

FRAMEWORK - CONCEPT DEVELOPMENT OPTIONS

Manufacturing / Storage

Concept development began by investigating the retention of building 1000 in its entirety, for its original use (maintaining storage) and associated impacts.

Pro's

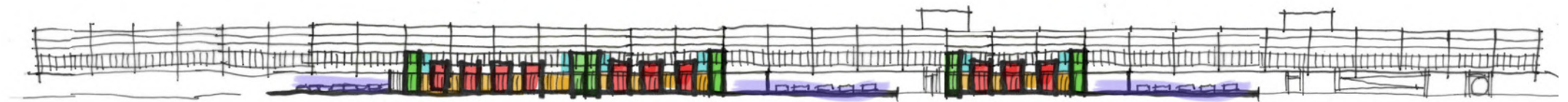
- The complete retention of historical mass.
- The retention of an appropriate use class.
- A good level of occupational demand for conventional industrial units.

Con's

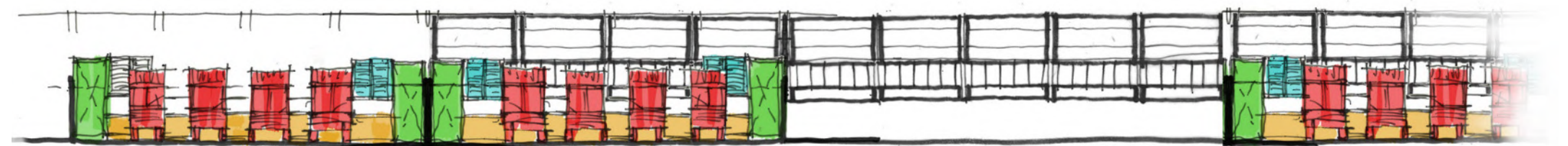
- Considerable intervention on the north elevation; arguably the principal façade.
- Partial excavation of the bund to incorporate functional industrial tenant and user requirements, for example secure forecourt areas.
- Loss of consistent rhythm and the refined repetitive nature of the north elevation through incorporating forecourts, raised access platforms, lifts and roller shutter doors.
- The manipulation of large pre-cast concrete cladding panels to incorporate necessary threshold openings.
- Difficulty in dividing bays 2-4; a direct consequence of large floor plates and poor width to depth ratios. There is an inherent lack of natural light and ventilation. Building 1000 was designed in a modular manner to enable phased extension specific to IBM manufacturing requirements as a single occupier.
- A reduction in car parking numbers is necessary to accommodate HGV access, turning and forecourt.
- Compromised loading arrangements.

Summary

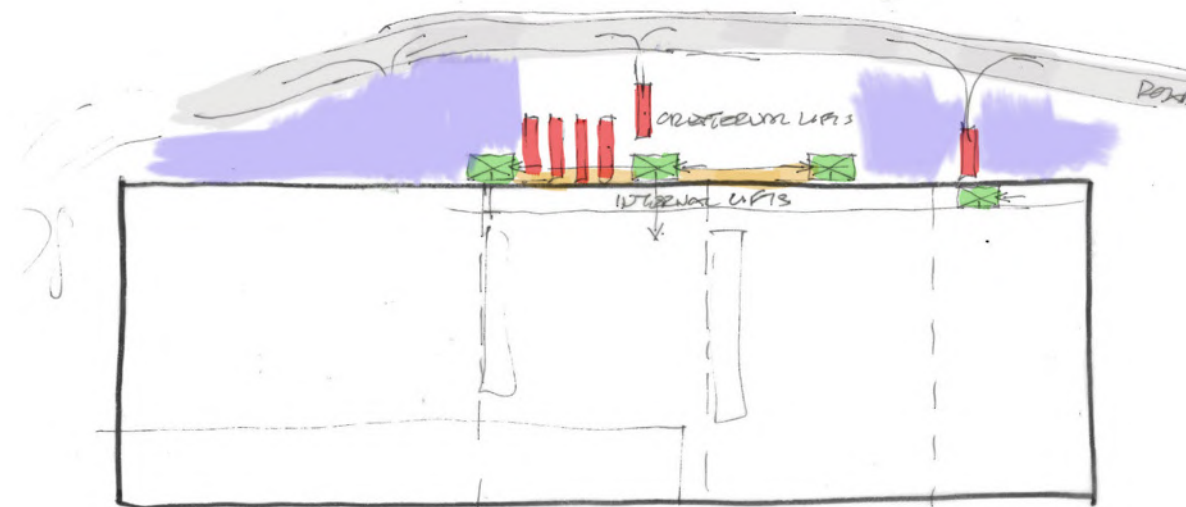
The strategy of retaining built form in its entirety presents several constraints that impact the existing architecture and outweigh any 'preservation benefits'. The north elevation becomes overwhelmed by industrial activity and associated infrastructure. External circulation around the perimeter of the building is complicated and pushed further north. Way-finding and building identity concerns remain unresolved and further aggravated.



NORTH ELEVATION: ILLUSTRATIVE IMPACT



ELEVATION: THE IMPACT OF FORECOURTS, LOADING PLATFORMS, LIFTS AND ACTIVITY



PLAN: ILLUSTRATIVE IMPACT

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

FRAMEWORK - CONCEPT DEVELOPMENT OPTIONS

Retention and Intervention

The design option of raising the proposed industrial forecourts focuses on the retention of building 1000 in its entirety and existing car parking numbers.

Pro's

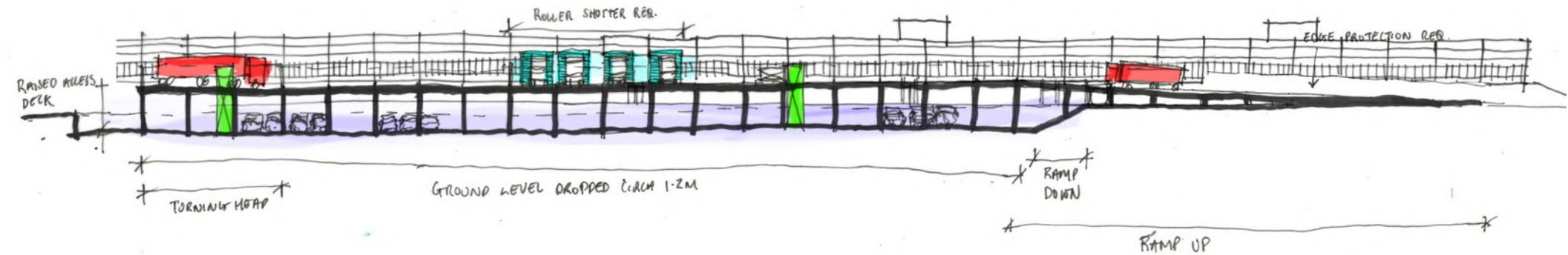
- The complete retention of historical mass.
- The retention of an appropriate use class.
- A good level of occupational demand for conventional and industrial units.
- Level loading thresholds assist the performance and function of industrial activity.

Con's

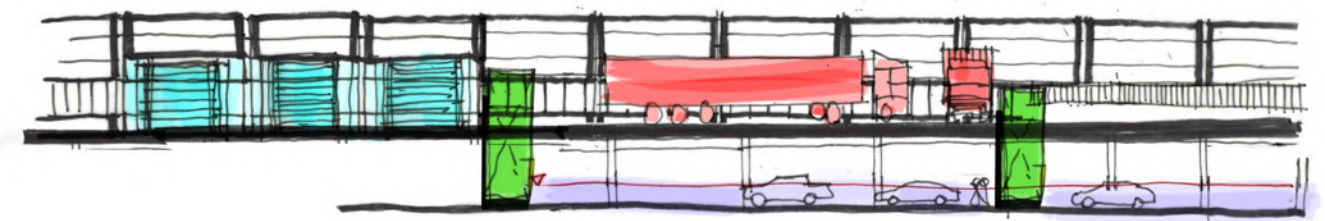
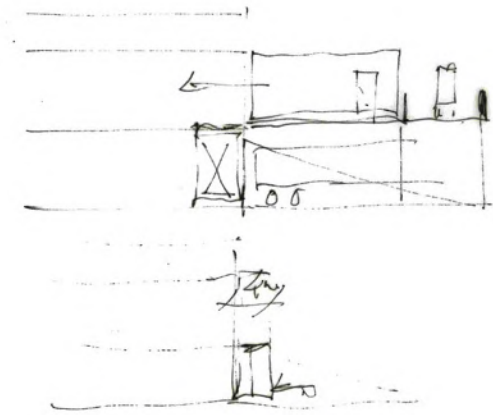
- Considerable impact on the north elevation through incorporating a ramp, associated edge protection, turning provision and structure.
- Greater loss of elevation rhythm and the refinement. Industrial activity occurs at an increase level which negatively impacts the existing north elevation and its perception.
- Excavation of existing ground levels is required to provide the appropriate headroom for car parking beneath the raised access platform.
- Manipulation of large pre-cast concrete cladding panels to incorporate necessary threshold openings.
- Difficulty in dividing bays 2-4; a direct consequence of large floor plates and poor width to depth ratios. There is an inherent lack of natural light and ventilation. Building 1000 was designed in a modular manner to enable phased extension specific to IBM manufacturing requirements as a single occupier.
- Constrained HGV access and turning.
- Cost of constructing an access ramp and a platform to support commercial traffic.

Summary

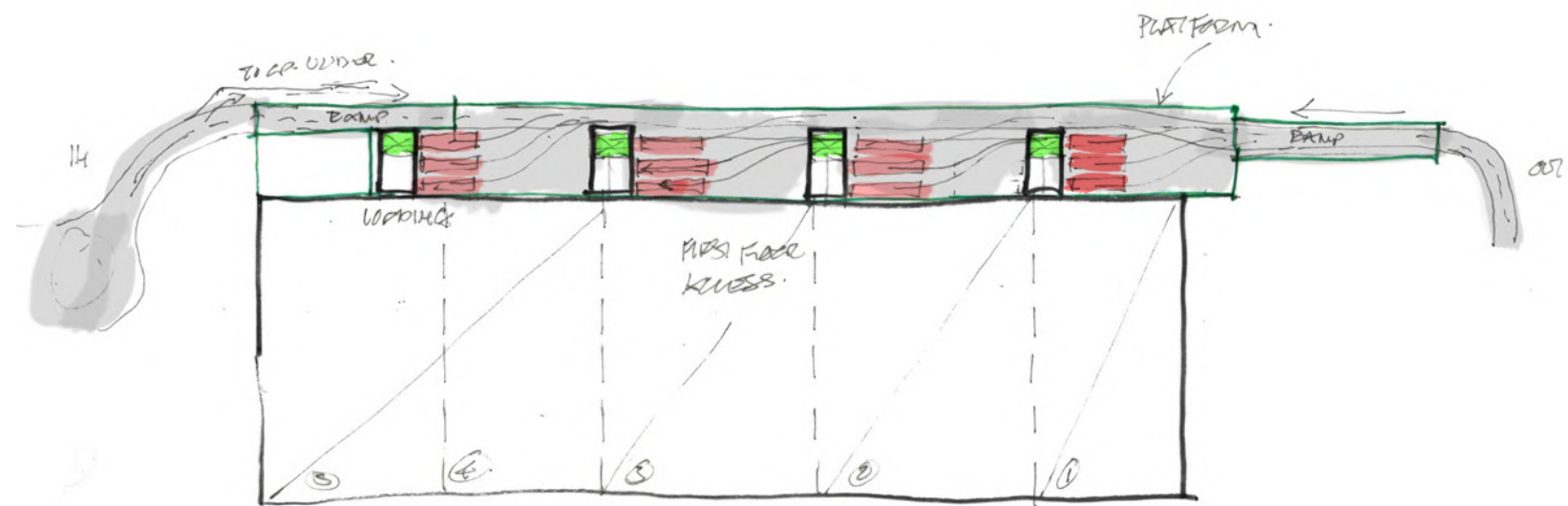
Raised industrial access improves the servicing and use. The benefits of retaining and preserving built form are outweighed by the impact of incorporating a vehicular ramp and raising industrial activity. A large proportion of the north elevation becomes overwhelmed by industrial activity and associated infrastructure. External circulation occurs beneath the ramp and is arguably less desirable. Way-finding, building identity and interaction are negatively impacted.



NORTH ELEVATION: ILLUSTRATIVE IMPACT



ELEVATION: THE IMPACT OF RAISED FORECOURTS, THE RAMP, LOADING PLATFORMS, LIFTS AND ACTIVITY



PLAN: ILLUSTRATIVE IMPACT

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

FRAMEWORK - CONCEPT DEVELOPMENT OPTIONS

Part Demolition and Reworking

Part demolition of building 1000 enables bays 4-5 to be retained as existing, including the parking arrangement and culvert. It is proposed to manipulate bays 1-3 and convert them into detached office buildings.

Pro's

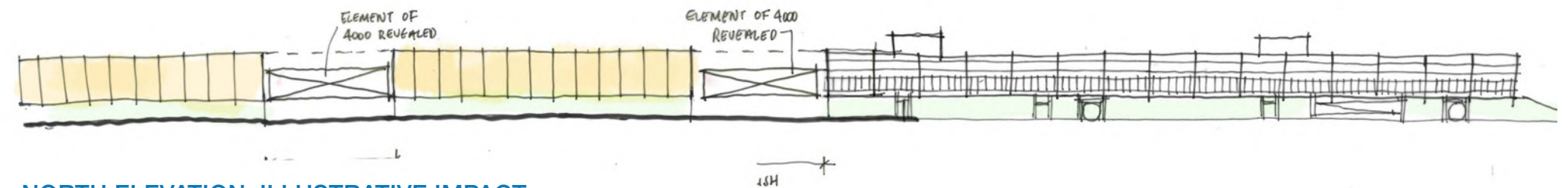
- The retention of historical mass without interruption, to bays 4 and 5, existing car parking numbers and the culvert.
- The opportunity to vary activity and use class through constructing purpose built B1A offices.
- Splitting mass into three blocks reduces the perceived volume, improves permeability through the site and presents opportunities to incorporate appropriate external spaces.
- Each block can adopt an individual material palette to assist with way-finding and building identity.
- Partial exposure of building 4000 facing north – way-finding and identity enhancement.
- Opportunity to form new openings within bay 4 flank wall facing east to address existing concerns surrounding natural light and ventilation.

Con's

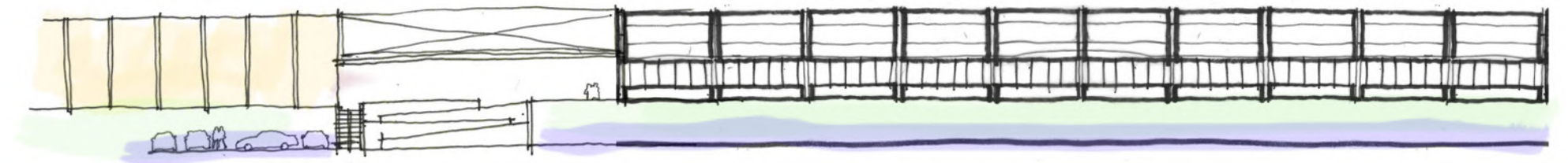
- B1A use requires a greater number of parking spaces and increased traffic generation. On site reconfiguration and areas of new parking will be required.
- Isolated excavation of the bund; associated topographical and access constraints.
- Lack of prominence for middle block - hidden behind others.
- Insufficient occupier demand.
- Extensive intervention; demolition of three bays. Little original structure remains
- Similar financial cost to new build - not viable.

Summary

We believe this strategy preserves more of the architectural language and modular treatment of building 1000 compared to the earlier industrial options. Three bays will be reworked, including strategic demolition to separate mass. Bays 4-5 are retained, maintaining the rhythm and the refinement of existing elevations without obstruction. Permeability, way-finding and identity can be enhanced through penetrating the existing and proposed mass. New axial routes reveal existing buildings which assists with user placement and orientation. Additional parking will be required to serve the new B1A GIA.



NORTH ELEVATION: ILLUSTRATIVE IMPACT



ELEVATION: THE IMPACT OF DEMOLISHING AREAS AND INCORPORATING PURPOSE BUILT MASSING.



PLAN: ILLUSTRATIVE IMPACT

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

FRAMEWORK - CONCEPT DEVELOPMENT OPTIONS

Demolition and Retention

This option is preferred and adopts the strategy of demolishing part of building 1000. Two bays rather than three. Bay 03 will be converted into a purpose arranged B1A office with new flank elevation facing east. Bays 4-5 will retain its existing use and tenancy configuration.

Pro's

- The retention of 65% historical mass without interruption.
- The opportunity to vary activity and use class through converting bay 03 into B1A office use.
- The extent of demolition reduces the scale and impact of building 1000 which assists circulation, way-finding and presents opportunities to incorporate appropriate external spaces. Full exposure of building 4000 facing north is achieved and presents an opportunity to create an identifiable and appropriate elevation and enhanced public realm.
- Opportunity to position new car parking around the perimeter building 1000 and 4000, providing inclusive access and specific zoning.
- New flank elevations can incorporate a specific material palette and articulate entrances to assist with way-finding and building identity. East facing curtain walling can address natural light and ventilation concerns associated with deep floor plates.
- Significant improvement of natural light levels within bay 3; from east as well as north elevation.
- Introduction of an appropriate and contemporary architectural aesthetic which respects the integrity of existing park and associated buildings.
- Reduction in traffic generation.

