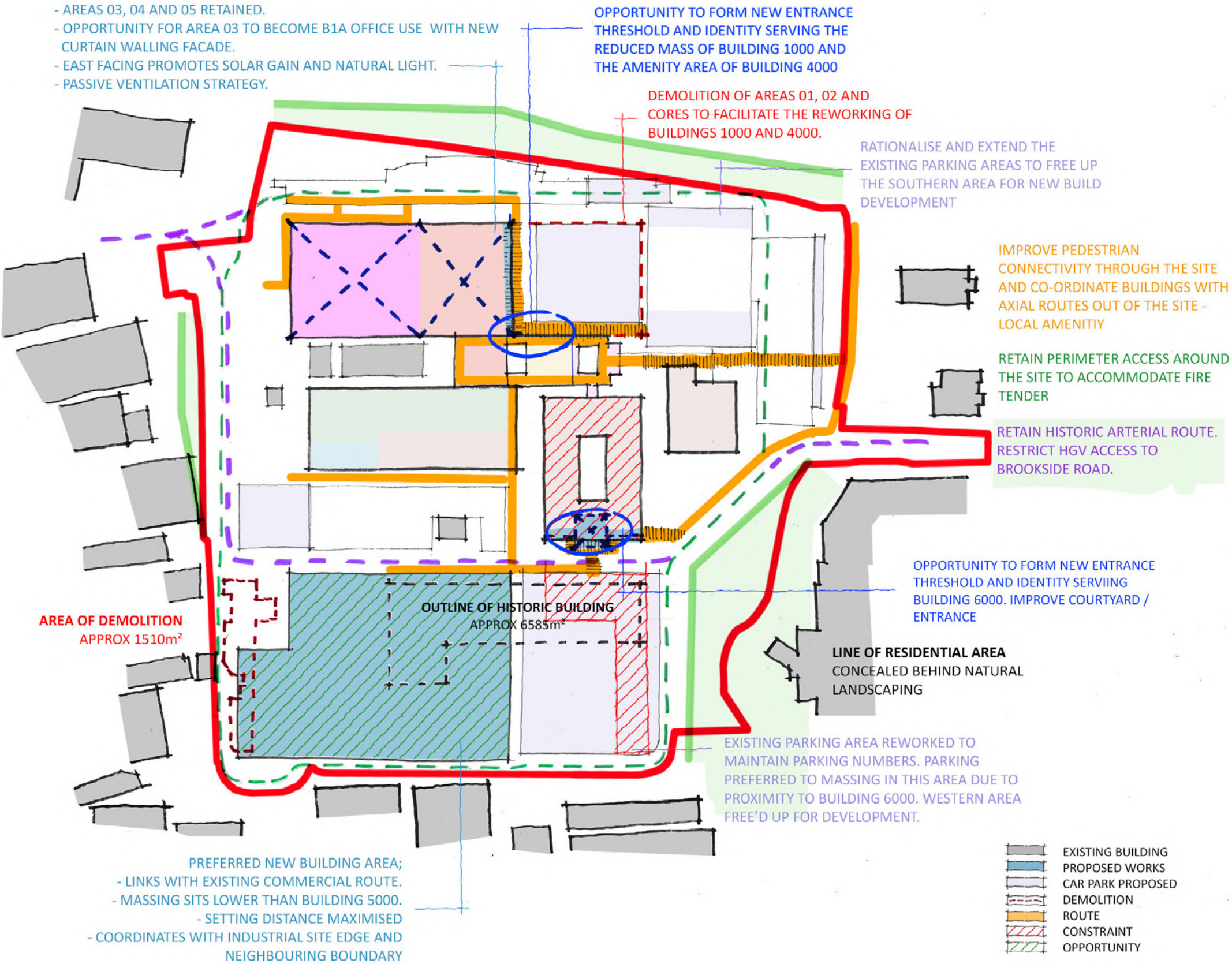
09. SITE STRATEGY

The strategy of demolishing bays 1 and 2 of building 1000 supports the installation of a new glazed elevation facing east and the creation of a new identifiable 4000 facade facing north.

