



Planning Statement on behalf of  
**AG Langstone B.V and Trinity Investment Management**

**LANGSTONE TECHNOLOGY PARK  
LANGSTONE ROAD  
LANGSTONE  
PO9 1SA**

**05 July 2019**  
Our Ref: 18-02501

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## 1 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of AG Langstone B.V. and Trinity Investment Management ('the applicant') in respect of proposed development to improve Langstone Technology Park, Langstone Road, Langstone P09 1SA ('the site'). Please refer to the site location plan attached at **Appendix 1**.

### THE PROPOSAL

- 1.2 The applicant seeks full planning permission for the part-demolition of Building 1000, installation of a new flank elevation to the east of Building 1000, 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; the creation of new car parking areas and the rationalisation of existing parking areas.
- 1.3 The formal description of development is proposed as:

*'Full Planning Permission is sought 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'*

### STRUCTURE OF PLANNING STATEMENT

- 1.4 This Planning Statement has been prepared in support of the planning application, and it explores the key planning considerations relevant to the proposals as follows:
- Chapter 2: Site and Surroundings;
  - Chapter 3: Planning History;
  - Chapter 4: The Development Proposal;
  - Chapter 5: Planning Policy and Guidance;
  - Chapter 6: Pre Application Consultation;
  - Chapter 7: Planning Considerations; and
  - Chapter 8: Conclusions.
- 1.5 In this context, the Planning Statement provides an overarching background to the proposal and should be read in conjunction with the full set of submitted documents and plans prepared in support of the application, which together address all relevant planning matters in detail.

### CONTENT OF THE APPLICATION

- 1.6 In addition to this Planning Statement the application is supported by the following documents:
- A suite of drawings including an illustrative layout plan/masterplan, associated floor plans and elevations, prepared by AWW;
  - An Acoustic Report, prepared by KP Acoustics;
  - An Air Quality Assessment, prepared by REC;
  - A Phase One Land Contamination Report, prepared by Delta Simons;
  - A Drainage and Flood Risk Assessment, prepared by Clancy Engineering;

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- A Phase One Ecology Report, prepared by The Ecology Co-Op;
  - A Bat Emergence Survey of Building 1000, prepared by The Ecology Co-op;
  - An Energy and Sustainability Report, prepared by Cudd Bentley;
  - A Heritage Assessment, prepared by EDP; and
  - A Transport Statement and Travel Plan, prepared by David Tucker Associates.
  - Two BREEAM Pre Assessment Reports prepared by Cudd Bentley
  - Part L2B compliance Report for Building 1000, prepared by Cudd Bentley

1.7 The submissions conclude that the proposed development is acceptable, and supportable, in planning terms.

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## 2 SITE AND SURROUNDINGS

- 2.1 Further details of the site and its surroundings will be set out in further detail within the Design and Access Statement, however, a summary is presented below.

### SITE

- 2.2 The wider Langstone Technology Park ('the park') lies to the south of Havant Town Centre separated by the Havant Bypass (A27), and is to the north of Hayling Island on the western side of Langstone Road (A3023), which provides the main access to the A27 and Havant Town Centre to the north, and Hayling Island.
- 2.3 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.
- 2.4 In general terms, the park is divided into three areas:
- 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.
- 2.5 Despite the park being a key employment site within the Borough, the park has experienced a slow decline over a number of years. There has also been limited investment in adapting, repositioning and modernizing the existing buildings over this period.
- 2.6 Some of the buildings (most notably Building 1000) have deteriorated with age and the access/servicing arrangements, particularly to the eastern end of Building 1000, do not meet the needs of manufacturers which have evolved and changed over time.
- 2.7 Furthermore, some parts of Building 1000 are not fit for purpose as offices in terms of configuration, daylight levels or from a sustainability perspective.
- 2.8 Occupier demand in the area is also changing from B1 (a) office space (with or without supporting lab/industrial facilities) to a broader range of B class uses including B1(c), B2 and B8 floorspace.
- 2.9 The current layout of the site, which was designed for a single occupier rather than multi occupation, also impacts circulation, pedestrian flow and way finding through the park.
- 2.10 As a result, the site is currently struggling to attract new occupiers, and this is having a further and wider impact on the attractiveness of the site. Numbers of employees on site have fallen significantly from what they were in its heyday.
- 2.11 In this context, the site is in some need of investment and regeneration – this proposal seeks to ensure that this happens.