Con's

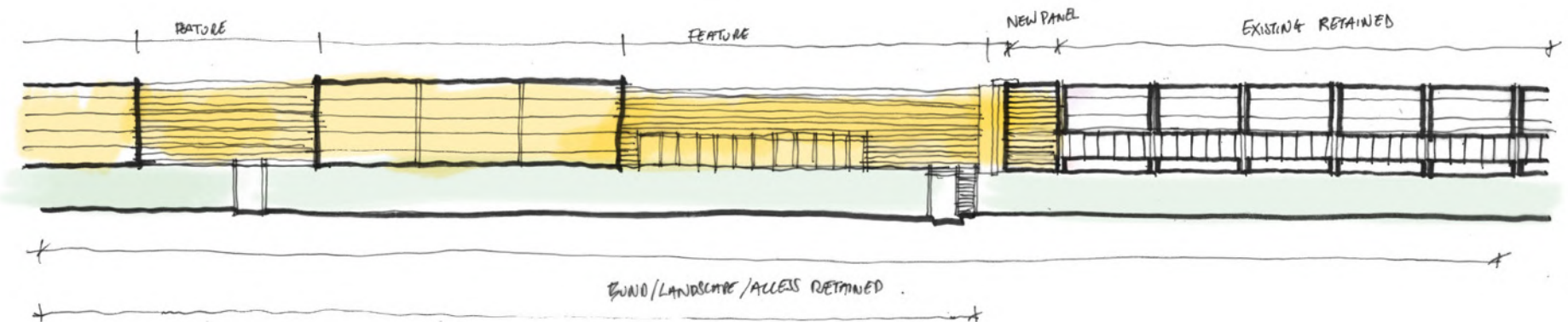
- B1A use demands a greater number of parking spaces over industrial. On site reconfiguration and areas of new parking will be required.
- Isolated excavation of the bund to accommodate additional parking, topographical and access constraints.

Summary

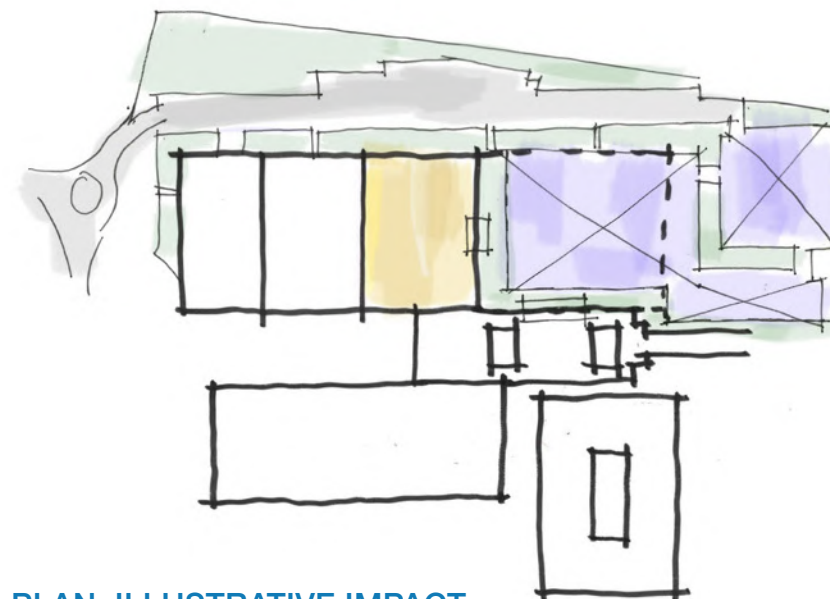
This option is an enhancement over the previous demolition strategy. There is greater preservation of existing building, its architectural language and modular treatment. The demolition of two bays with replacement car parking exposes building 4000 and results in a reduction in traffic generation compared with the existing footprint. Landscaped 'spill out' space can be accommodated around the perimeter of 1000 and 4000, forming a connection between internal and external space. Similar of that to the courtyards of buildings 4000 and 6000. Way-finding and identity is enhanced through exposing two full elevations.



NORTH ELEVATION: ILLUSTRATIVE IMPACT



ELEVATION: THE IMPACT OF DEMOLISHING AREAS AND INCORPORATING PURPOSE BUILT MASSING.



PLAN: ILLUSTRATIVE IMPACT

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

FRAMEWORK - STRATEGY, SPACES, IDENTITY, WAY-FINDING, LANDSCAPING

Principles;

1. A Sense of Identity and Belonging -

Enhance principal façades through constructing entrance features, forming connections with the external realm and creating inviting social spaces.

2. Create Appropriate Spaces -

Provide commercial floor space and amenity in its broadest meaning through the provision of spaces that respond to occupier requirements and market conditions.

3. Enhance Langstone Technology Park -

Improve way-finding and experience. Incorporate spill-out space from large buildings, use suitable materials, planting and create adequate pavement widths.

4. Reinforce Walking and Cycling -

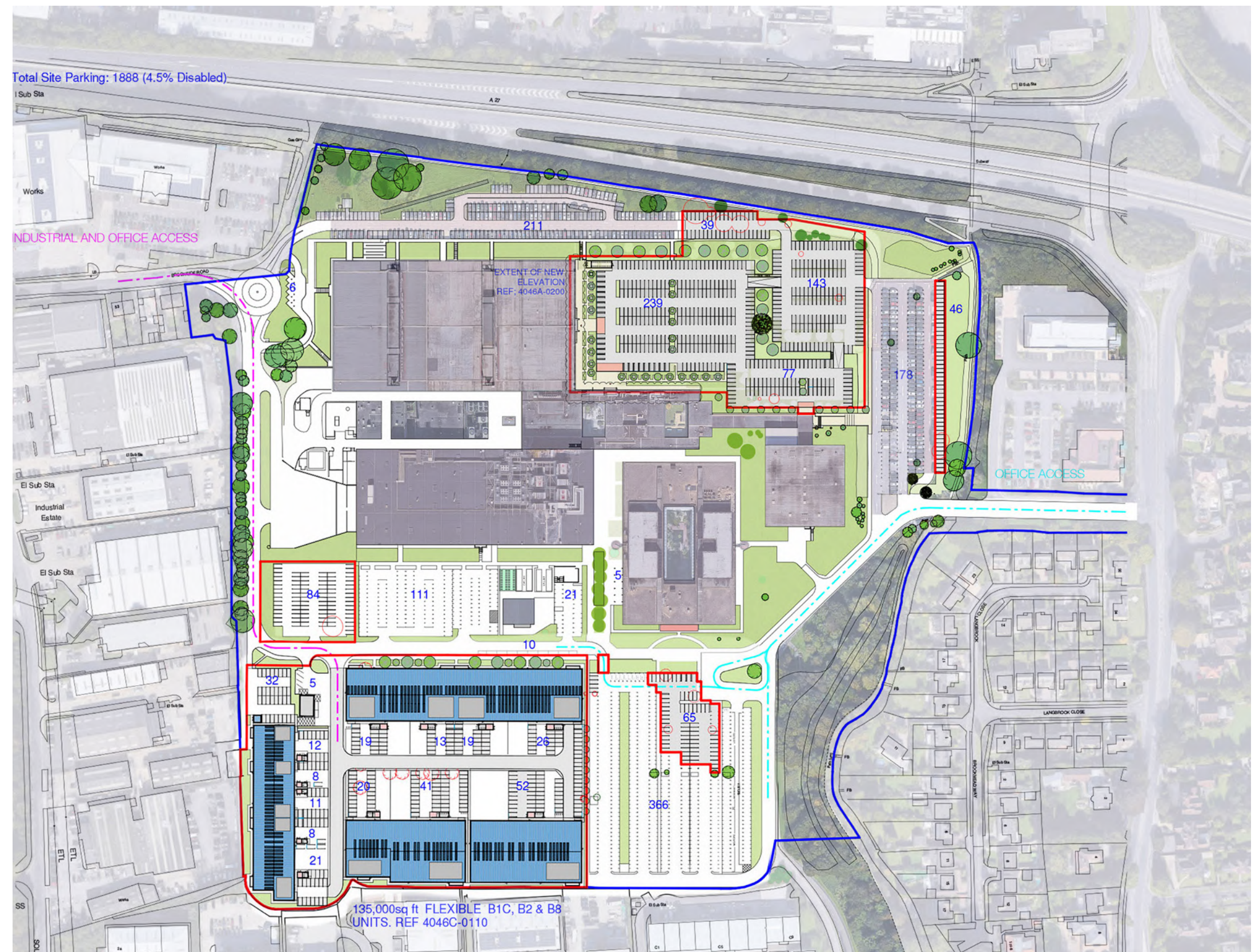
Encourage walking and cycling through coordinating existing routes. Increase permeability, security and safety.

5. Be a Good Neighbour -

Sensitively address site edges, carefully design building and landscape elements. Respect neighbouring uses.

Core Values - The landscaping and public realm should be;

- Inclusive, welcoming and well connected;
- Sustainable and ecological;
- Inspirational, creative and beautiful;
- Enjoyable and healthy.



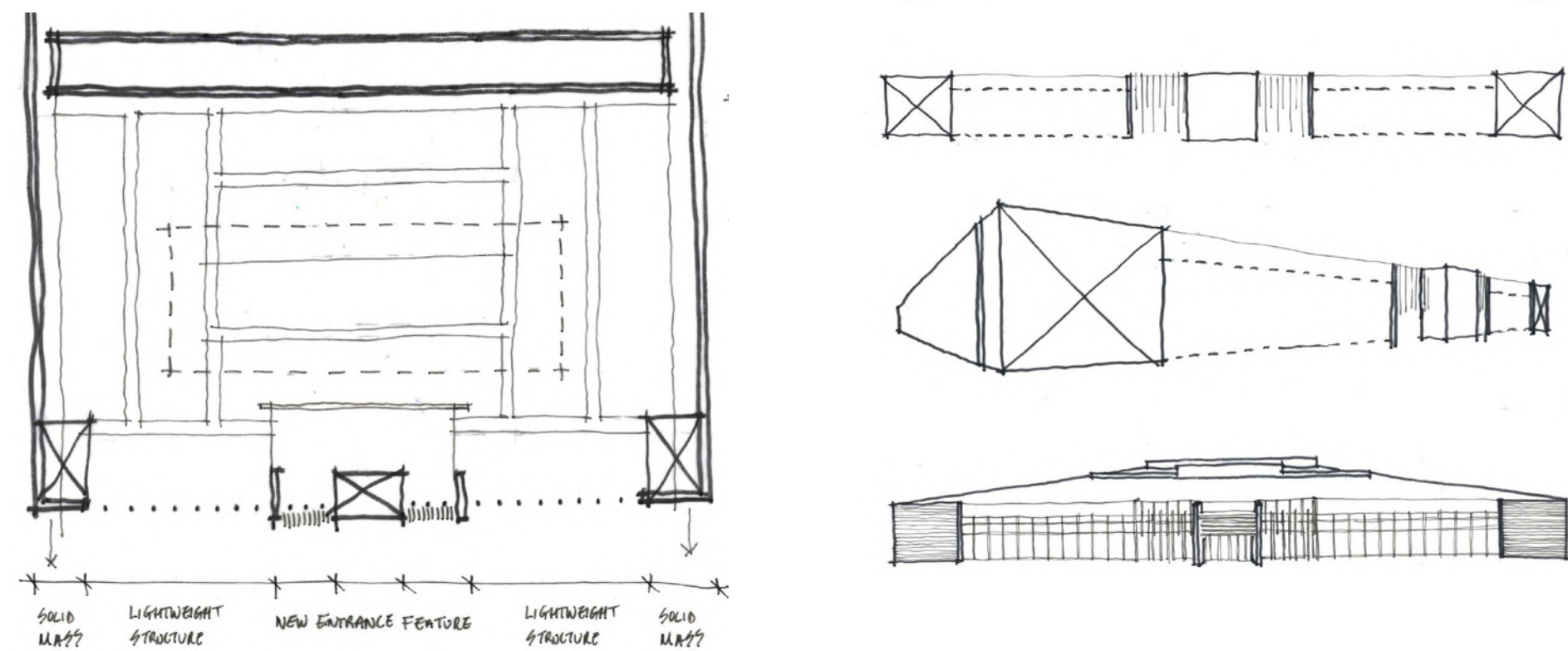
MASTERPLAN CONCEPT PROPOSAL

FRAMEWORK - MASTERPLAN DEVELOPMENT 1000 / 4000 / EXTERNAL AMENITY

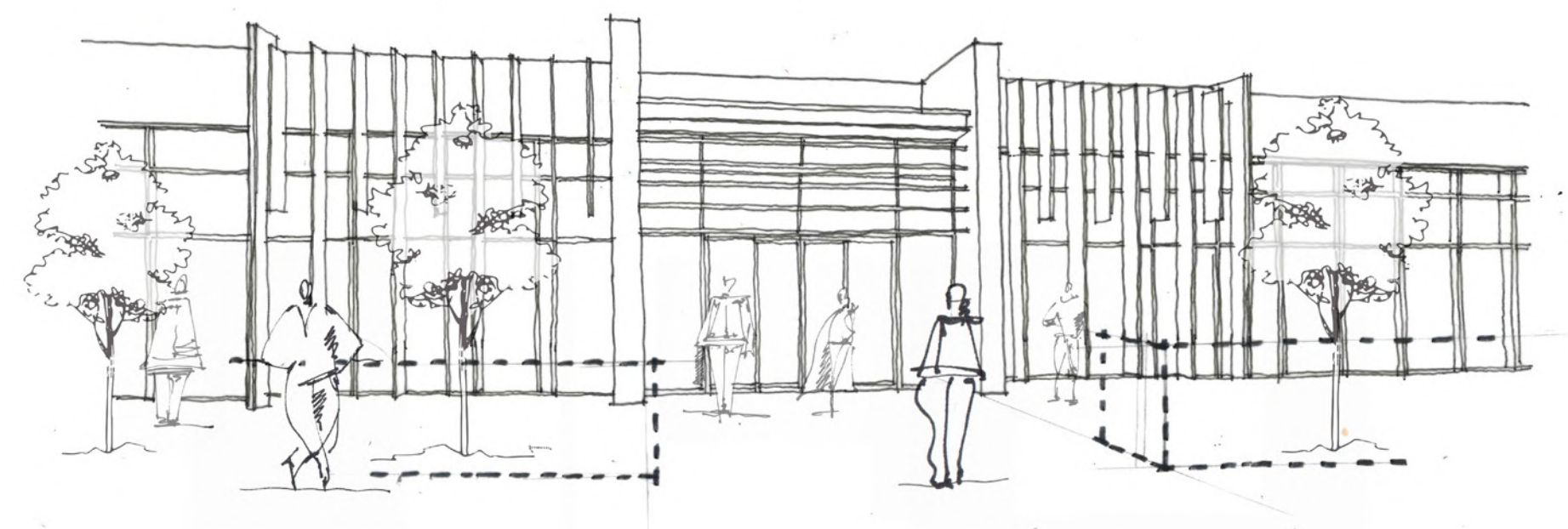
The sketch progression illustrates the potential options in treating the new flank elevation serving building 1000 facing east. Importance is placed on demarcating entrance and assisting way-finding. The design must respond to the existing mass and the proposed entrance enhancements consented elsewhere on the site. (Applications APP/19/00296 and APP/19/00297).

Forming a connection with the external realm and creating social spaces is key. Strategic landscaping can act as a buffer between the building edge and hardstanding car parking areas. The creation of external 'enclosure' and flow through the layout is important in reinforcing the connection with external amenity.

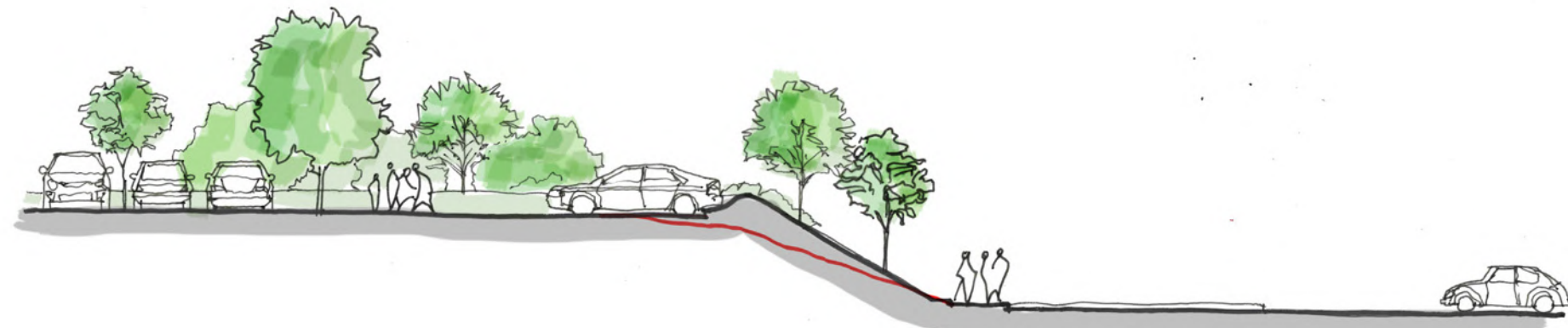
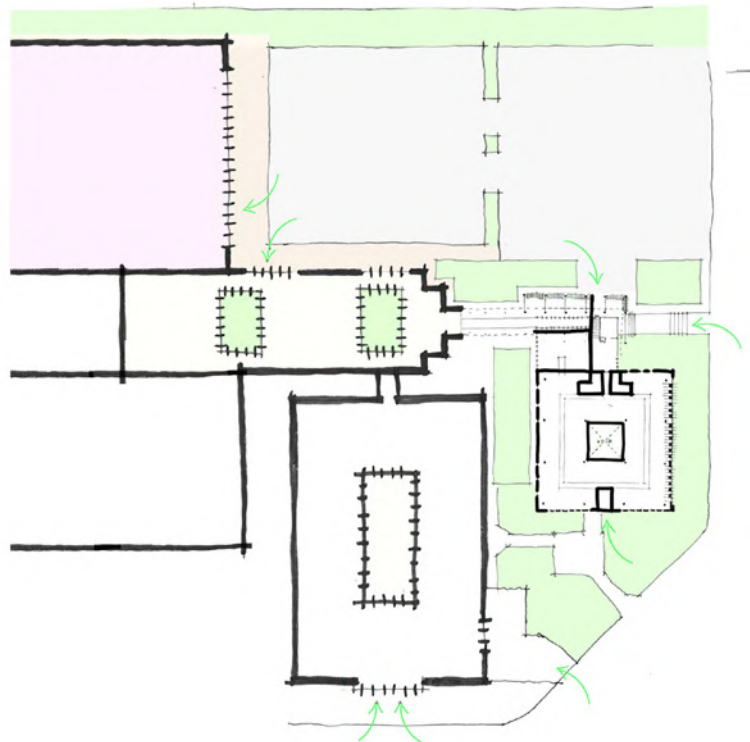
It is proposed to treat the 'edge' of the car park with planting and landscaped perimeter berms to prevent the necessity of man-made structures, such as, retaining walls and barriers. New, raised parking will be concealed by site specific planting as demarcated by the sketches overleaf. Concealing parking is a historical design feature of the site, typically achieved through raising building levels above the external ground floor level and providing an elevated outlook.