The inclusion of a flanked landscaped amenity area creates a welcoming, accessible entrance for both buildings at the centre of the site. Forming a strong connection with the external realm is important. Strategic planting will assist in softening the existing architectural mass. The design intention is to flood refurbished internal spaces with natural light.

The existing parking arrangement is inefficient; a shortage to the north and abundance to the south. Rationalising parking and locating areas around the perimeter of the site is important. Our analysis identifies key areas, specific to building use, where parking can be efficiently located. Resurfacing and re-arranging existing parking layouts, with a new facility on bays 1 and 2 of building 1000 achieves this objective. Perimeter planting is proposed to replicate the historic separation between built form and parking areas.

The strategy of locating purpose built industrial units in the south western area is appropriate and revitalises an area of the park that requires architectural intervention. B1C, B2 and B8 'uses' in this location will coordinate with neighbouring use classes and existing commercial access routes. Proposed massing can be positioned at an appropriate distance from building 5000 and 6000, sit lower and appear subservient to the L.T.P. context. An appropriate relationship and hierarchy can be achieved through implementing a well considered design framework.



SITE STRATEGY

10. FRAMEWORK - ASPIRATION AND OBJECTIVE

Our aspiration is to secure a successful future for Langstone Technology Park. This can be achieved through implementing a well-considered design framework suited to the Technology Park, one that promotes further economic expansion, improves the site, its locality, attracts companies and generates additional employment within the Borough.

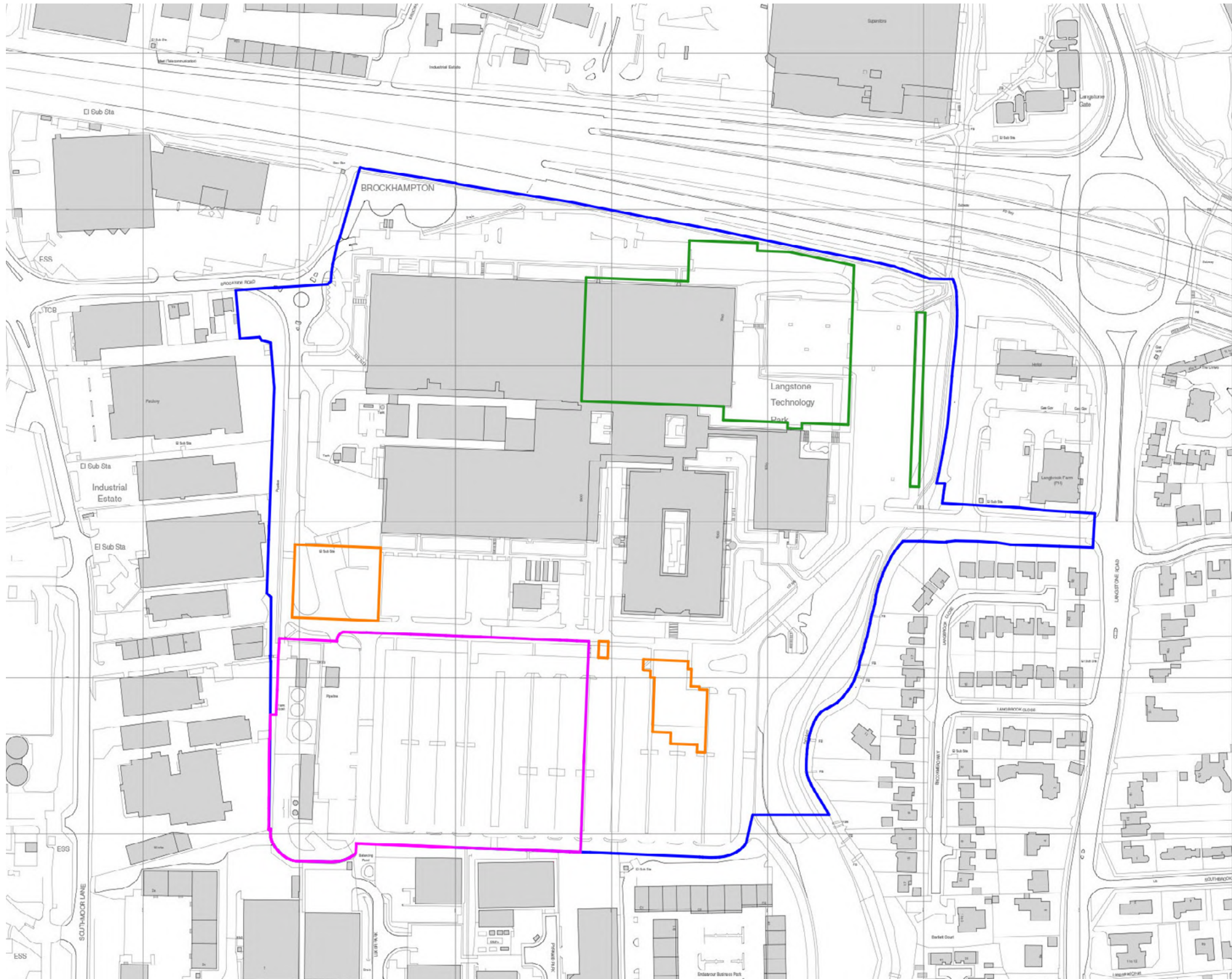
The objective is to increase the number of occupiers based at the Technology Park, support companies and promote the park as one of the premier locations for economic development on the south coast. This can be achieved by delivering a significant and considered development framework that focuses on;