### SURROUNDINGS

- 2.12 The wider park is surrounded by a wide range of land uses. Specifically:
- 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 north, beyond boundary vegetation and the A27, lies Havant Town Centre, specifically the Tesco Superstore, Solent Road Retail Park and other associated development, and

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- To the east, beyond generous vegetation, lies a pub and a hotel (to the north-east) and residential development (to the south-east).

2.13 As such, the site is in close proximity to a number of different land uses and amenities, underlying its essential sustainability as a previously developed site within the defined settlement area of Havant.

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### 3 PLANNING HISTORY

- 3.1 The site has a lengthy planning history, and a schedule of historical planning applications is attached to this report at **Appendix 2**. In summary, planning permissions were originally granted for employment development in the late 1960s and early 1970s, and built out in the early 1970s.
- 3.2 Beyond minor improvements, four planning applications have been submitted to the local authority since 2000:
1. An application (Ref: 00/50238/068) for the demolition of buildings (21 and part 24) on the A27 frontage and redevelopment to include a DIY Retail Store (11,288 sqm), Garden Centre (2,787 sqm), external trade Area (1,858 sqm) and car parking (640 spaces) with vehicular access to Langstone Road (A3023) and Brookside Road (incorporating revised junction layout arrangements), new cycleway and landscaping, the erection of two B1 production units (9, 290 sqm) in the south-west corner with a service access road, 310 parking spaces and landscaping, demolition of building (16) and revised parking layout for remainder of site including landscaping and the demolition of four dwellings (39a, 39b, 43 and 47 Brookside Road) was refused in July 2001;
  2. An application (Ref: 02/50238/076) for the demolition of four dwelling houses, new access road layout, including the formation of new roundabout at Brookside Road and construction of a car park adjacent to the northern boundary with the A27 was approved in January 2003;
  3. An outline application (Ref: 03/50238/077) for four, three storey buildings for employment (class B1) uses providing 9782 sqm of floor space; 303 additional car parking spaces, cycle routes, highway and ancillary works and the demolition of four dwelling houses was submitted in February 2003 but is recorded as “*not proceeded with*”; and
  4. An application (Ref: APP/10/00272) for the demolition of an existing steel clad building and two portacabins to make way for a single storey timber framed building to house a 52 place nursery school was approved in September 2010.
- 3.3 It is understood that the second and fourth planning applications have been implemented, confirming that the local authority has approved development which is complementary to, and supports, the park.
- 3.4 An EIA Screening Opinion request (GEN/19/00354) was sought at the site for the erection of new industrial units and rationalisation of south car park, demolition of part of the northern most building with new elevation on the remaining part of the building, new screen on adjacent building and extension to existing car park. The local authority confirmed in a response to this request dated 29 May 2019 that an EIA would not be required. Please see EIA screening opinion response attached at **Appendix 3**.

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## **4 THE APPLICATION PROPOSALS**

- 4.1 As previously identified, the park has been subject to a period of decline, and this proposal seeks to reverse this by investing and regenerating the site to make it more attractive to existing and future occupiers.
- 4.2 The overall masterplan and design approach is set out in the supporting Design and Access Statement produced by AWW and illustrated on the submitted drawings.
- 4.3 The proposal will improve the appearance and legibility of the existing units at the park and help ensure it retains its position as a key employment site within the Borough by providing the type and quality of space that occupiers want. It will ultimately improve occupancy within the park by removing some of the oldest and most obsolete floorspace, and replace this with new office industrial and distribution floorspace, designed to modern standards and to meet current occupier demand.
- 4.4 The proposals are also intended to improve vehicular, pedestrian and cyclist circulation within the park, as well as visual amenity for its users and neighbouring businesses, thus improving the park, from a marketing perspective, with the objective of attracting new businesses to the area. This planning application seeks full planning permission for the following:
- Part-demolition of the eastern two bays of Building 1000, the internal reconfiguration of bay 3 Building 1000 as offices and the erection of a new flank wall on the new eastern elevation of the building;
  - The laying out of a new car parking area at raised level where bays 1 and 2 of Building 1000 are demolished;
  - The erection of a new wall to the northern edge of Building 4000, and screening on the roof to conceal the existing plant as a result of the part-demolition of Building 1000;
  - The erection of new flexible B1c, B2 and B8 use units, comprising approximately 13,476sqm of new floorspace within the South-West corner of the site with associated parking; and
  - The reconfiguration of the parking layout and the improvement of the landscape throughout the site.
- 4.5 As a result of the above works, which require a significant capital investment, the park will be rejuvenated and will assist in retaining and attracting new occupiers onto the park thus generating additional employment opportunities within the Borough.