MASSING STUDY IN PLAN, ELEVATION AND 3D.



DEMARCATING 'ENTRANCE' AND CREATING EXTERNAL SEPARATION AND ENCLOSURE.

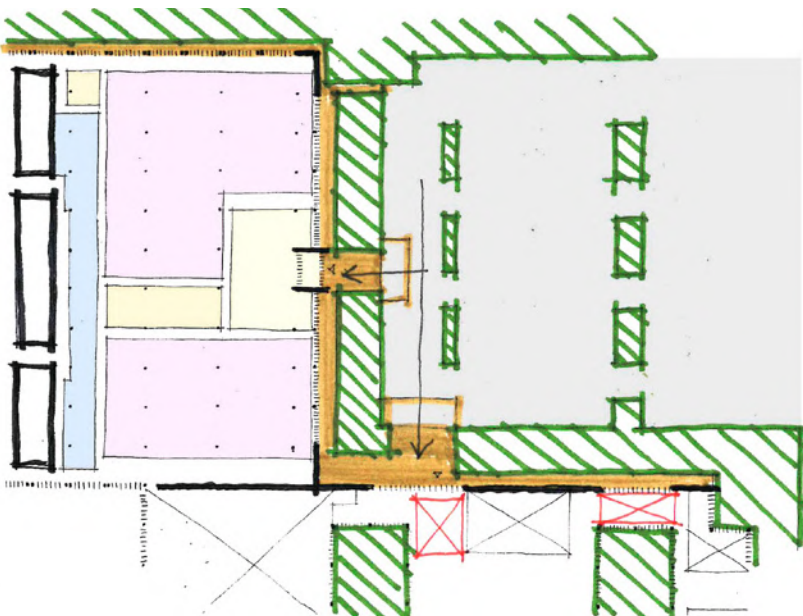


PROPOSED CAR PARK LEVELS AND 'EDGE' TREATMENT.

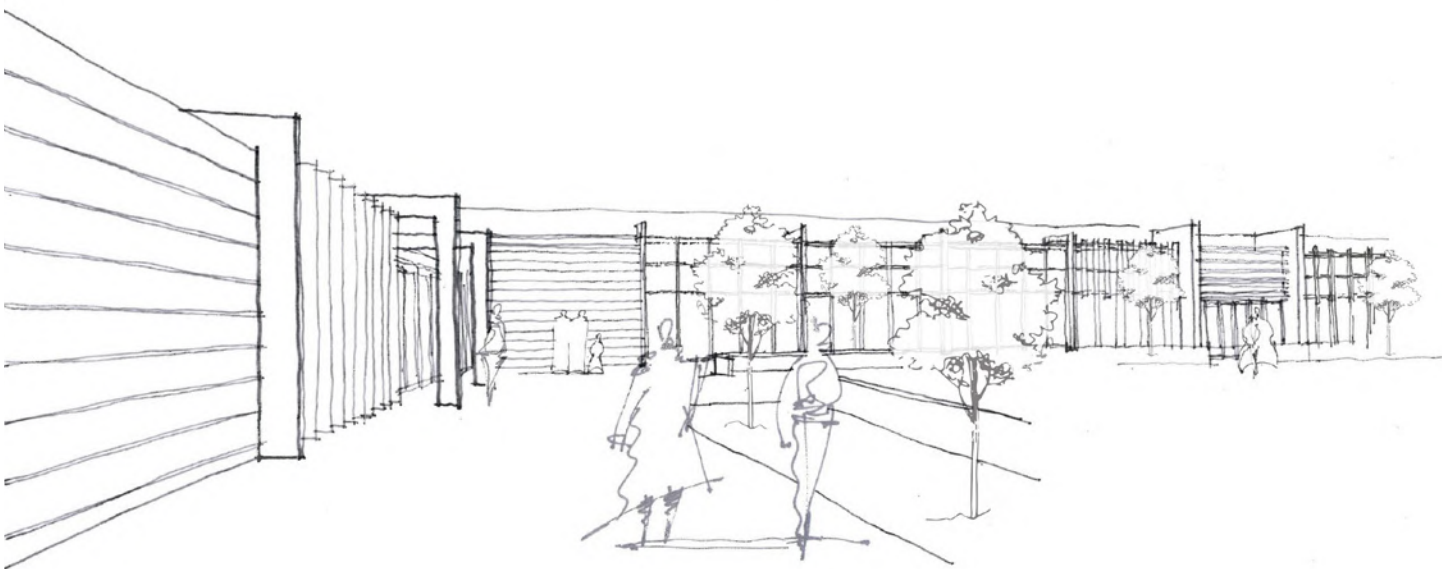


EXISTING LEVELS AND BUNDING.

ZONING CAR PARKING AND FORMING CONNECTION



- EXTERNAL AMENITY / LANDSCAPE
- CIRCULATION
- REMAIN LAYOUT
- REWORK LAYOUT
- RECEPTION
- OPEN PLAN
- BREAKOUT
- PRIVATE
- CAR PARK



CREATING FLOW AND CONNECTION THROUGH THE PLAN.

IDENTIFICATION OF SPECIFIC ENTRANCES VIA A CONTROLLED SOCIAL REALM.

FRAMEWORK - MASTERPLAN DEVELOPMENT INDUSTRIAL

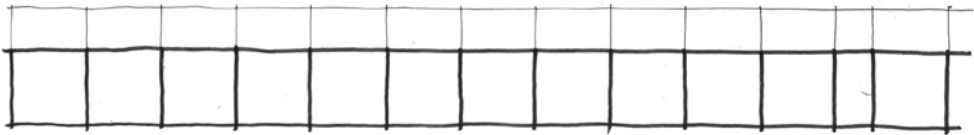
The existing site language is coherent as a whole. Building 7000 offers a subtle variation through its vertical panel arrangement with a lightweight structure that emerges above. New window openings demonstrate building adaptation and the evolution of space over time. This is evident across the site.

The proposed architectural strategy and narrative builds upon the existing narrative and enhances the site through adopting five key principles;

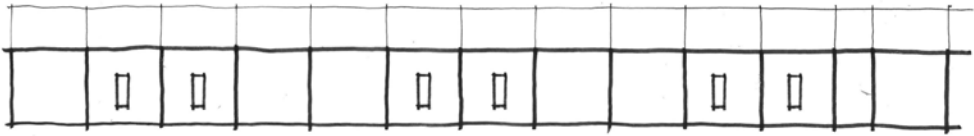
- Identify - the enhancement opportunity.
- Respond - acknowledge the existing geometry, rhythm and scale.
- Intervene - introduce an appropriate scale and massing.
- Enhance - improve the site, its operation and setting.
- Harmonise - deliver a well considered material palette and aesthetic.



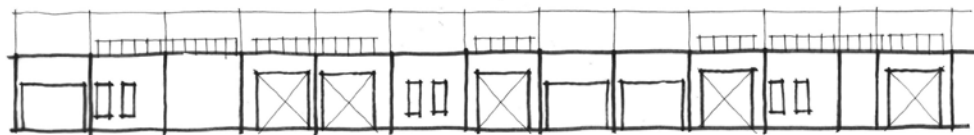
UNDERSTANDING THE RHYTHM, REFINEMENT AND HIERARCHY OF KEY ELEVATIONS.



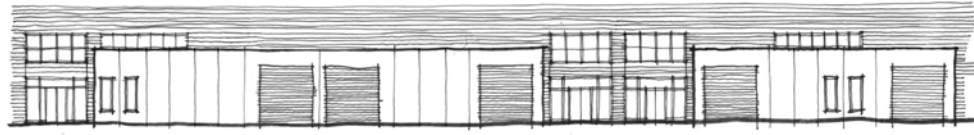
IDENTIFY



RESPOND



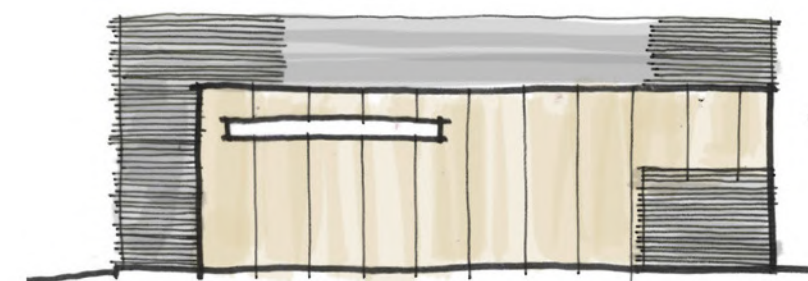
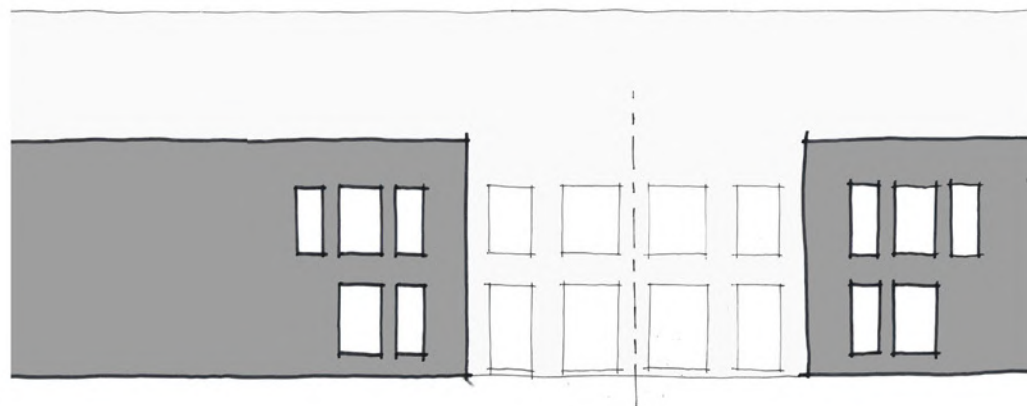
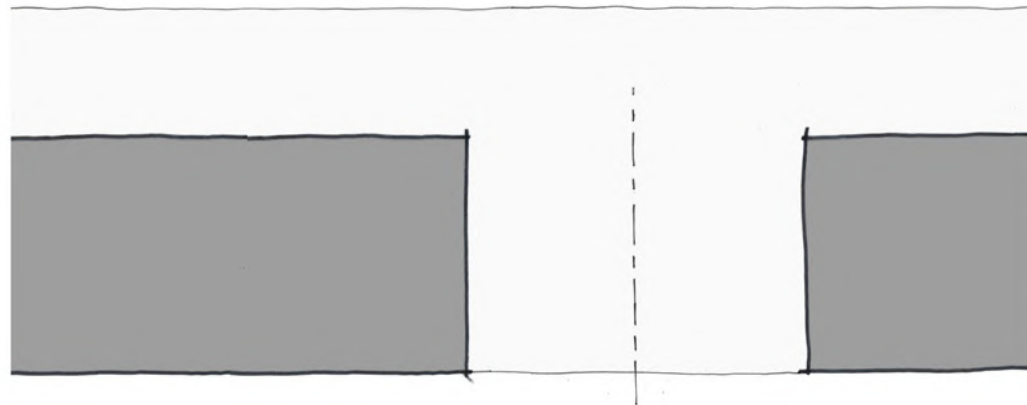
INTERVENE



ENHANCE / HARMONISE



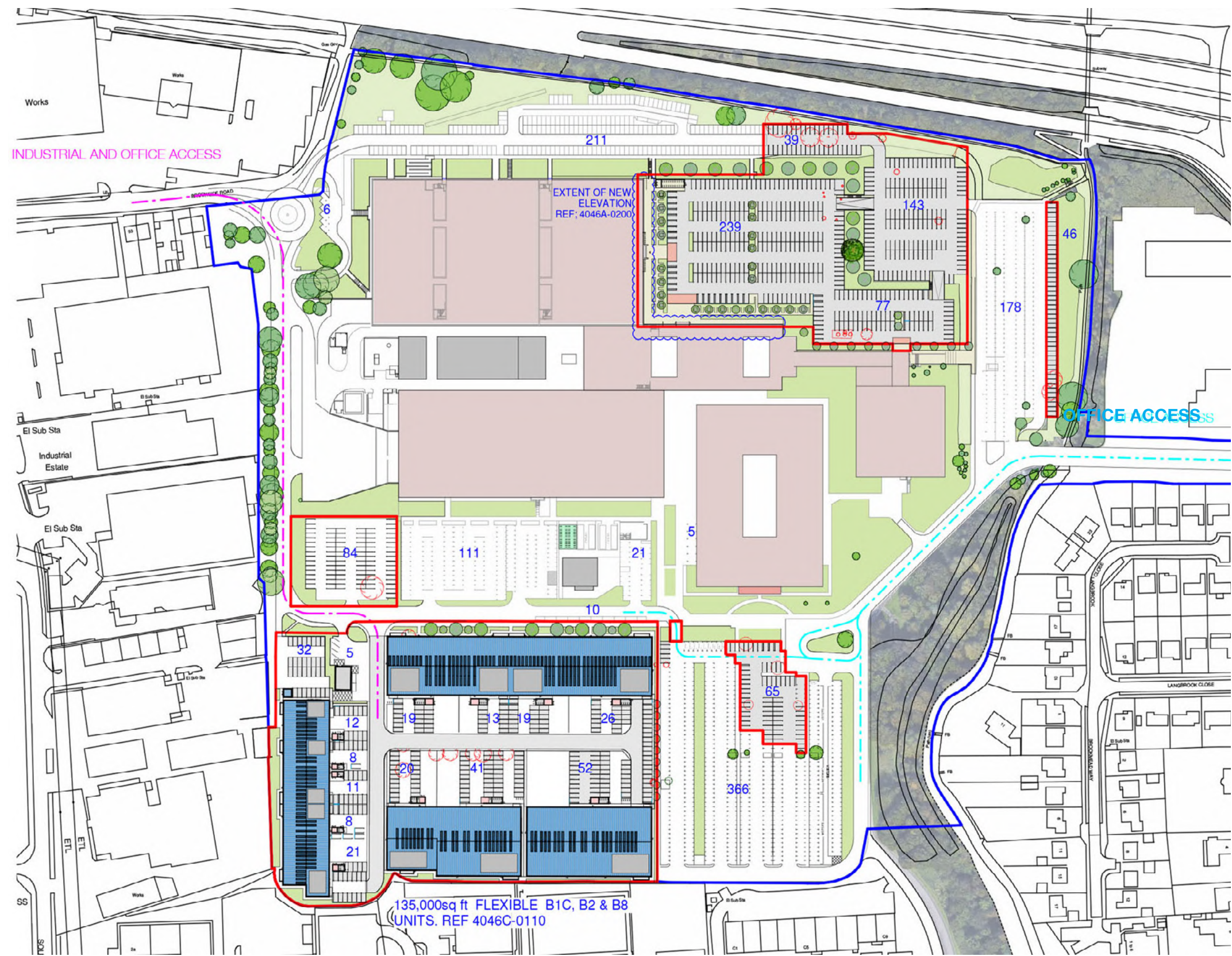
RESPOND AND HARMONISE.
ARTISTS IMPRESSION OF AN APPROPRIATE AESTHETIC AND LANDSCAPE TREATMENT FACING NORTH TOWARDS L.T.P.



CONCEPTUAL DEVELOPMENT OF EXISTING LANGUAGE.

11. MASTERPLAN - PROPOSAL

The preferred option masterplan layout with associated areas can be seen to the right. The proposal offers the potential to revitalise the park by modernising it and providing space that better meets client business requirements and our objectives.



MASTERPLAN PROPOSAL

12. BUILDING 1000 - CONCEPT DEVELOPMENT

Phase 01 comprises the demolition of bays 1 and 2 within building 1000. The strategy is to convert bay 3 into 'B1A office use' with refurbishment of associated spaces. The erection of two new flank elevations forming the façades of 1000 and 4000 will create a focal point at the core of the site and generate identity. Elevations will be lightweight and form a connection with the external realm. The provision of new commercial floor space will attract tenants wanting more modern, contemporary and efficient space.