- Identification of where sustainable and appropriate development can be delivered
- Reconfiguration and refurbishment of existing unoccupied buildings
- Creation of commercial floor space that meets the aspirations and requirements of today's occupiers.
- Demarcation of buildings and establishing greater identity across the site
- Attracting new and emerging tenancy opportunities
- Rationalisation of existing car parking to release valuable space for sustainable new build development
- Generation of an enhanced external social realm with associated landscaping
- Controlling and improving permeability through the site.

FRAMEWORK - PHASING

The concept masterplan to the right identifies three proposed phases;

- 1. The part-demolition of Building 1000, installation of a new flank elevation to the east and a new elevation to the north of Building 4000. Refurbishment of bay 3 as office and provision of new / reconfigured.
- 2. Provision of new parking to maintain current parking numbers across the site.
- 3. Construction of 135,000 sq ft of industrial units and the access road.

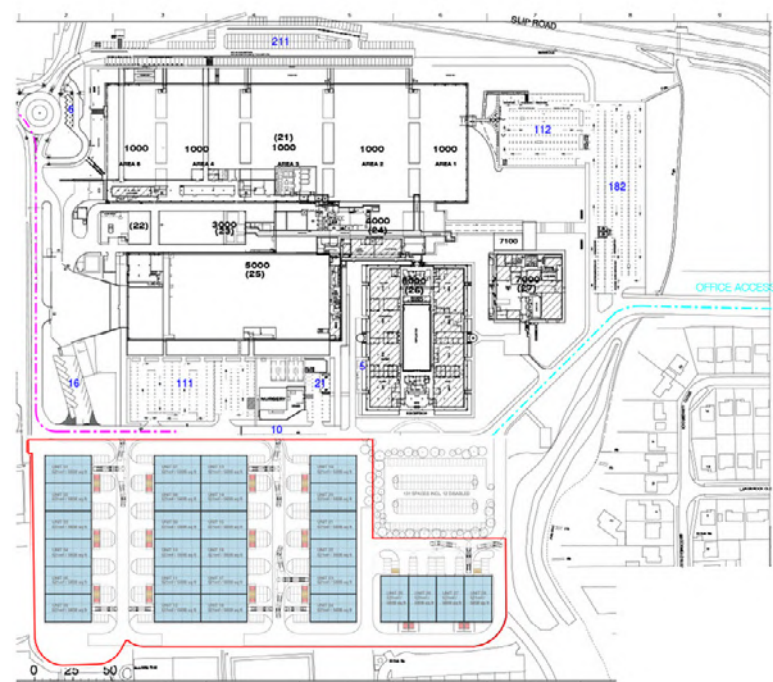


PHASING PLAN

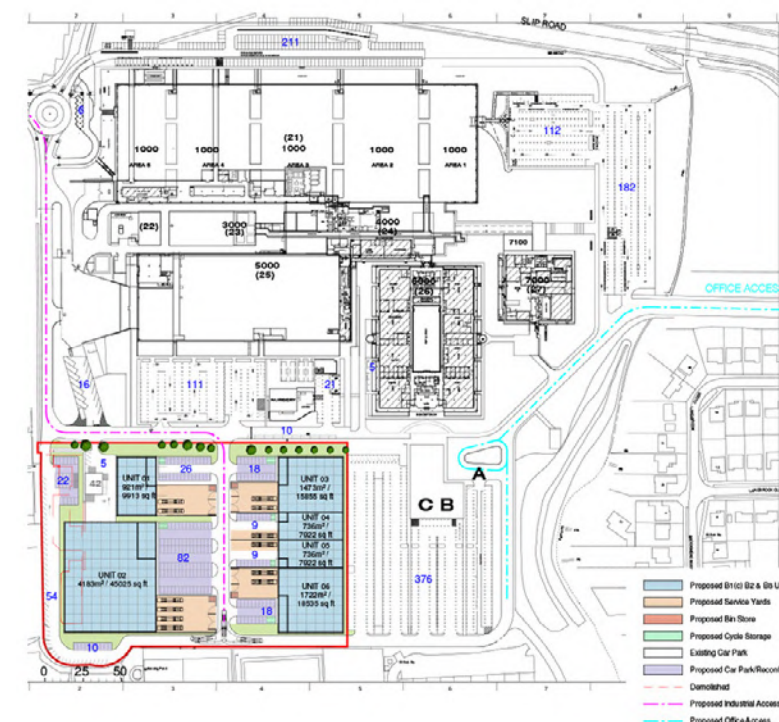
Masterplan development;

These opportunities needed to take account of the raised, above ground level position of the existing buildings, access and egress from the site and site history as discussed earlier in this document.

The options also reviewed size of existing buildings and new build opportunities as well as use change. Some of the layouts are shown over the following two pages resulting in a preferred option which has been developed into the masterplan taken forward within the document.



01. Existing uses plus new build industrial units south.



02. Existing uses plus new build industrial units south.



03. Existing uses with part conversion of B.1000 to distribution use with lift access. New build industrial units south.



04. Existing uses with part conversion of B.1000 to industrial with ramped vehicular access. New build industrial units south.