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## 5 PLANNING POLICY AND GUIDANCE

- 5.1 The National Planning Policy Framework (NPPF), adopted February 2019, is a material consideration in all applications. The Development Plan for Havant consists of Core Strategy (2011) and the Local Plan Allocations (2014).

### NATIONAL POLICY

- 5.2 The Government published the NPPF in February 2019. The document sets out the Government's planning policies for England and how these should be applied.
- 5.3 The NPPF replaces all planning policy guidance and planning policy statements which previously formed the national tier of planning policy guidance. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirement so that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development.
- 5.4 In terms of decision taking, paragraph 11 advises that Local Planning Authorities (LPAs) should approve development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.5 In order to achieve sustainable development, the NPPF sets out several underpinning aims which provide the context of assessment of development proposals. The different aims – in so far as they are relevant to the assessment of this application – are set out below.

### Pre Application engagement and front loading

- 5.6 The NPPF confirms within paragraph 39 that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre application discussion enables better coordination between public and private resources and improved outcomes for the community.

### Building a strong, competitive economy

- 5.7 According to paragraph 80, planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

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### Achieving well-designed places

- 5.8 The NPPF confirms within paragraph 124 that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 5.9 Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.10 Furthermore the NPPF confirms in paragraph 127 that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short-term but over the lifetime of the development;
  - Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### LOCAL PLANNING POLICY

- 5.11 The Development Plan for Havant Borough Council consists of the Local Plan (Core Strategy 2011) and the Local Plan (Allocations 2014) the relevant key policies of which are highlighted below.

#### Core Strategy (2011)

- 5.12 Policy CS2 confirms that the council will seek to flexibly accommodate a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 to include:
- 75,000 square metres of B1 offices;
  - 45,500 square metres of B2 manufacturing; and
  - 41,500 square metres of B8 warehousing.
- 5.13 The local authority annual monitoring data indicates that delivery, to date, is considerably lower than these targets.
- 5.14 Furthermore, Policy CS2 goes on to state that planning permission will be granted for development proposals that:
- Prioritise the use of previously developed land for the provision of new employment;
  - Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.
  - Encourage smart economic growth and promote advances in information and communications technologies.
- 5.15 Policy CS16 states that planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. In doing so developments should respond to, draw inspiration from and respect local context and:

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- Use the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors; and
  - Does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
- 5.16 Policy CS16 also proposes that developments adapt to the changing needs of the users and the changing climate over the lifespan of the building.
- 5.17 Policy DM11 confirms that the local authority will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:
- Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards; and
  - Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.

#### Emerging Policy

- 5.18 The local authority is currently preparing a new Local Plan, although in the early stages of preparation, it is noteworthy that the emerging plan identifies the site as a key employment location.
- 5.19 Specifically, Policy KS10 allocates Langstone Technology Park for development of employment floorspace together with supporting uses and infrastructure to create and maintain it as a dynamic and successful business complex. Complementary uses such as educational facilities fit for the needs of the emerging 4IR digital technology would also be supported.
- 5.20 In this context the site is recognised as a major source of employment within the Borough and further development in this vein is supported.
- 5.21 The latest consultation ended on 18 March 2019 and representations were made on behalf of the applicant which were broadly in support of the current allocation and its aspirations but also provided commentary on more detailed matters.
- 5.22 At present, the local authorities are reviewing the responses received during the most recent consultation. The next step is for the local authority is to prepare and adopt Statements of Common Ground scheduled for August 2019 prior to submitting the plan to the Secretary of State which is scheduled for November 2019.
- 5.23 In this context it is acknowledged that whilst the emerging local plan does carry some weight, this weighting is not significant at this stage but will increase in the future. However, the proposals at Langstone Technology Park are in accord with the allocation within the emerging Local Plan.

#### SUMMARY

- 5.24 From the foregoing commentary, the following policy themes are clear:
- At national level, planning policy supports economic development and confirms that planning applications for sustainable development, that do not offend policies within an up-to-date Development Plan, should be approved without delay, and

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- At the local level, the site is not allocated for any particular land use within the Development Plan, albeit economic development is generally encouraged. Further, in emerging policy the site is specifically allocated for employment floorspace and supporting uses.

5.25 Evidently, in addition to the above points, planning policy requires proposals to meet a broad variety of normal development management considerations.

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## 6 PRE APPLICATION CONSULTATION

- 6.1 The NPPF outlines the need for effective consultation as part of the development process and confirms the importance of early engagement with the Local Authority in association with the planning application.