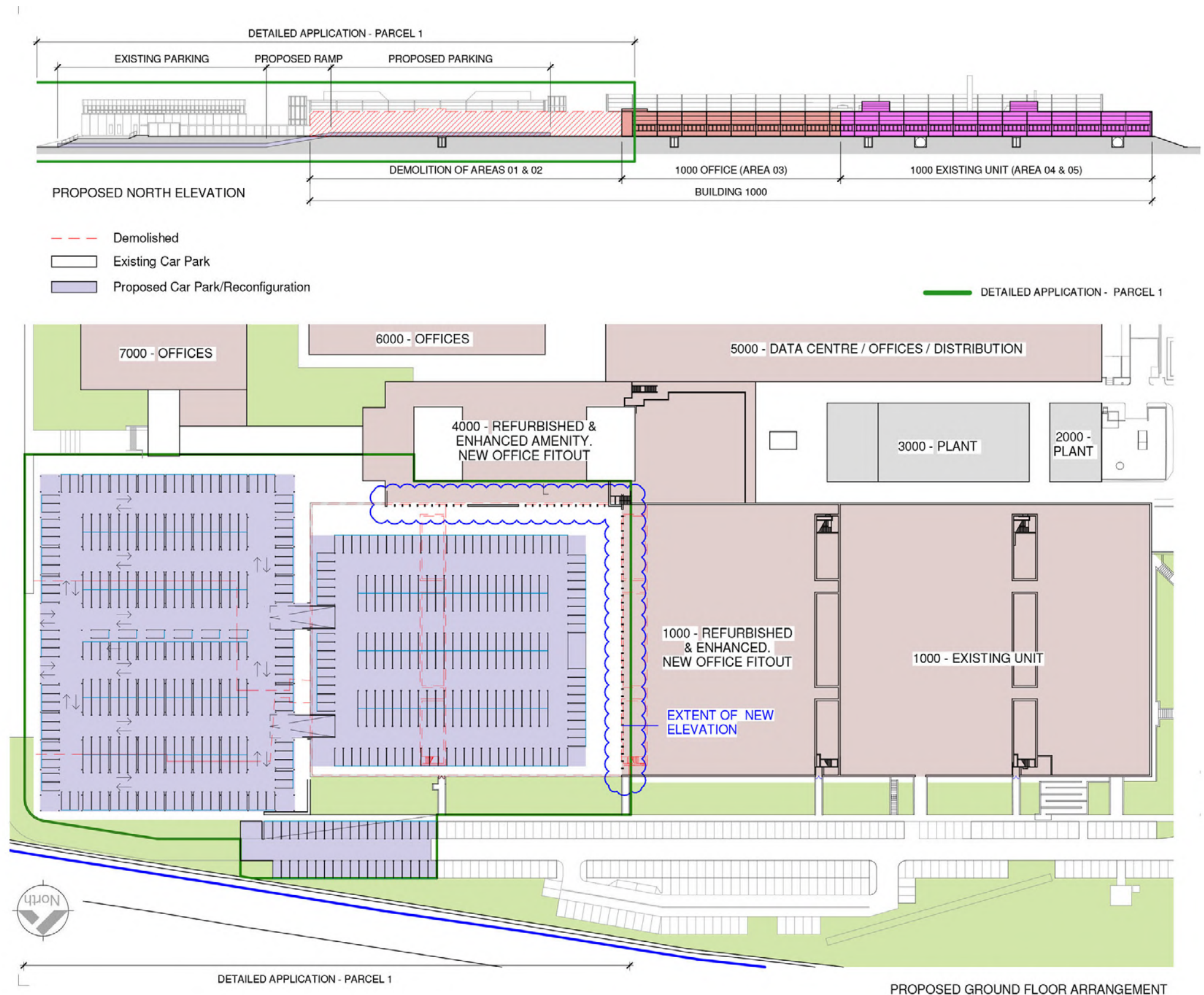
A new route will link with both buildings, connecting the existing pedestrian north/south axis. A new parking arrangement is proposed on the site of former bays 1 and 2 to serve buildings 1000, 4000 and 7000. The strategy will incorporate landscaped spill-out space between the new façades and parking layout. This natural buffer will promote external interaction and form a connection between internal and external.

Precedents;

The photographic examples overleaf illustrate the success of incorporating lightweight structures within heavily massed buildings. Curtain walling and glazed penetrations break the mass and the repetitive nature of concrete buildings. Fins and slats articulate geometric volumes and add interest to large areas of flat façades. Light, reflections and shadows add depth.

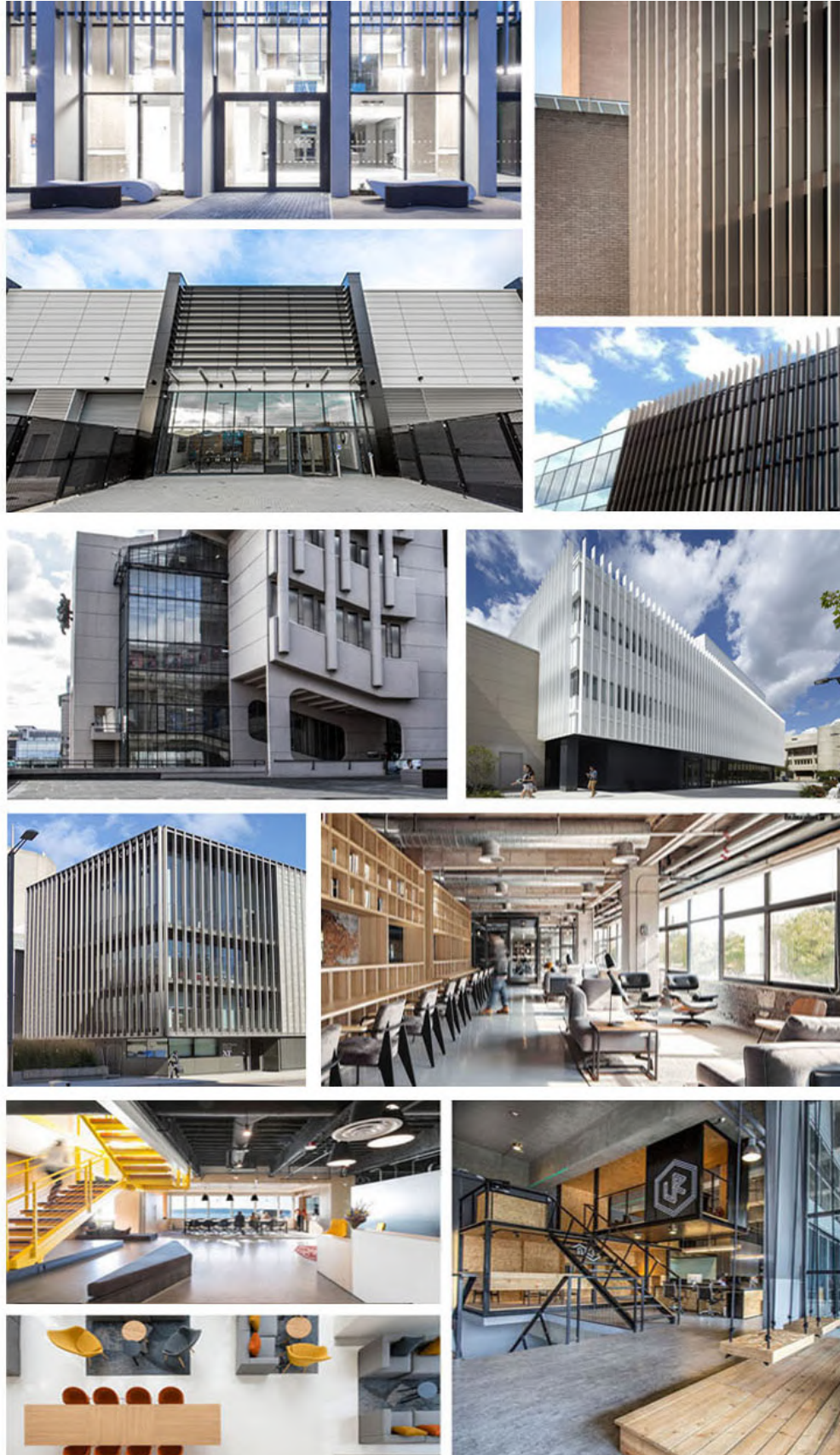
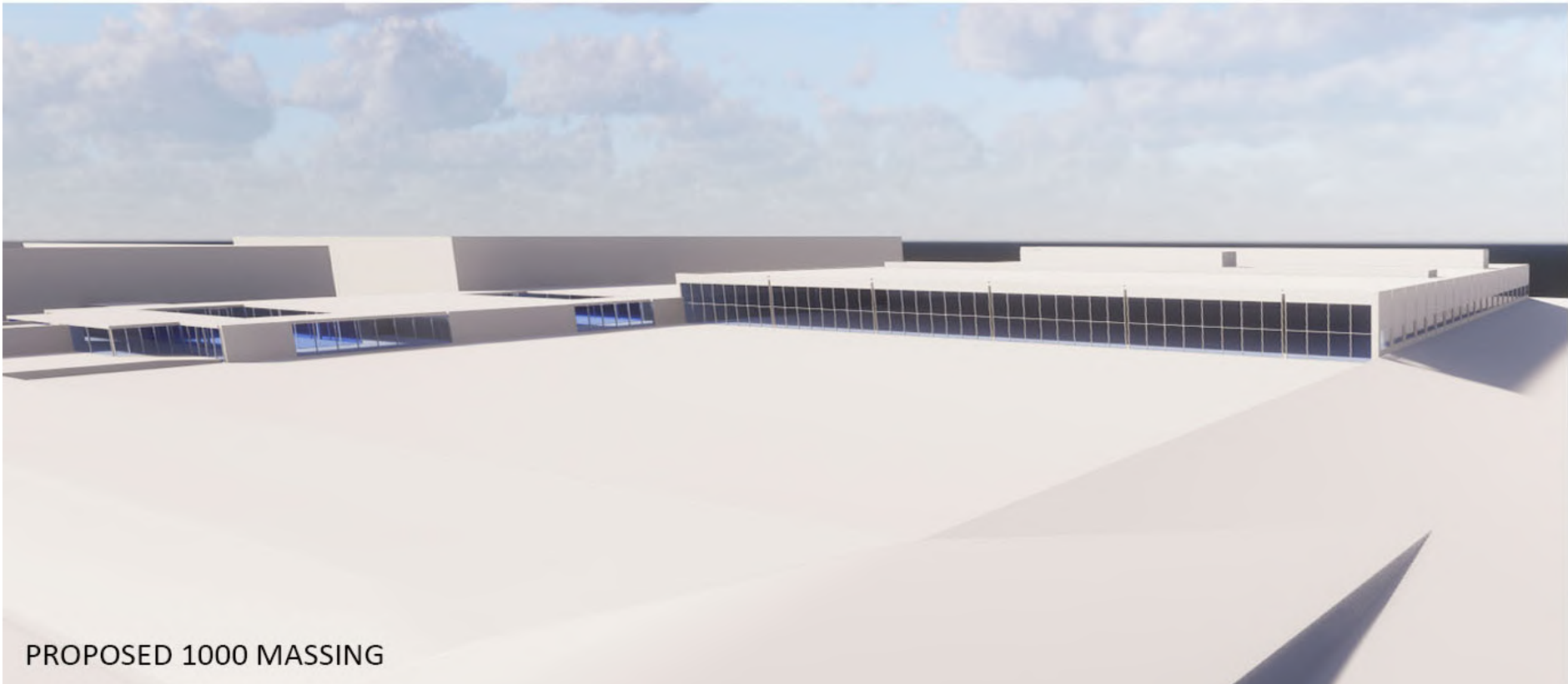
Office workspace and ancillary spaces are visually appealing, functional and free flowing. Open plan offices maintain an open work atmosphere; a cohesive environment that encourages teamwork and communication unlike segregated and secluded offices.

Expansive lobby areas with unprogrammed breakout space, exposed utilities, natural material finishes, bold colours, bespoke and natural lighting generate a popular, flexible aesthetic. Specific areas can be manipulated where required to attract emerging tenancy opportunities and associated uses.



A ROTATED EXTRACT OF DRAWING 4046-161_A_BUILDING 1000 PROPOSED PLAN AND ELEVATION

EXISTING 1000 MASSING



BUILDING 1000 ARTISTIC IMPRESSION AND PRECEDENTS

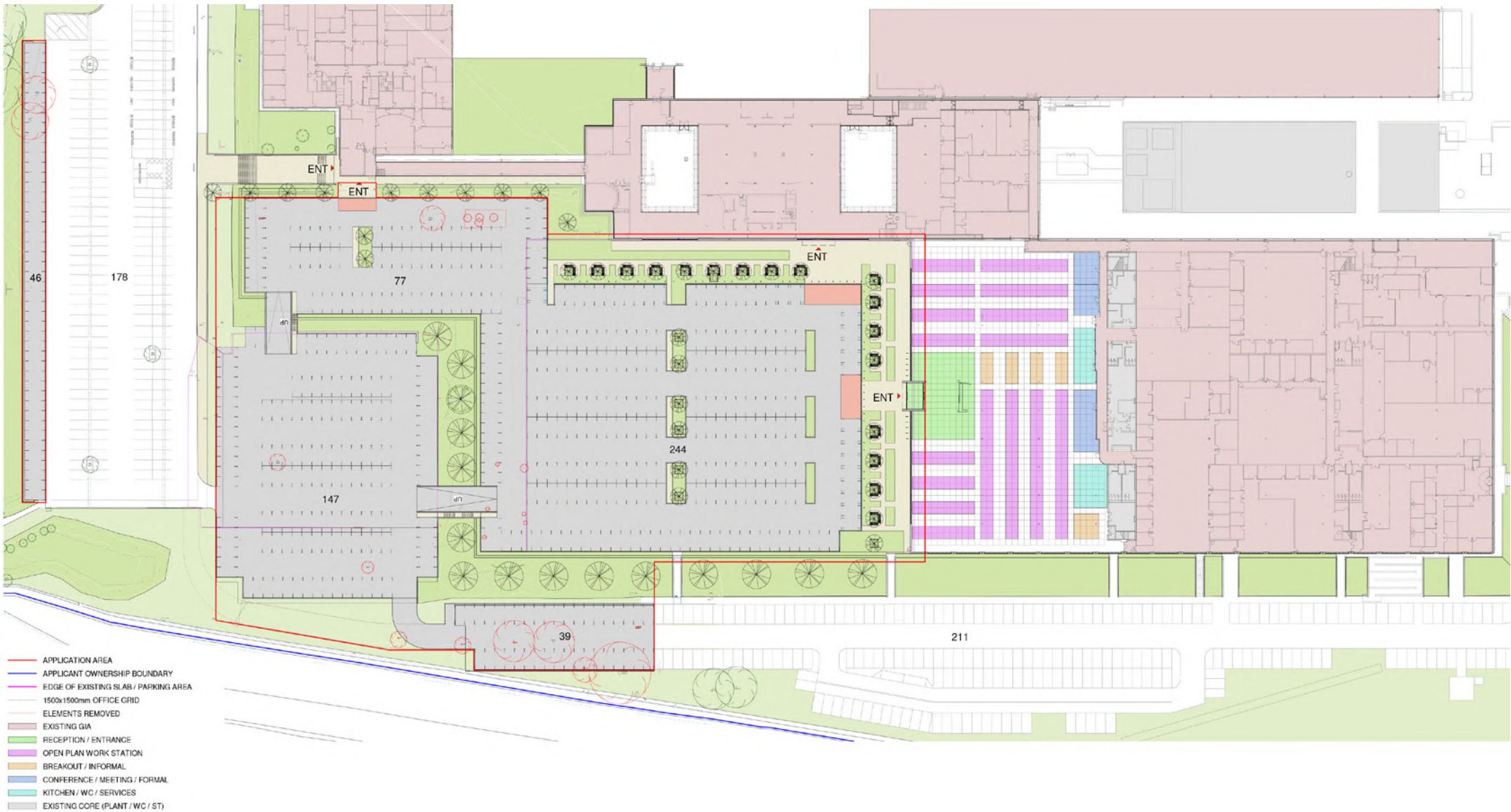
BUILDING 1000 - PROPOSAL

The proposal builds upon our conceptual investigation, development of framework principles and core values. The demolition of bays 01 and 02 supports the enhancement of the site and enables sustainable and appropriate development to take place without negatively impacting the existing design and aesthetic of building 1000. The north elevation continues to represent a refined approach to modernism reflecting a cleaner industrial complex. The external architectural treatment remains consistent across the elevation, maintaining geometry and rhythm.

Architectural intervention is isolated to the east facing elevation, where a new glazed façade and strategic massing forms a connection with proposals for building 4000. The design and layout create a connection with the external realm and produce inviting social spaces.

Refurbishing bay 03 provides commercial floor space and amenity in its broadest meaning through the provision of spaces that respond to Occupier requirements and market conditions. Large areas of curtain walling provide necessary levels of natural light.

The rationalisation and provision of new car parking provides an inclusive, welcoming and connected site; improving the site and its locality.



BUILDING 1000 / 4000 PROPOSED LAYOUT.

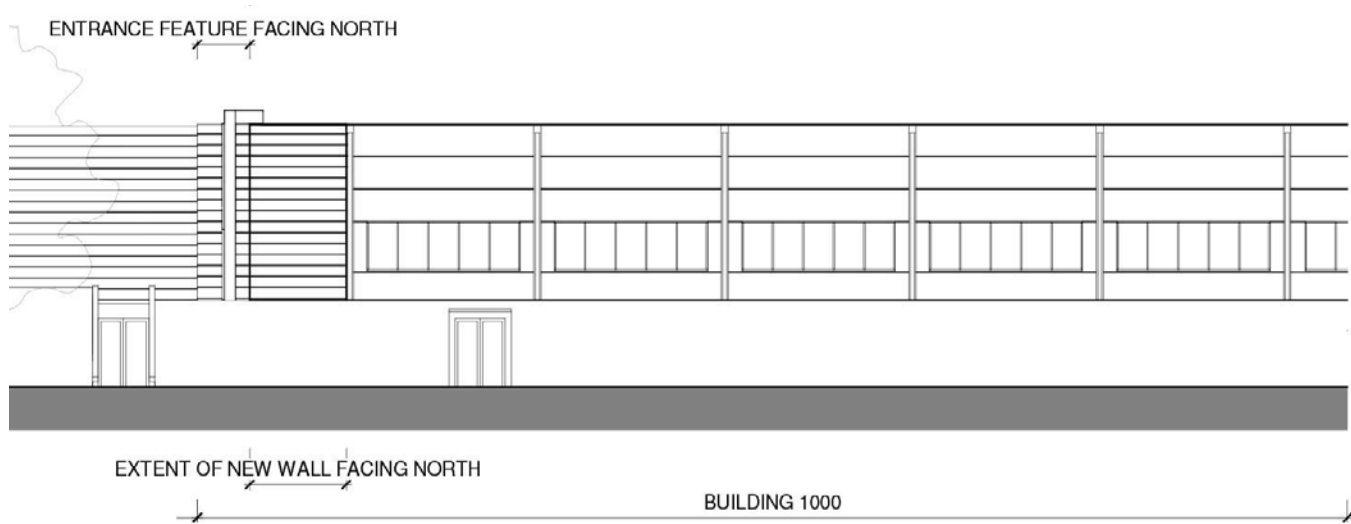


BUILDING 1000 PROPOSED ELEVATION.