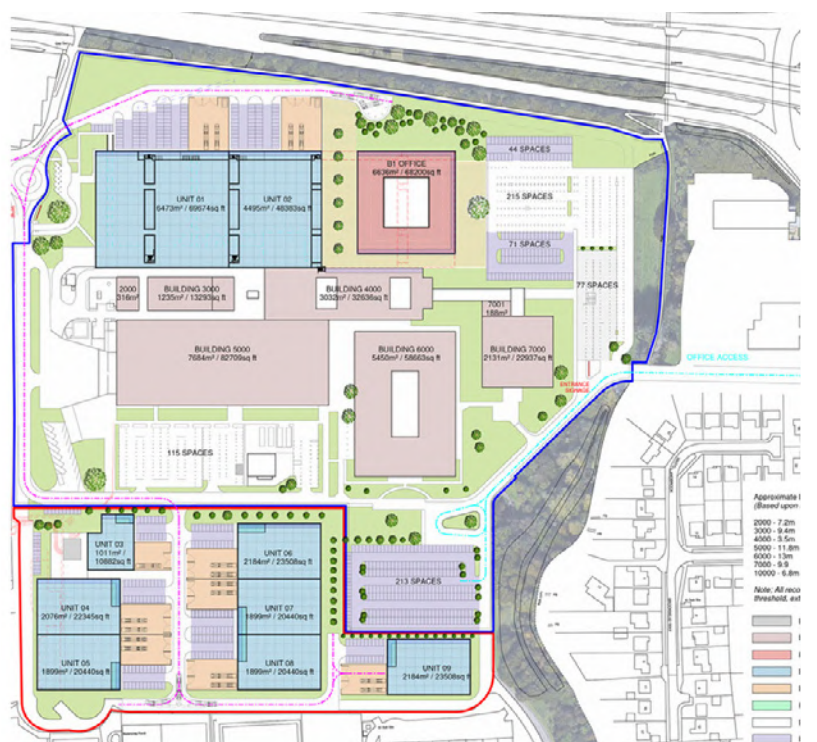
FRAMEWORK - CONCEPT DEVELOPMENT OPTIONS



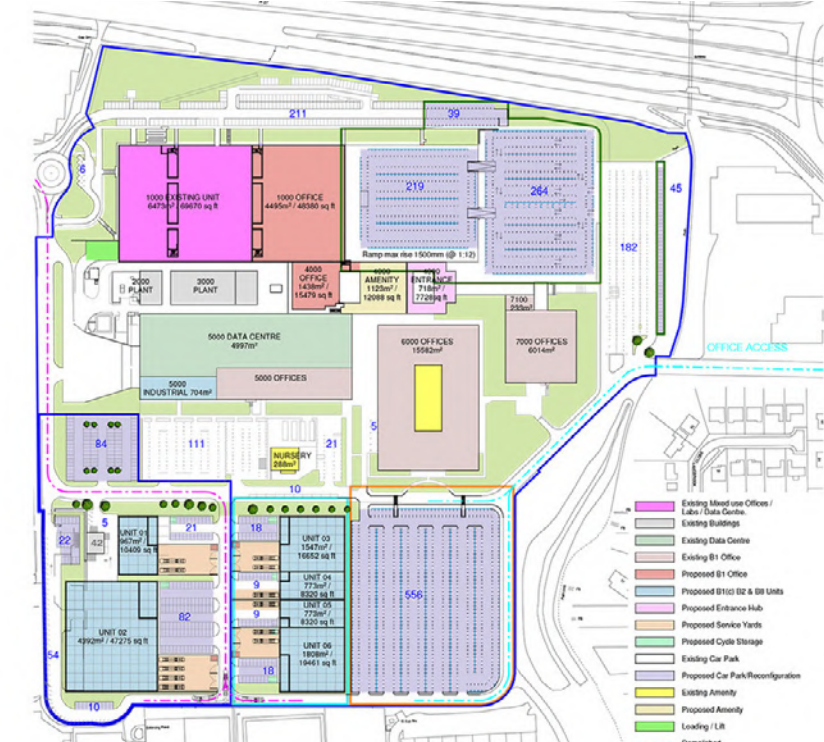
05. Part demolition of B.1000 with the erection of new build offices. New build industrial units south.