### APPROACH

- 6.2 Against this background, the applicant has sought to secure the involvement, advice and agreement of officers from the earliest stage, as part of the detailed pre-application process. This “front-loading” approach has been pursued in the interests of promoting a collaborative approach to the development of the site, and can be summarised as follows:

### FORMAL PRE-APPLICATION MEETINGS

- 6.3 A pre-application package was prepared and submitted to the local authority on 21 January 2019. A meeting was held with the local authority on 27 February 2019, the pre-application submission consisted of the following documents which formed the basis for these discussions.

- Pre-Application Planning Statement;
- Design and Access Document;
- Transport Scoping Note; and
- A full drawing package.

- 6.4 This meeting was a positive step in the pre-application process and provided the basis for the scope of supporting information which has formed this application. The principle of development is supported by the local authority and the feedback received from consultees has narrowed down the potential issues to include Transport and Heritage impacts, which are dealt with in detail as part of this application. The written feedback received from the Council is attached to this Planning Statement at **Appendix 4**.

- 6.5 In parallel to the above, our Transport Consultant has held pre-application meetings with the local Highways Authority, in this case Hampshire Highways and Highways England, both of which have raised no in principle objections to the proposal from a highways perspective.

### DEVELOPMENT CONSULTATION FORUM

- 6.6 Given the scale of the proposal we were advised to conduct a Development Consultation Forum (DCF), which is a platform for a developer to share their proposal with the local authority and interested community groups along with the public before moving onto the planning application stage.

- 6.7 The forum was held at the Council offices on 21 May 2019 and a short presentation attached at **Appendix 5** was given to the assembled stakeholders, and feedback was received via a question and answer session at the end of the presentation. Overall, the DCF was a positive process with the key stakeholders broadly supportive of the proposals and keen to see the site being redeveloped thereby helping to both retain and attract new employers and generate additional employment opportunities in the Borough. The main issues to come out of this process, which are dealt with in detail within this statement and the wider application submissions, were:

- Transport and highways; and
- Heritage.

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- 6.8 The feedback received was positive in general terms and highlighted the need for the proposal to come forward to ensure the future of the Park which is a key employment site within Havant Borough.

#### EIA SCREENING OPINION

- 6.9 Due to the scale of the proposal an EIA screening request was submitted to the Council on 26 April 2019 under reference GEN/19/00354.
- 6.10 The Screening request concluded that the proposal would fall within Schedule 2 Class 10 (a) 'Industrial estate development projects' of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 due to the proposed scale of the development which exceeds 0.5 hectares.
- 6.11** A response to the screening request was received from the Council on 30 May 2019 which confirmed that the proposal would not have a significant effect on the environment and would therefore not constitute EIA development. A copy of this response is attached at **Appendix 3.**

#### SUMMARY

- 6.12 In the context of the above, it is evident that the application has not been prepared and submitted in isolation and without consultation. Rather, the proposals have been informed by pre-application feedback received from the principle decision-makers and other stakeholders and incorporated into the development as far as possible.

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## 7 PLANNING CONSIDERATIONS

7.1 This section sets out key planning considerations relevant to the determination of the application, informed by the contextual analysis of the site, its surroundings, planning history, policy review and pre-application consultation.

7.2 The key planning considerations can be summarised as follows:

- The principle of development;
- Design;
- Amenity;
- Air Quality
- Ecology;
- Energy & Sustainability;
- Flood Risk and Water Management
- Ground Conditions;
- Heritage; and
- Transport.

### THE PRINCIPLE OF DEVELOPMENT

7.3 The park is previously developed land, within existing settlement boundaries and well connected to local transport. As such the park is an eminently sustainable site for development, and therefore the principle of developing and improving the park should be wholeheartedly embraced by the local authority.

7.4 Notwithstanding this, the majority of buildings on the park were developed around 40 years ago. Some buildings have aged better than others and are still in their original use, for example Building 6000. Other buildings have not fared as well particularly where the use has changed over time, for example Building 1000. The park was designed originally to meet the needs of one occupier, IBM, and the proposals seek to make it more attractive location to a wider range of potential occupiers and function better as a multi occupancy site.

7.5 Bays 1 and 2 in Building 1000 will be demolished and bay 3 reconfigured and upgraded to provide higher quality office space with improved daylight, replacing the current floorspace which is outdated, dilapidated and does not meet modern market requirements. A marketing strategy report has been prepared by Lambert Smith Hampton (LSH), attached at **Appendix 6**.

7.6 LSH have been acting as the marketing and sales agents for the site for a number of years, and their report details the occupational history of the eastern bays of Building 1000 (known as Areas 1 and 2), which are proposed to be demolished. The report details that, despite marketing of the site these bays remain vacant, notwithstanding that other areas in the park that have become vacant in the interim have found new occupiers. This lack of interest has arisen because the bays are not fit for purpose as modern employment floorspace due to the physical constraints of the building - amongst other issues a lack of natural light.