BUILDING 1000 - PROPOSAL



BUILDING 1000 AND 4000 ARTISTIC IMPRESSION.



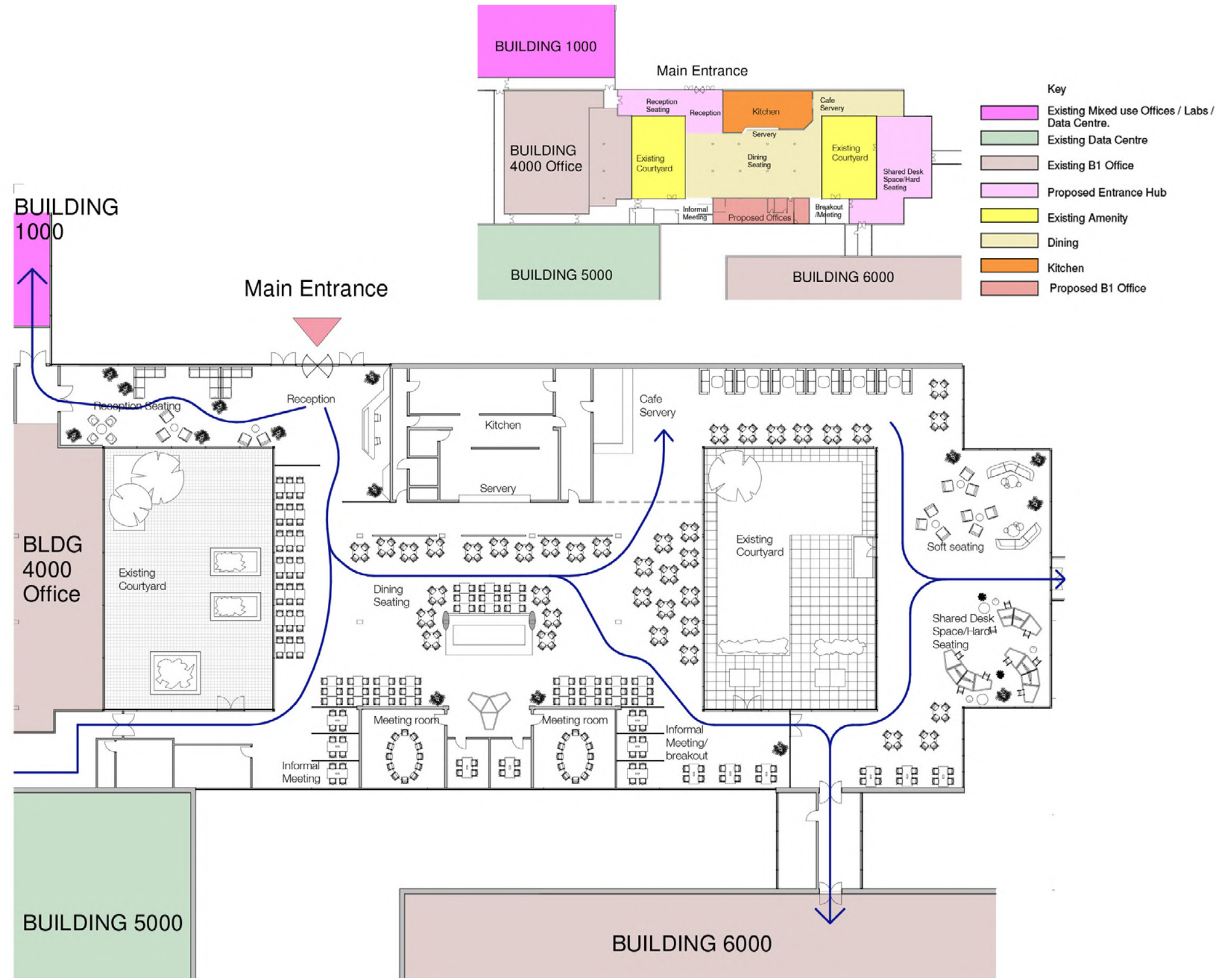
BUILDING 1000 NORTH ELEVATION.

13. BUILDING 4000 - CONCEPT DEVELOPMENT

The partial demolition of building 1000 results in the loss of the northern wall enclosing the amenity area of building 4000. The strategy is to retain the existing stanchions along this grid line and to rework the wall construction to form an appropriate entrance facade. The inclusion of zone specific parking enhances connection and footfall through the amenity space via controlled entrance thresholds. This presents two opportunities:

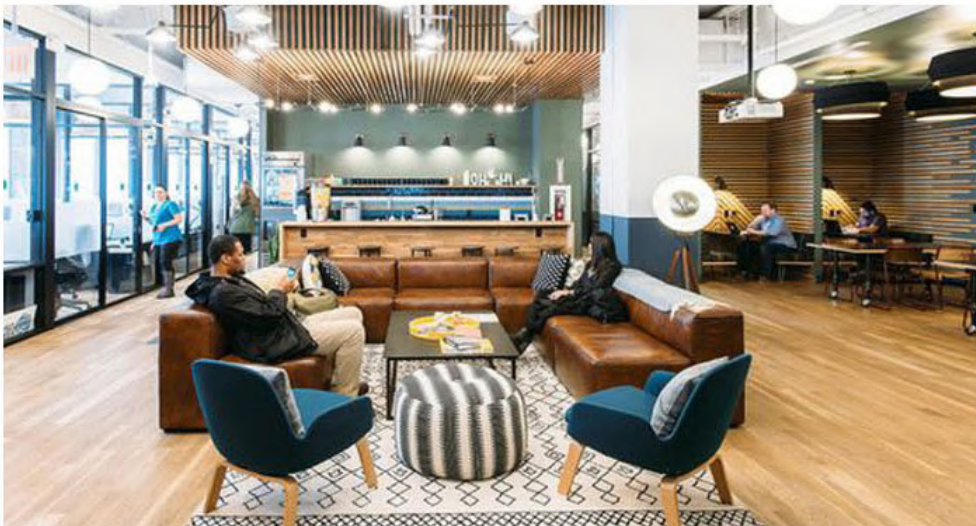
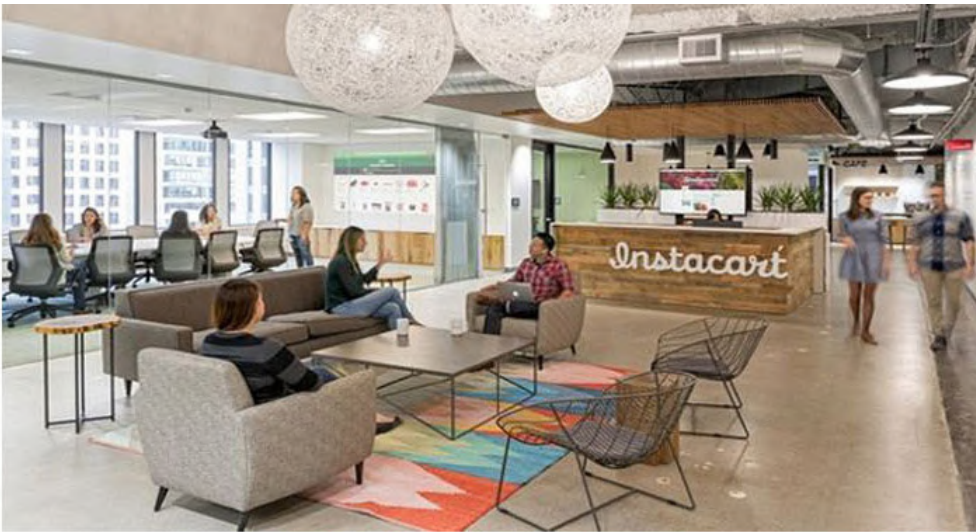
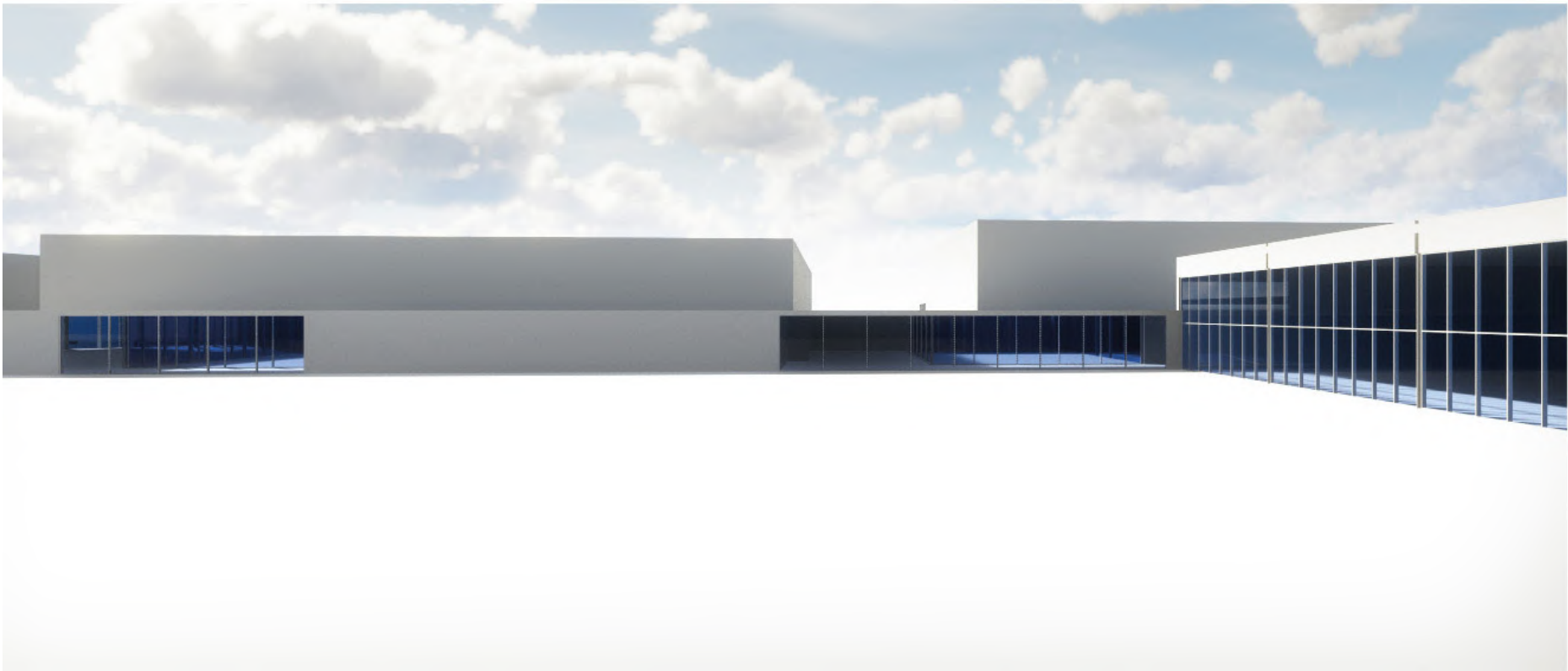
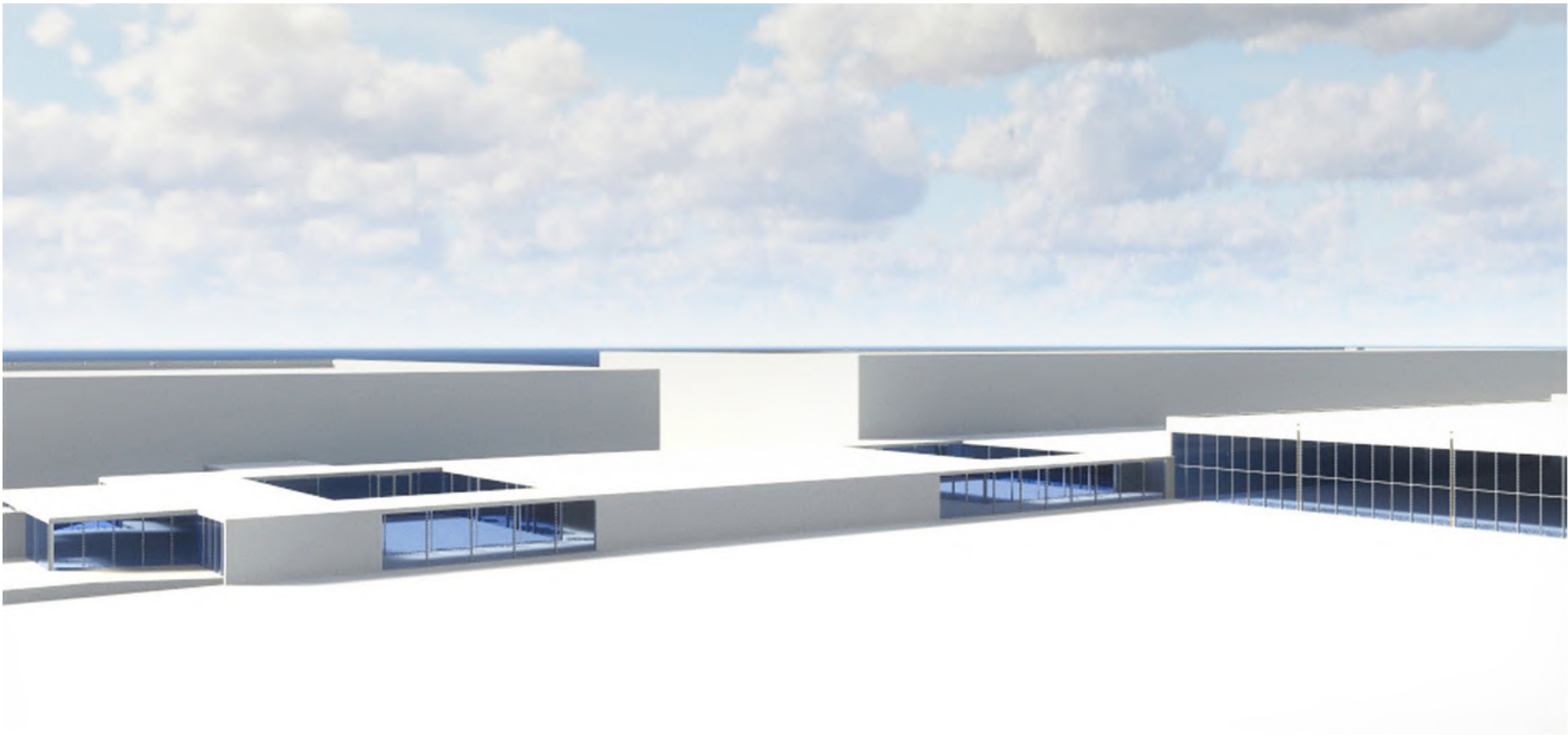
1. Construction of a new partially glazed elevation with entrance feature.
2. Re-organisation of 4000 to provide additional breakout areas, meeting rooms and new seating/furniture.

The kitchen, servery and dining area will remain central to the plan and between the two courtyards. Informal breakout areas will be created offering the opportunity for impromptu meetings. Formal meeting spaces are provided where required. Area-specific work areas are provided. The result offers varied work and social preferences all of which connect with the amenity space and external realm.