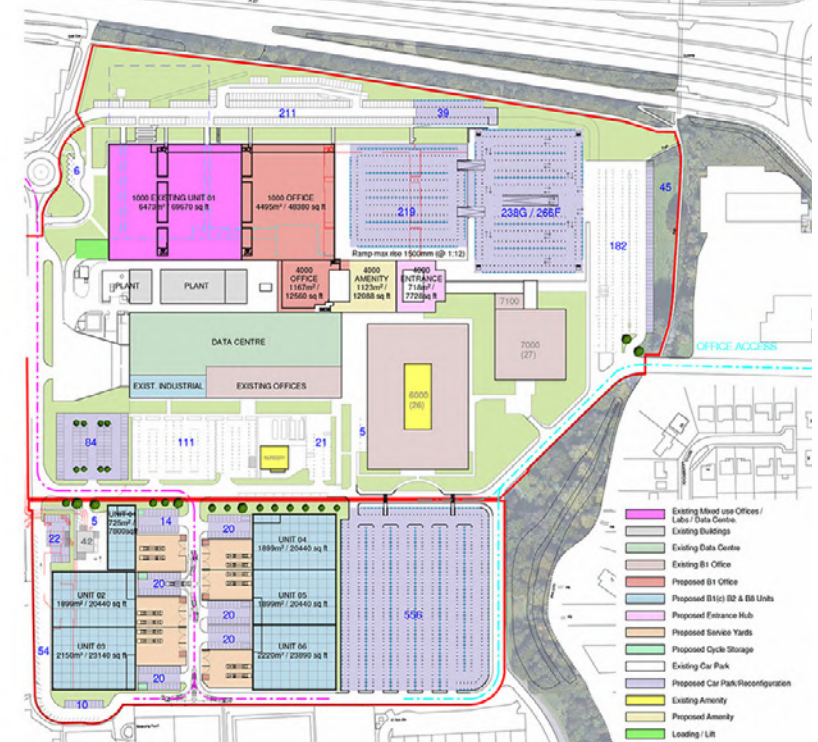
06. Part demolition of B.1000 with the erection of new build offices. New build industrial units south.



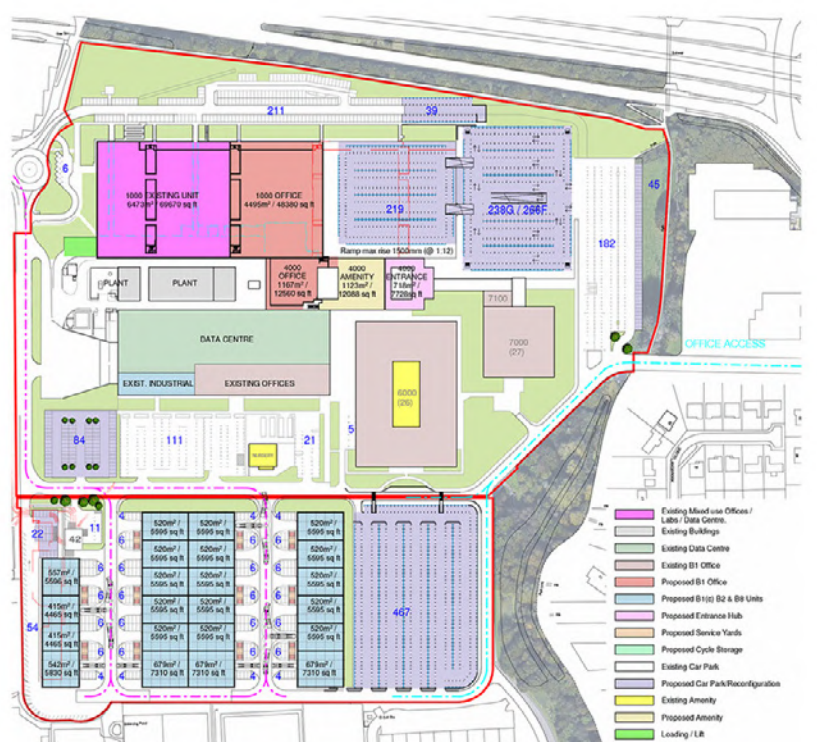
07. Part demolition of B.1000 with the erection of new build offices. New build industrial units south.



08. Part demolition of B.1000 with additional parking rationalisation. New build industrial units south.



09. Part demolition of B.1000 with additional parking rationalisation. New build industrial units south.



10. Part demolition of B.1000 with additional parking rationalisation. New build industrial units south.