7.7 In addition, the proposal will provide additional, high-quality and modern employment floorspace (in use Class B1 (c), B2 and B8, in light of occupier demand) to ensure that employment is retained on the site.

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7.8 Despite the loss of floorspace as a result of the works to Building 1000 overall this proposal results in a net increase of circa 75,000 sq ft of employment floorspace as well as the potential to bring back circa 36,000 sq ft of office space into beneficial occupation.

7.9 This development, and the extensive investment it represents (particularly when considered alongside other proposed improvements to the park), is wholly in accordance 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. This further underlines that the local authority should be strongly supporting the proposal in principle.

#### DESIGN

7.10 The proposal is supported by a comprehensive Design and Access statement (DAS) prepared by the scheme architects AWW. In this document, matters of design are set out in detail however commentary in response to relevant planning considerations are set out below.

7.11 The DAS outlines the rationale behind the design of the proposal and establishes how the scheme will be designed to a high standard, respect local context and is designed to reflect existing scale and materials used throughout the technology park.

7.12 In the context of the above the proposals are supported by national and local planning policy, specifically the NPPF and the adopted Core Strategy, specifically policy CS16.

#### AMENITY

7.13 The development will be buffered from neighbouring residential properties by a car park and screened by existing and well established vegetation. As such, there will be very limited visual impact on neighbouring properties.

7.14 The planning application is supported by an Acoustic Assessment, undertaken by KP Acoustics Ltd, to provide baseline noise levels and an assessment as to whether there should be any concerns relative to impact from noise on surrounding properties. The assessment has been prepared in accordance with relevant national guidance.

7.15 The assessment finds that, in the context of background noise levels, the development would not have adverse impacts on the nearest residential receivers. However, it also advises that further calculations would need to be undertaken once further details of specific plant and machinery emerge. It is accepted that a suitably worded condition could be imposed on the planning permission ensuring that there is no material impact on neighbouring residents; this condition has been suggested within the conclusion of the acoustic report.

7.16 No other impact is anticipated on the amenity of neighbouring residential properties as a result of the proposal, and as such the planning application should be supported by the local authority in these terms.

#### AIR QUALITY

7.17 An Air Quality Assessment (AQA) has been prepared by REC Ltd to support the proposal. The AQA sets out the baseline conditions, considers the suitability of the site for the proposed end-use and assess potential impacts as a result of the development. The assessment concluded that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

7.18 Furthermore, the assessment concluded that impacts on pollutant levels as a result of operational phase pollutant emissions are not predicted to be significant at any sensitive

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location in the vicinity of the site. In this context, the proposal should be supported in terms of Air Quality.

#### ECOLOGY

7.19 The planning application is supported by a Phase 1 Habitat and Species Survey prepared by the Ecology Co-Op, which was followed up by a Bat Emergence Survey of Building 1000, also attached to the application. In terms of the Phase 1 assessment:

- Impacts on the nearby Chichester and Langstone Harbour Ramsar and SPA, and the Solent Maritime SAC are highly unlikely;
- The proposed construction areas are low value habitats;
- There were no particular concerns raised relative to any identified species, albeit a bat emergence survey was recommended relative to Building 1000; and
- The redevelopment represents an opportunity for enhancement.

7.20 The recommended bat emergence survey has taken place, and no evidence of bats were found. In this context, the application should be supported in ecological terms.

#### ENERGY & SUSTAINABILITY

7.21 An Energy and Sustainability assessment has been produced by Cudd Bentley which details the approach to energy and sustainability for the proposed new build industrial units. The report confirms that the energy hierarchy, “Be Lean, Be Clean and Be Green” has been adhered to as far as possible in the design of the development. Cudd Bentley has also prepared a BREEAM Pre-assessment for both the new build industrial units and the works to Building 1000, which outline the strategy for the proposals to achieve a minimum of a ‘Very Good’ rating.

7.22 It is accepted that a suitably worded condition could be imposed on the planning permission ensuring that appropriate measures, of the type proposed within the BREEAM Pre-Assessments, are implemented. In this context, the proposals should be supported in terms of Energy and Sustainability.

#### FLOOD RISK AND WATER MANAGEMENT

7.23 The planning application is supported by a Flood Risk Assessment and SUDS Strategy, prepared by Clancy Consulting. This report has been prepared in accordance with relevant national policy and guidance, and in the context of:

- The site lying in Flood Risk Zone 1, which is the zone of least concern, and
- The NPPF classification of the development as being “less vulnerable”.