AN ILLUSTRATIVE LAYOUT CONCERNING BUILDING 4000

BUILDING 4000 - CONCEPT DEVELOPMENT



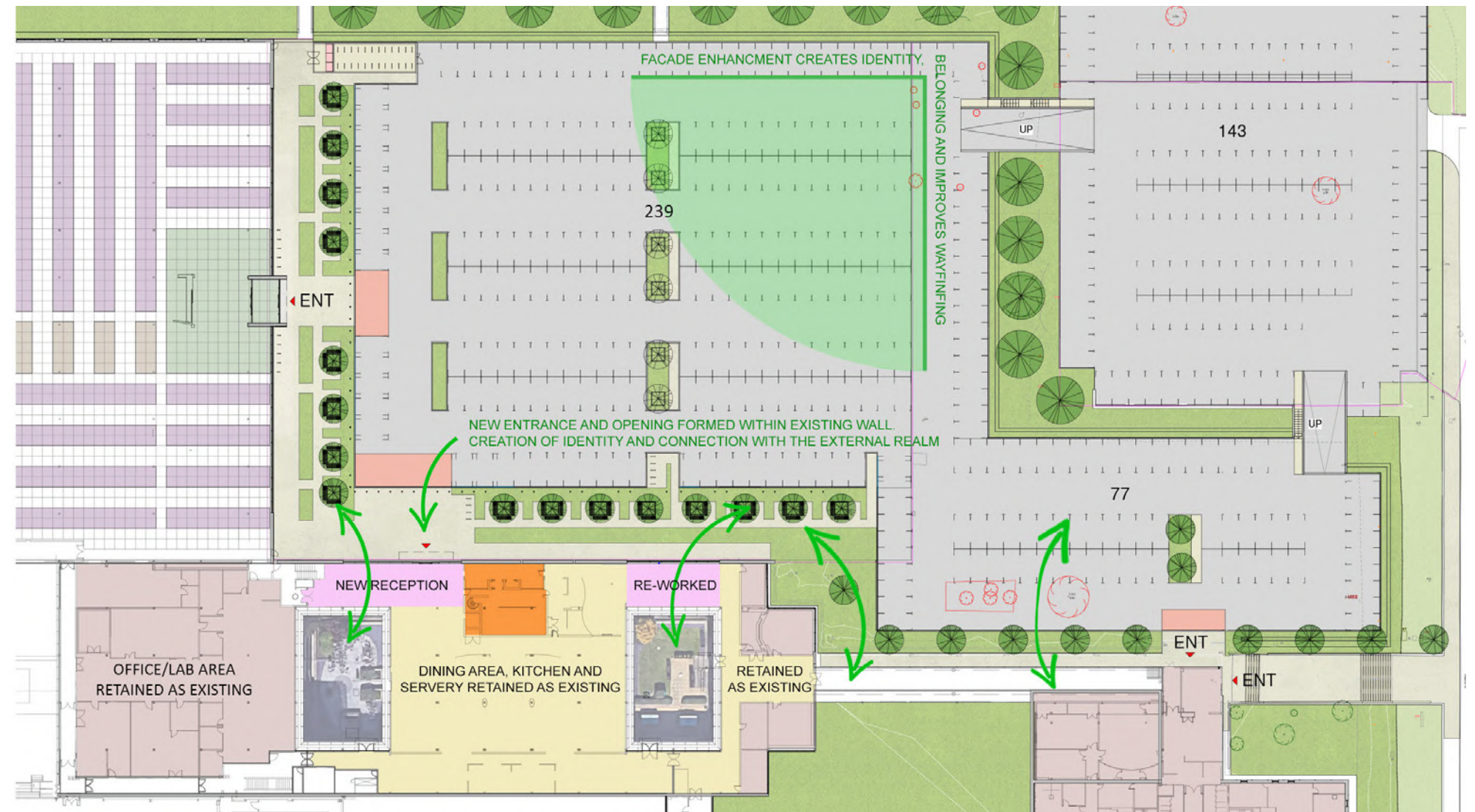
BUILDING 4000 ARTISTIC IMPRESSION AND PRECEDENTS

BUILDING 4000 - PROPOSAL

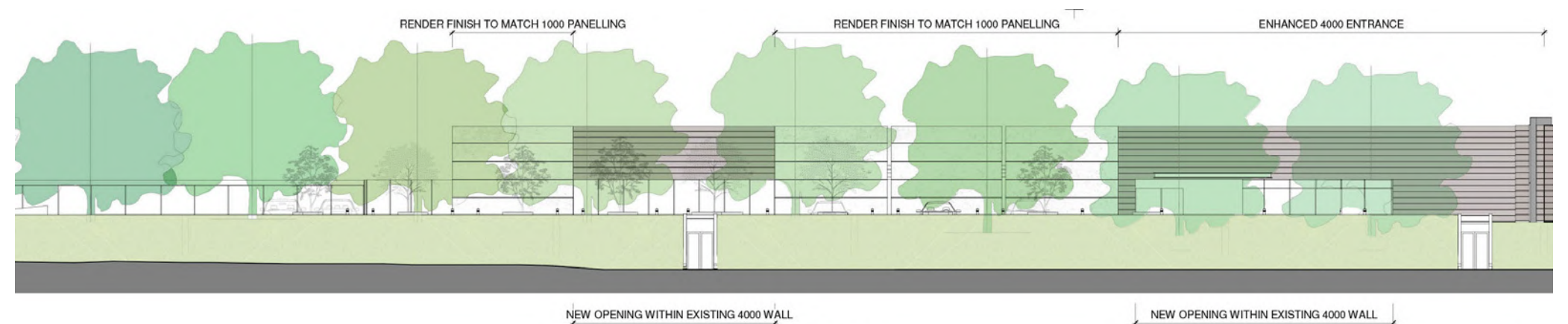
Partial demolition of building 1000 enables a new entrance and façade to be formed serving building 4000. The proposal supports a flow across the layout from internal to external space. Accessible car parking and drop off areas are partially concealed through incorporating planters, soft landscaping and furniture.

The site section illustrates the strategy behind planting the car park edge and including berms rather than man-made structures; a soft landscaped approach that builds on concealing car parking.

Walking and cycling is encouraged by coordinating existing routes, increasing permeability and providing secure and safe cycle storage



PROPOSED 1000 / 4000 LAYOUT.



SITE SECTION: RAISED PARKING DECK AND 4000 PRINCIPAL ELEVATION.

14. INDUSTRIAL - CONCEPT DEVELOPMENT

The industrial development will be phased;

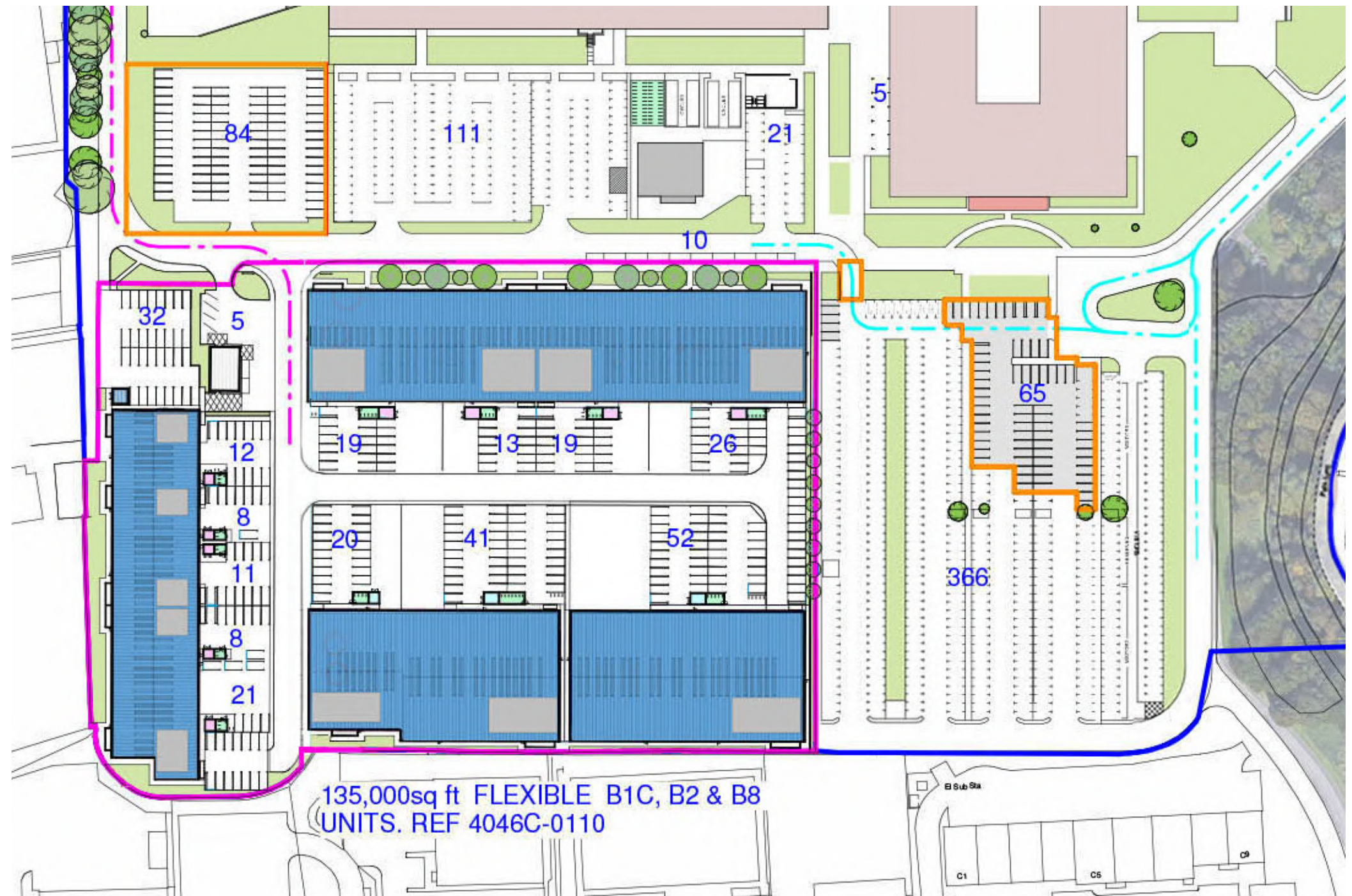
- Provision of new parking to maintain current parking numbers across the site.
- Demolition of the former water treatment facility, warehouse, gym and an area of west car parking – enabling works.
- Construction of 135,000 sq ft of industrial units and the access road.

Massing is set lower than all existing buildings, excluding the nursery, and will appear subservient.

Precedents;

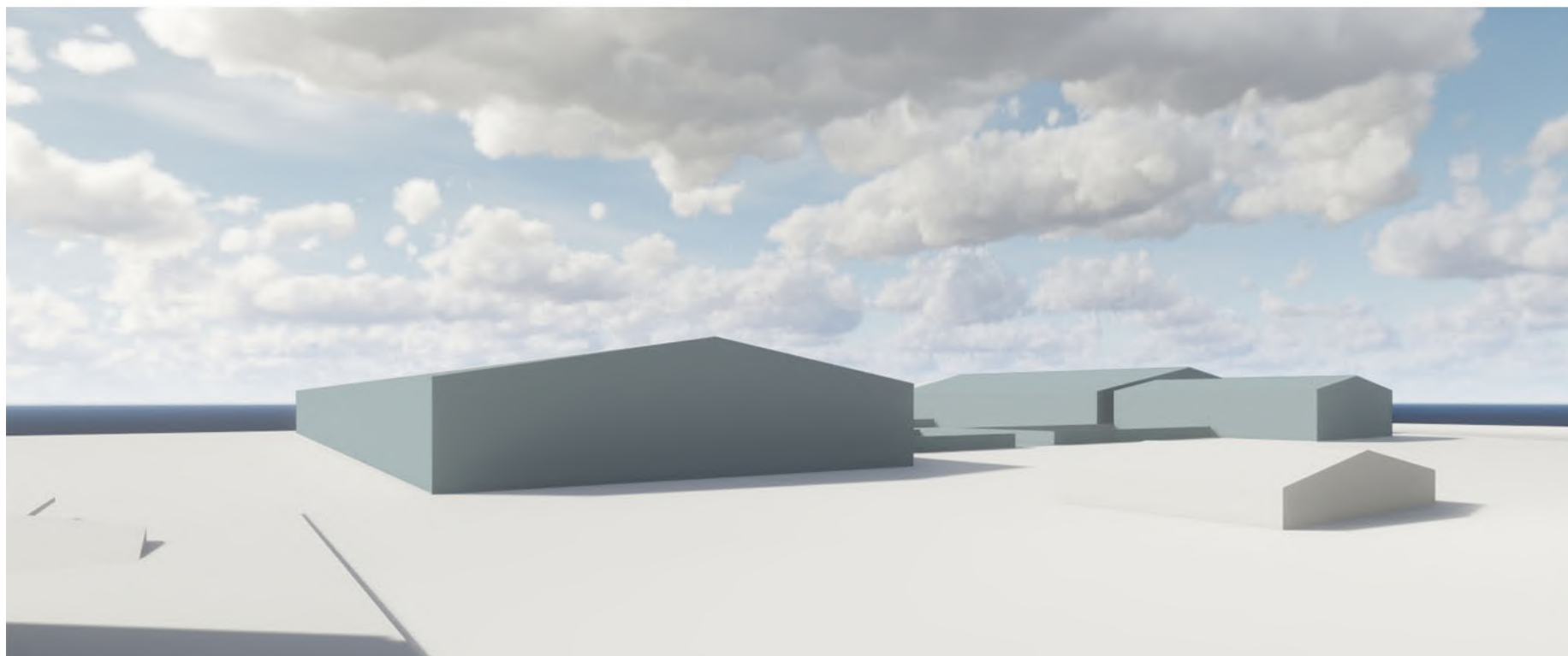
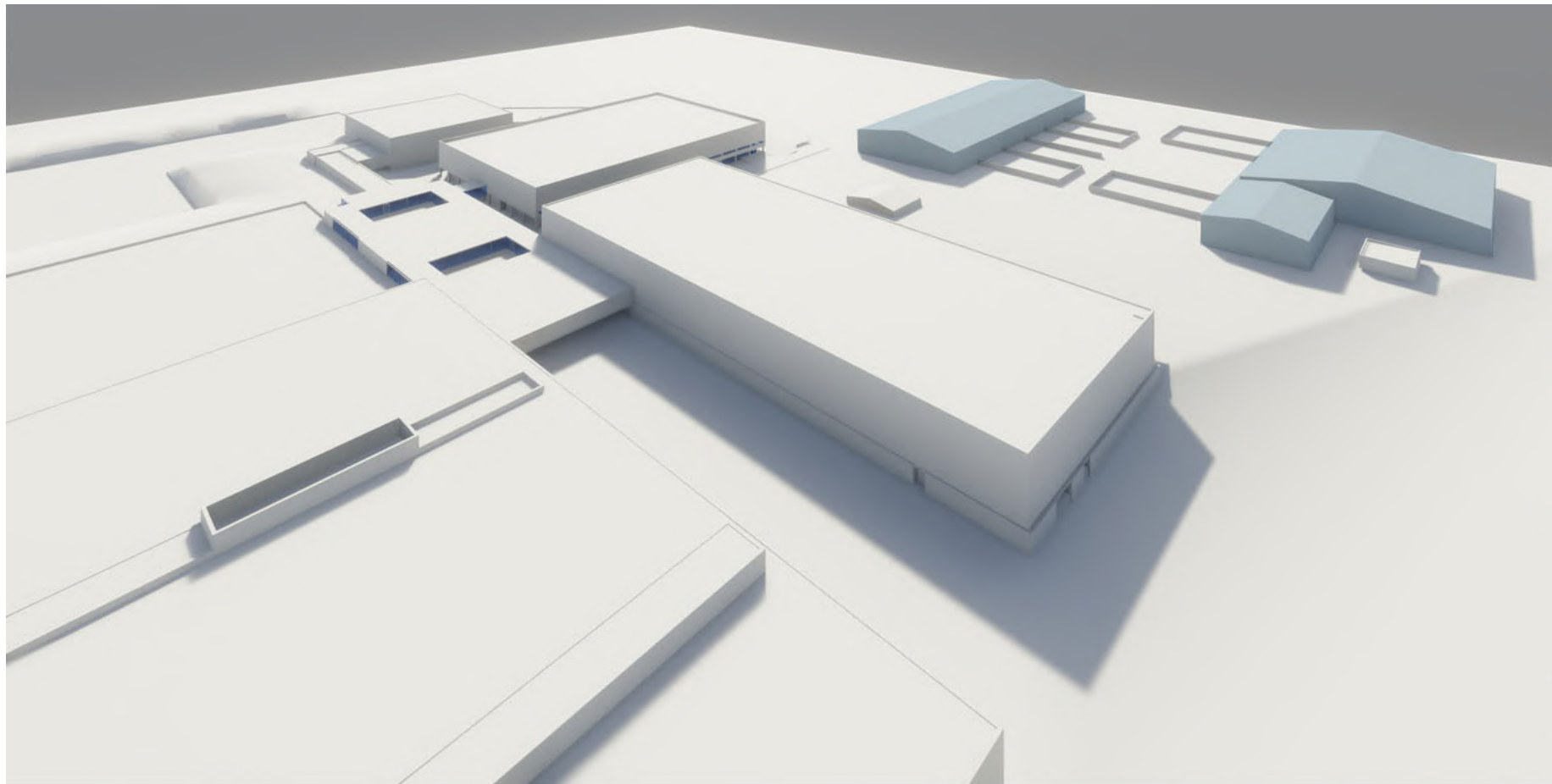
Three recent industrial developments within Havant and others within proximity are shown overleaf. They are;

- Velocity Park, Havant
- Hermitage Park, Havant
- Pioneer Park Portsmouth
- Merlin Park, Portsmouth
- Voyager Park, Portsmouth.



INDUSTRIAL LAYOUT PROPOSAL

INDUSTRIAL - CONCEPT DEVELOPMENT



NEW BUILD INDUSTRIAL ARTISTIC IMPRESSION AND PRECEDENTS

INDUSTRIAL - PROPOSAL

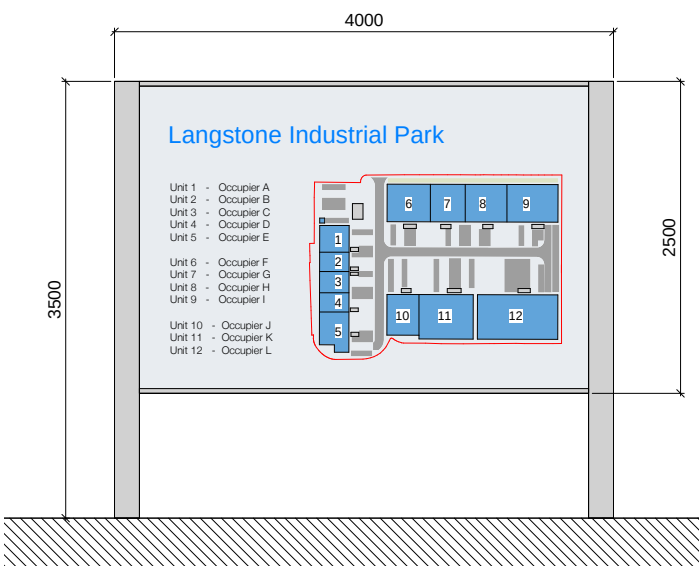
The proposed industrial layout is divided into three blocks that occupy the perimeter of the site. Access, associated parking and forecourts are contained centrally. The 12 units range in scale and offer a variety of volumes;

- Units 01-05 are positioned west and incorporate 7m internal FFL to U/S of haunch.
- Units 06-09 are located north and incorporate 8m internal FFL to U/S of haunch.
- Units 10-12 are positioned south and incorporate 10m internal FFL to U/S of haunch.

The material treatment, hierarchy responds to the existing language at Langstone Technology Park as described throughout this document and in accordance with the design framework.

The north facing elevation for terrace 06-09 will incorporate verge planting to provide relief along the site edge. Recessed panelling and A.H.U. will offer material variety and articulate the elevation to generate interest. Additional planting and acoustic fencing is proposed between units 09 and 12 facing east.

A signboard will be displayed north of the car park that provides 32 spaces and contain key occupier information to assist way finding.

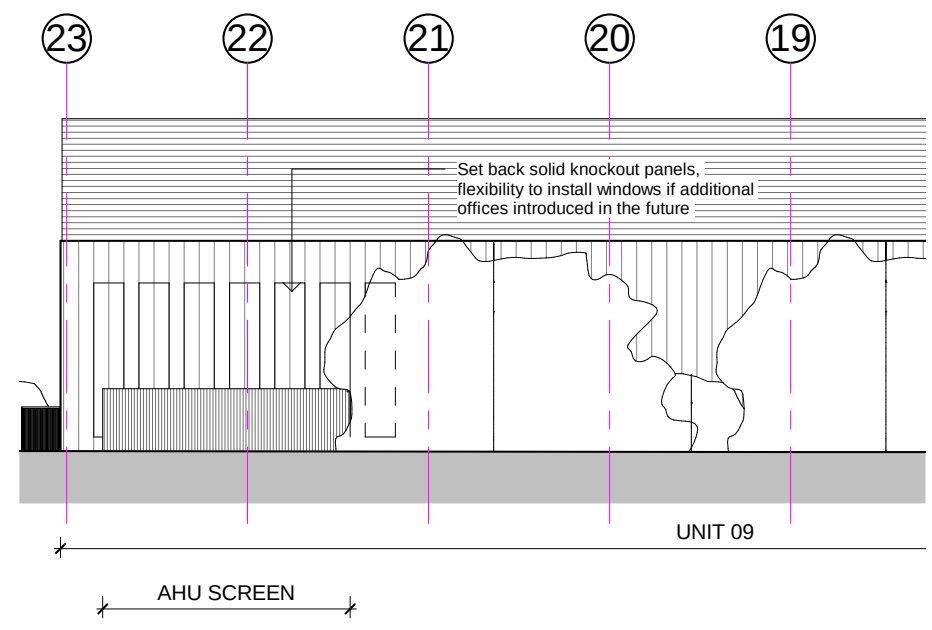


INDUSTRIAL SIGNBOARD.



PROPOSED INDUSTRIAL SITE PLAN.

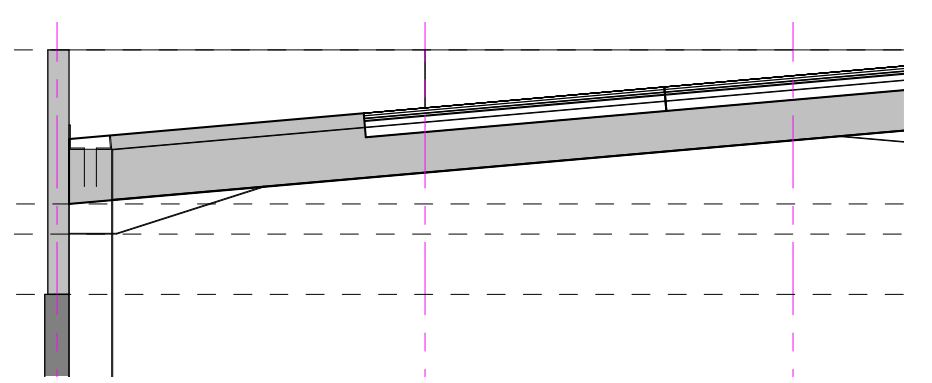
INDUSTRIAL - PROPOSAL



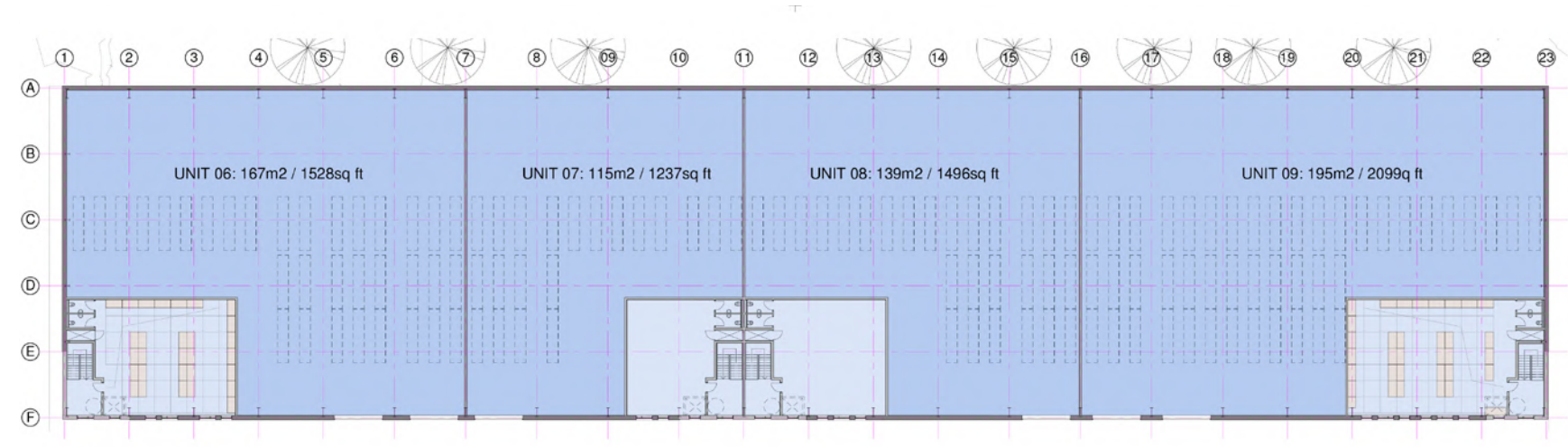
ELEVATION TREATMENT FACING BUILDING 5000 / 6000.



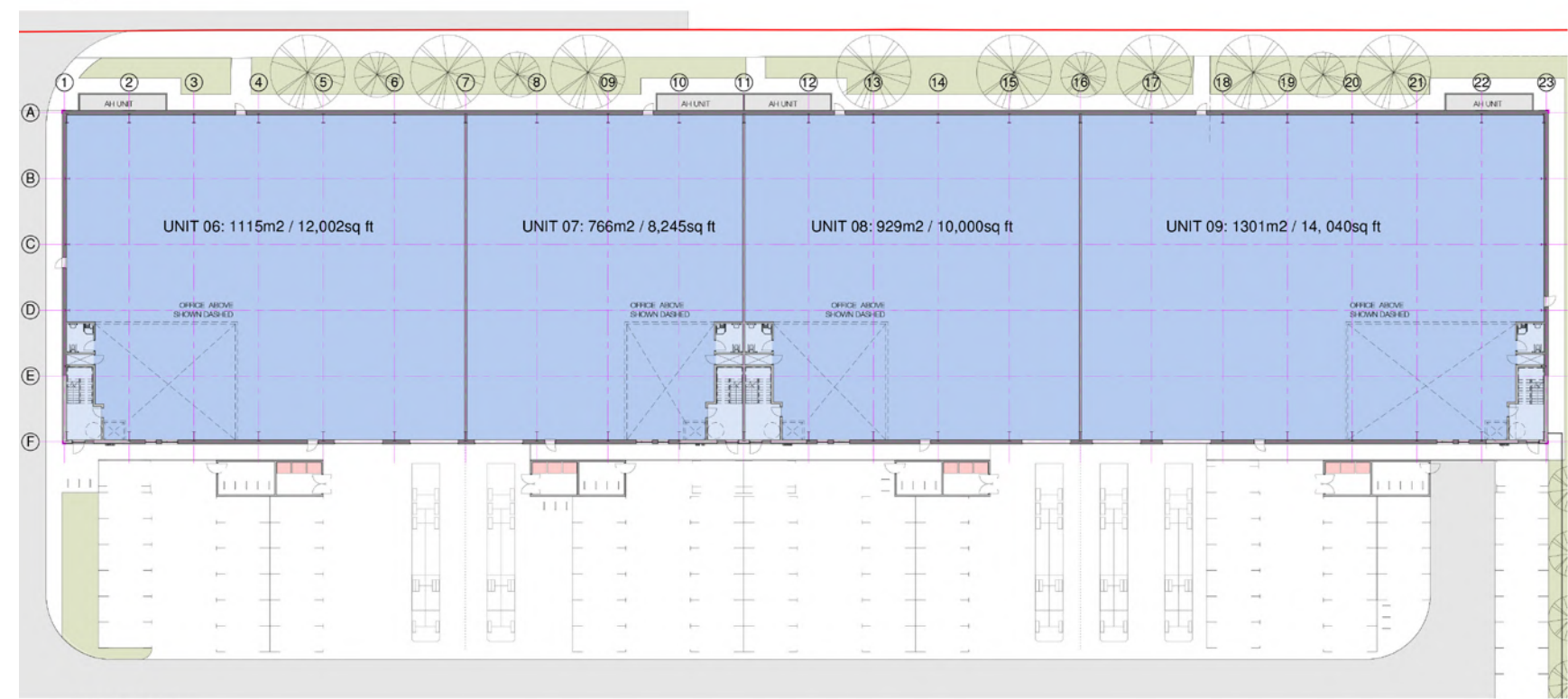
TYPICAL ENTRANCE ARRANGEMENT.



PARAPET, PITCHED ROOF AND CONCEALED RWP.



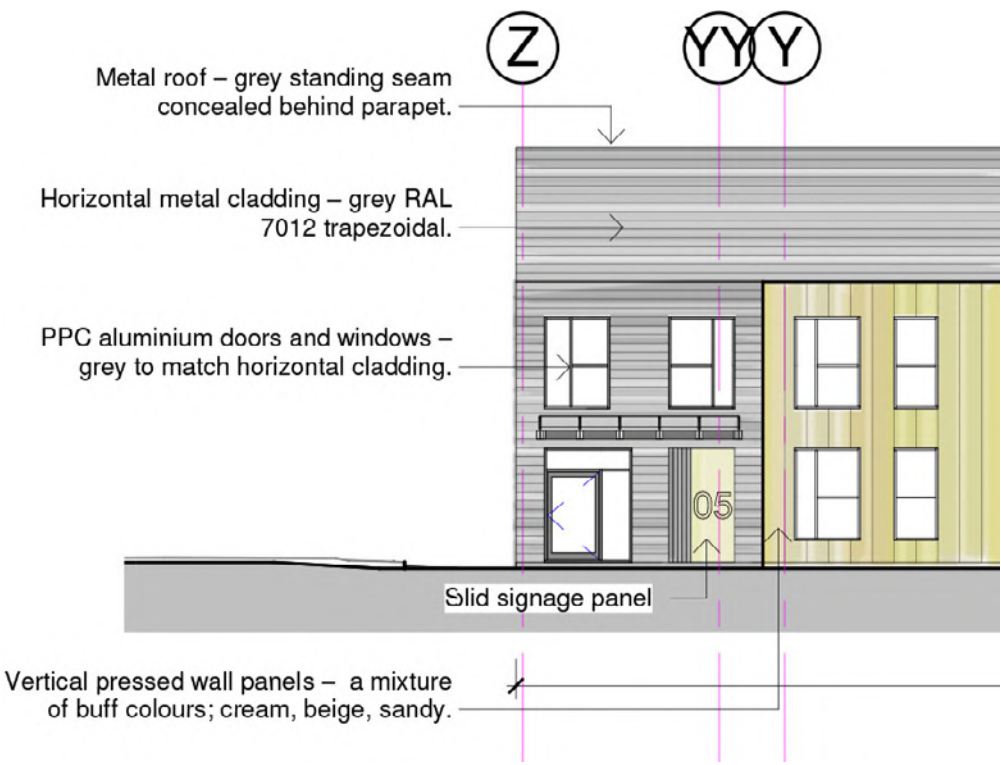
First Floor - Units 6-9
1:200



GF - Units 6-9
1:200

UNITS 06-09 PROPOSED GROUND AND FIRST FLOOR PLAN.

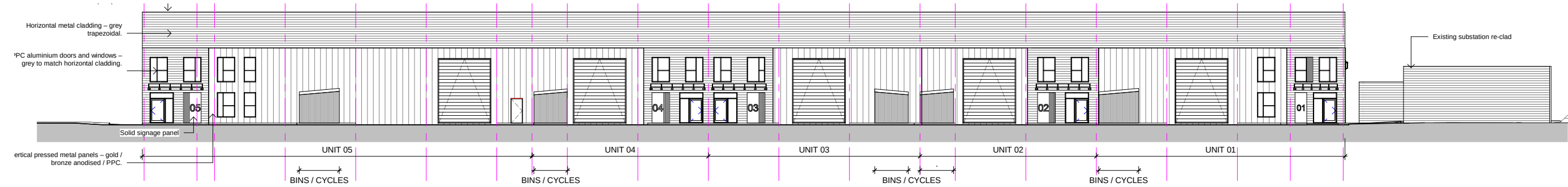
INDUSTRIAL - PROPOSAL



MATERIAL ELEVATION



LANGSTONE INDUSTRIAL PARK, ARTISTS IMPRESSION.



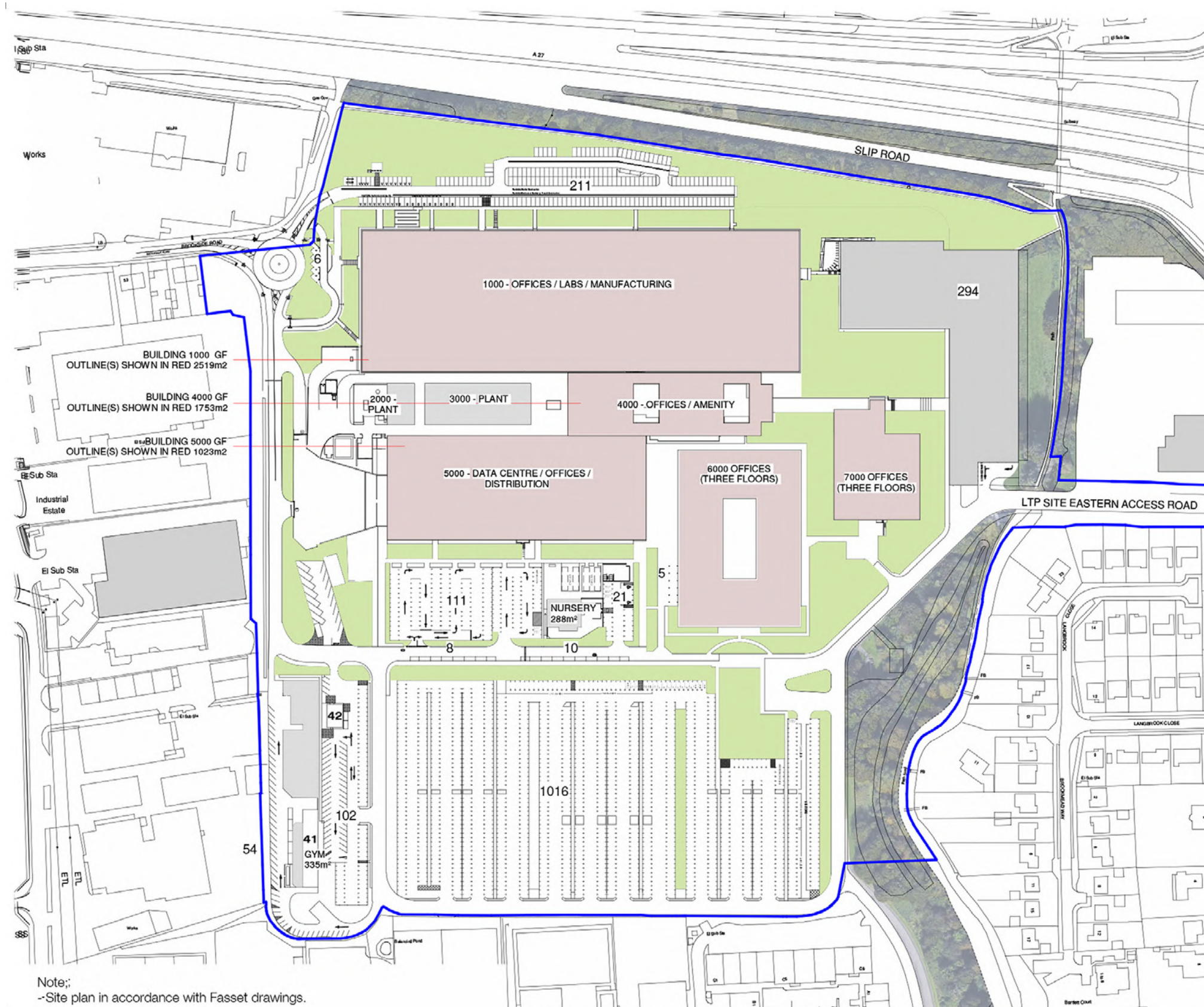
Units 01-05 East Elevation
1 : 200

UNITS 01-05 PROPOSED PRINCIPAL ELEVATION.