7.24 The residual risk is identified as being a failure of drainage systems on site. In response, the assessment recommends a maintenance strategy to be developed during the design stage, and it is accepted that this could be secured by an appropriately worded condition.

7.25 Further, the proposed drainage system, assisted by permeable paving and attenuation tanks, will improve on the existing drainage arrangements. In this context, the proposal should be supported in terms of flood risk and water management.

#### GROUND CONDITIONS

7.26 This planning application is supported by a Preliminary Geo-Environmental Risk Assessment by Delta Simons, which identifies likely environmental and geotechnical issues that may affect the proposed redevelopment of the site. The assessment has been prepared in accordance with relevant procedures and national planning policy and guidance. The report’s findings most pertinent to the planning application are that:

- The risk of widespread remediation relative to soil conditions is considered to be low, albeit localised measures might be necessary;
- Widespread groundwater contamination is not anticipated;
- Basic ground gas protection measures are prudent, albeit only until full data is available, and
- Widespread contamination in terms of building fabric and services is unlikely.

7.27 In conclusion, the risk assessment identifies a low to moderate risk of soil/groundwater contamination and hazardous ground gas at the site. Asbestos may be present within made ground. In this context, intrusive investigations are recommended.

7.28 In these terms, the report confirms that there are no matters arising from ground conditions that would prevent planning permission being granted for the development. However, it is accepted that conditions would be attached to any planning permission requiring further investigation, and appropriate remediation or mitigation, post consent.

#### HERITAGE

7.29 The site is not affected by, and the proposals will not affect, any statutory heritage designations, such as listed buildings (and, indeed, Historic England has rejected statutory listing at the site in the past). Further, the site does not lie on, or near, any heritage related designation such as Conservation Areas. However, discussions with the local authority and community have indicated that Building 1000 has some local historical interest. In this context, the planning application is supported by a Heritage Assessment by EDP.

7.30 This assessment has been prepared in accordance with relevant policy and guidance, and outlines the origins and history of Langstone Technology Park, and then provides an impact assessment of the proposals in this context.

7.31 The assessment concludes that the complex as a whole has a modicum of architectural interest, however Building 1000 is found to have little heritage interest and in any event a representative portion of the building would survive as part of the development proposals. In this context, the report finds that there would be no reason for the development proposals not to be treated favourably in terms of heritage considerations.

#### TRANSPORT

7.32 This planning application is supported by a Transport Assessment and a Framework Travel Plan prepared by David Tucker Associates (DTA). The Transport Statement provides information relative to the impact of the proposals on the local highway network and the acceptability of the proposed parking in line with the proposals. Overall, the Transport Assessment concludes that:

- In the context of the wider network the site traffic impact is generally limited and local; and;
- Any application submission would include a Travel Plan promoting and facilitating sustainable travel.

7.33 The proposals are also supported by a Framework Travel Plan also prepared by DTA. The Framework Travel Plan puts forward a number of measures to ensure the proposal promotes sustainable transport and reduces travel by single occupancy vehicles as far as possible.

7.34 It is recognised that the future occupiers of the park may have bespoke requirements in terms of their own travel plan based on their operation and staff, therefore this document sets the framework for these bespoke travel plans to be prepared.

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- 7.35 In the context of the above, the report finds that the proposal is acceptable in the context of transport and highways and is entirely supported by national and local policy, particularly Policy DM11.

**SUMMARY**

- 7.36 From the foregoing commentary, it is clear that the proposal is supported by the Development Plan in principle. Further, all of the relevant planning issues have been considered relative to the planning application, and addressed in an appropriate manner. As such, there are no outstanding planning matters which would prevent the local authority from granting planning permission.