There are 1854 car park spaces of which 70% are south of building 5000. Traditionally, the car park spaces would be provided closer to the office buildings which they predominantly serve.

TOTAL PARKING SPACES PROVIDED: 1854

POLICY COMPLIANT WITH MINIMUM PARKING STANDARDS.



AWW inspired environments

16. PROPOSED PARKING & TRANSPORT STRATEGY

The proposed parking strategy coordinates with the siting of specific buildings and meets local planning policy requirements. Sustainable credentials will be enhanced.

TOTAL PARKING PROVIDED: 1888

POLICY COMPLIANT WITH PARKING STANDARDS

Highly sustainable location:

- Convenient walk/cycle routes;
- Convenient bus services;
- Convenient rail services.

Adjacent to the trunk road network.

Two points of vehicular site access:

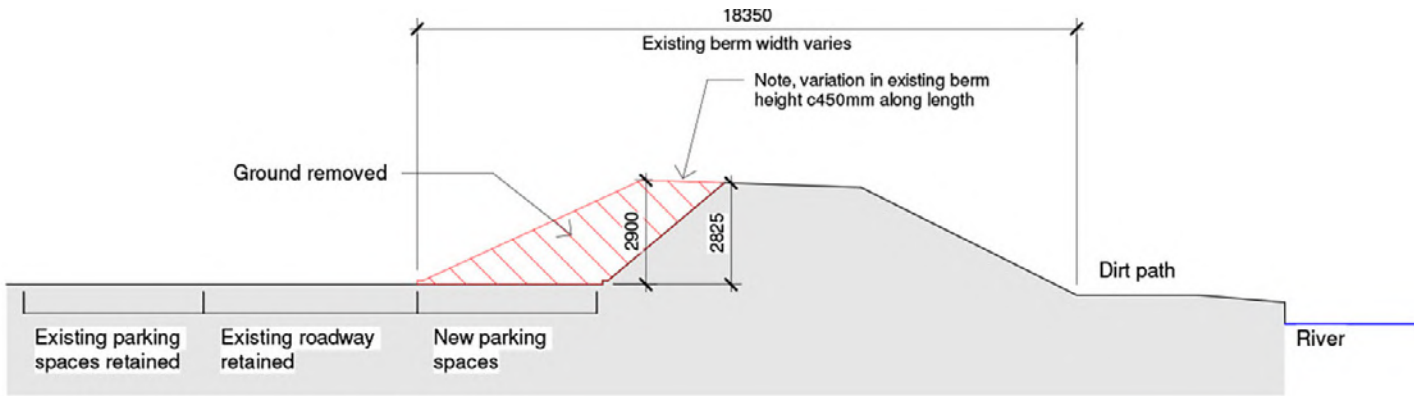
- Traffic spread over a number of routes;
- Based on June 2019 site traffic counts, both car and HGV movements broadly evenly split between eastern and western site access.

Pre-application discussions held with local and strategic highway authorities Hampshire County Council and Highways England established scope of assessment and agreement on trip rates and appraisal methodology.

Site transport strategy envisaged:

- Site traffic and parking demand will not increase meaningfully over historic levels, reflecting broader and more contemporary employment mix.
- Retention of two points of access.
- Vehicular route through site less direct.
- Proposal to focus vast majority of HGV traffic on western access.

Havant Borough Council are giving consideration to signalling the Langstone Road/Site Access (Eastern) junction as part of their emerging Local Plan. The Technology Park proposals do not prejudice those prospective works.

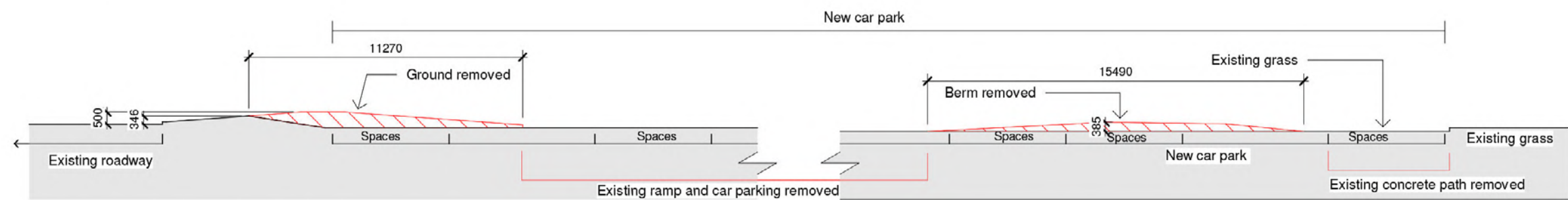
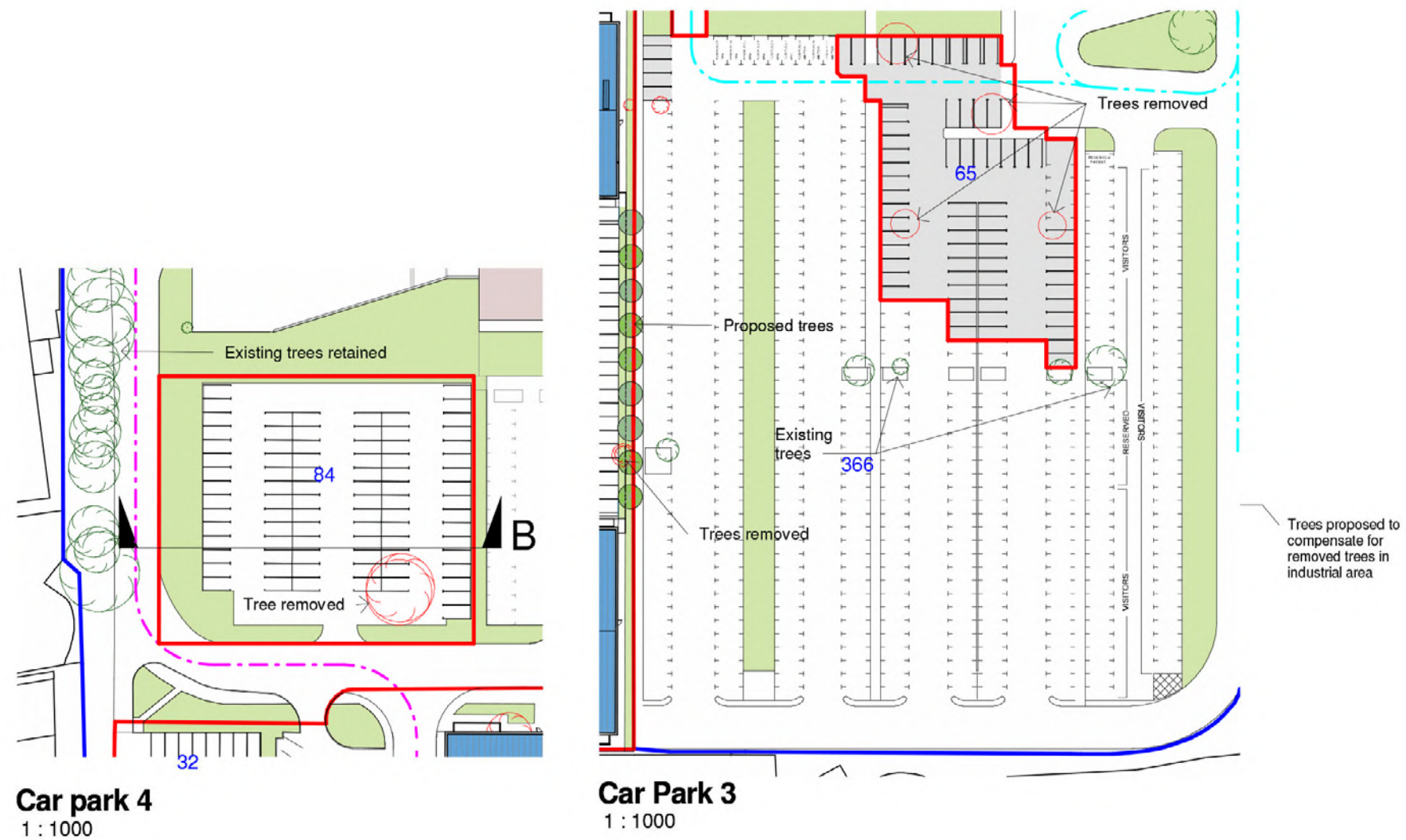


Section A - berm re-profiling
1 : 200



PROPOSED PARKING ARRANGEMENT

PROPOSED PARKING & TRANSPORT STRATEGY



Section B - berm re-profiling

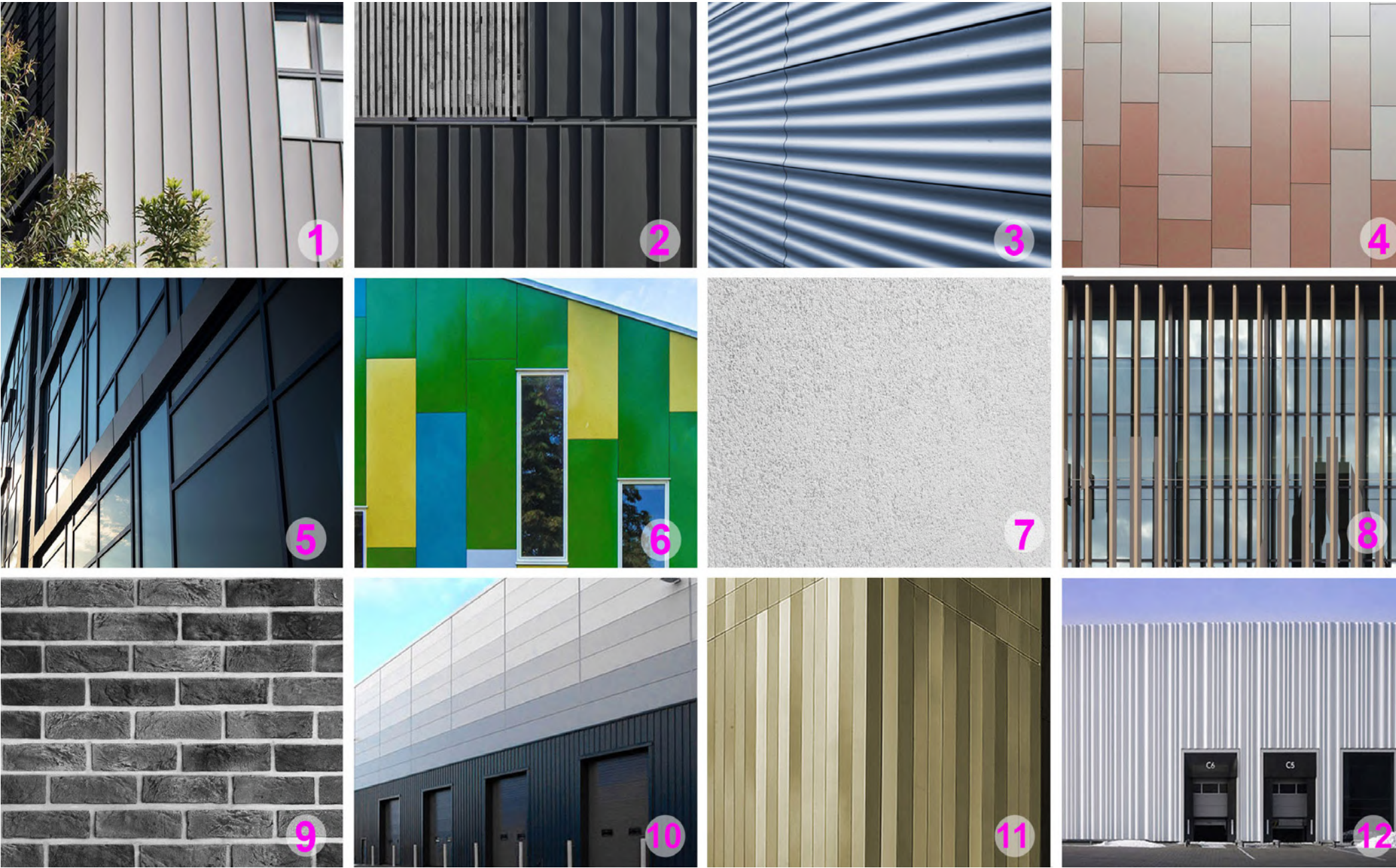
17. MATERIAL ANALYSIS

Façade articulation and material aesthetics have been considered in detail. The material extracts demonstrate possible solutions for treating the existing fabric, interventions and proposed construction.

- 1. Standing seam metal cladding – grey
- 2. Standing seam metal cladding – graphite grey
- 3. Corrugated / ribbed sheet cladding – aluminium / steel / copper – several options
- 4. Composite panels – numerous colour and size options
- 5. Curtain walling and panels – irregular arrangement
- 6. Insulated panels – numerous colour and size options
- 7. Render – colour to match existing concrete panels
- 8. Fins / slats – several material options and spacing depending on location
- 9. Engineering brick – possible rising walls, plinths, piers and panels.
- 10. Vertically arranged trapezoidal plinth with insulated panels above.
- 11. Pressed panels. Vertical arrangement - a mixture of colours, cream, beige, sandy.
- 12. Corrugated / ribbed sheet cladding arranged vertically.

The examples provide a material palette suitable for commercial and industrial use.

We consider extracts 1, 4, 5, 7, 8 10 and 11 appropriate for Langstone Technology Park and its wider contextual environment.

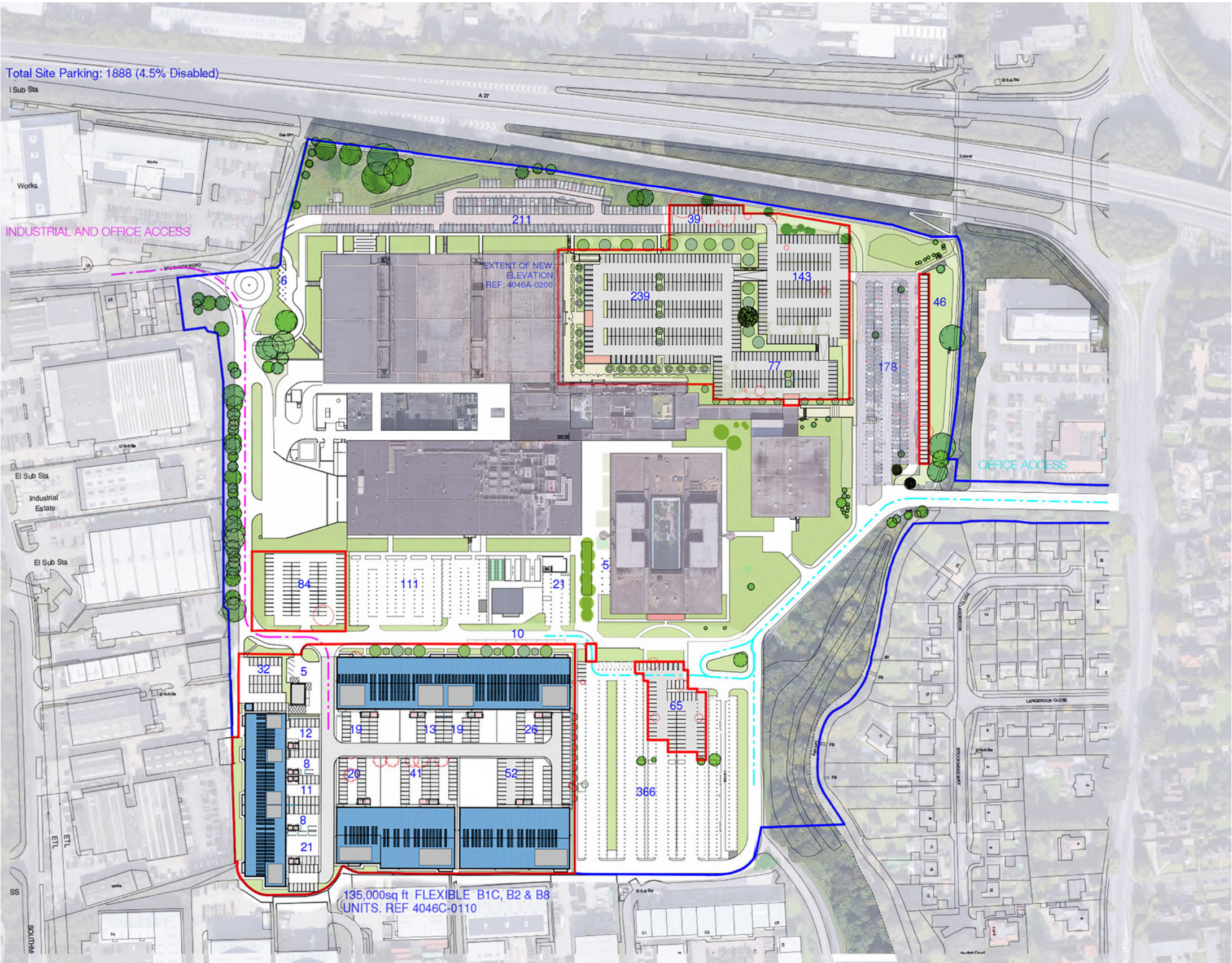


18. SUMMARY

We believe that the proposed masterplan supports the vision of the adopted Local Plan and emerging policy through identifying areas where sustainable and appropriate development could take place. The rationalisation of existing parking areas, refurbishment of existing buildings and creation of new commercial floor space will improve the site and its locality, help attract new companies and generate additional employment within the Borough.

Our masterplan proposal can assist in placing Langstone Technology Park at the forefront of the Fourth Industrial Revolution, creating the right conditions to support companies specialising in future technologies, whilst also appealing to more traditional and established companies and users.

We hope that the content presented demonstrates our willingness to undertake a robust and responsible design process. A design process that is in accordance with adopted policy and one that illustrates our desire to work with a great variety of stakeholders and the local community.





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