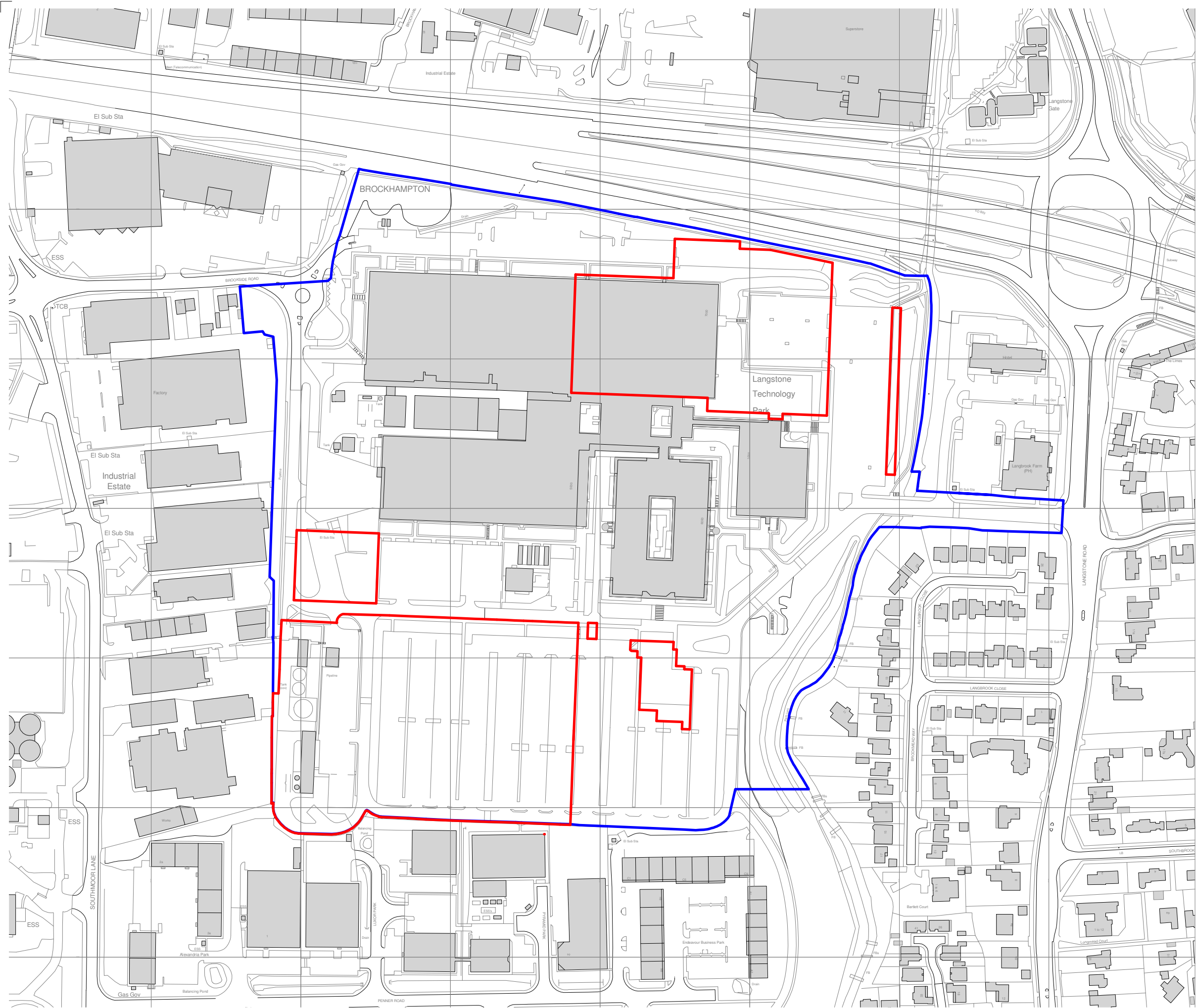
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## **8 CONCLUSION**

- 8.1 This Planning Statement forms part of a suite of documents which has been prepared in support of the proposal for the part-demolition of Building 1000, installation of a new flank elevation to the east of Building 1000, 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; the creation of new car parking areas and the rationalisation of existing parking areas at Langstone Technology Park.
- 8.2 It is considered that the proposal is in accordance with the NPPF, the Council's adopted Development Plan and emerging plan. It therefore constitutes appropriate development and should be supported.
- 8.3 The proposal will provide additional, high-quality and modern employment floorspace (in use Class B1 (c), B2 and B8, in light of occupier demand) to ensure that employment uses are retained on the site. Whilst there is a reduction in B1(a) office space in Building 1000 part of the space that is vacant and unlettable in its current condition is being retained, repositioned and refurbished in a way that meets the aspirations and requirements of future office occupiers. Overall there is an increase in employment floorspace on site and so this will assist with addressing the ongoing under delivery of employment floorspace in the Borough.
- 8.4 This statement concludes that there are no reasons why the proposal should not be supported as evidenced by the above planning considerations and the attached suite of documents.
- 8.5 This statement sets out further key planning matters relating to the principle of the proposed development as discussed at pre application stage.
- 8.6 The site is recognised as a major source of employment within the Borough and further development in this vein is supported, not least within the emerging local plan which allocates the site for redevelopment of employment floorspace together with supporting uses and infrastructure to create and maintain the site as a dynamic and successful business complex.
- 8.7 Overall this statement and the supporting documentation demonstrate that the scheme complies with relevant policy as set out within National Policy and the Development Plan of Havant Borough Council and should be supported.
- 8.8 For the reasons set out above, planning permission should be granted without delay.

Appendix 01

# 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.

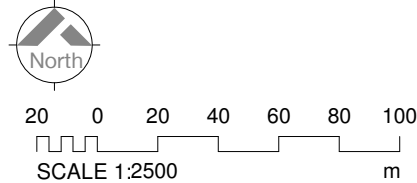
OWNERSHIP BOUNDARY

APPLICATION AREA(S)

B 27.06.19 CJ Redline updated to coordinate with topo

A 15.01.19 CJ Drawing updated. IJ

Rev Date Init Notes Chkd



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

|                   |             |          |
|-------------------|-------------|----------|
| Status            | Project No. |          |
| <b>PLANNING</b>   | <b>4046</b> |          |
| Drawing Reference | Drawing No. | Revision |
|                   | <b>0100</b> | <b>B</b> |

Appendix 02

# SCHEDULE OF HISTORICAL PLANNING APPLICATIONS

## LANGSTONE TECHNOLOGY PARK

Planning History

03/10/2018

| Reference    | Address                                                                         | Description                                                                                                                                                                                                                               | Decision              |
|--------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| APP/15/01225 | Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA                   | Installation of 2No. Roof mounted condenser units and associated chiller pipe work to support 2No. Additional internal computer room air conditioning units.                                                                              | Granted - 11 Dec 2015 |
| APP/15/00484 | Building 41, Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA      | Change of use from store to gym facility.                                                                                                                                                                                                 | Granted - 09 Jul 2015 |
| APP/11/01298 | Langstone Technology Park, Langstone Road, Havant, PO9 1SA                      | Installation of 4No. Roof mounted cooling units and chiller plant; extension at ground floor (level 1) to provide room for 2No. Stand-by generators with attenuating exhaust baffles and louvred roof top air intake housing.             | Granted - 04 Oct 2011 |
| APP/11/00168 | Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA                   | Construction of Waste Compactor Housing and Consumables store.                                                                                                                                                                            | Granted - 15 Apr 2011 |
| APP/10/00272 | Acoustic Chamber, Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA | Demolition of existing steel clad building and two portacabins to make way for a single storey timber framed building to house a 52 place nursery school.                                                                                 | Granted - 10 Sep 2010 |
| 03/50238/077 | Langstone Technology Park, Langstone Road, Havant, PO9 1SA                      | Outline application for four 3 storey buildings for employment (class B1) uses providing 9782 Sq metres of floor space; 303 additional car parking spaces, cycle routes, highway and ancillary works. Demolition of four dwelling houses. | Not Proceeded with    |
| 02/50238/075 | Xyratex, Langstone Road, Havant, PO9 1SA                                        | Outline application for the construction of four B1 (offices/light industry) units to south of Building 25 with associated car parking and with access from Brookside Road.                                                               | Application Withdrawn |

|              |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                       |
|--------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 00/50238/068 | Langstone Technology Park (Xyratex), Langstone Road, Havant, PO9 1SA | 1) Demolition of buildings (21 and part 24) on A27 frontage and redevelopment with DIY Retail Store (11,288 sqm), Garden Centre (2,787 sqm) External Trade Area (1,858 sqm) and car parking (640 spaces), with vehicular access to Langstone Road (A3023) and Brookside Road (incorporating revised junction layout arrangements), new cycle way and landscaping. 2) Erection of 2 No. B1 Production Units (9, 290 sqm.) in south west corner with service access road, 310 parking spaces and landscaping. 3) Demolition of building (16) and revised parking layout for remainder of site including landscaping. 4) Demolition of 4 dwellings (39a, 39b, 43 and 47 Brookside Road) (Re-Consultation) | Refused - 16 Jul 2001 |
| 97/50238/066 | Former Social Cl, Southmoor Lane, Havant, Hampshire, PO9 1JW         | Development to provide 28,935 m2 of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses with associated car parking, landscaping and diversion of part of footpath no 49.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Granted - 12 Aug 1998 |
| 93/50238/028 | Xyratex, Langstone Road, Havant, PO9 1SA                             | New weather proof air handling unit and associated ductwork mounted on roof of building No.24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Granted - 22 Nov 1993 |
| 92/50238/025 | Xyratex, Langstone Road, Havant, PO9 1SA                             | Proposed portable storage building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Granted - 22 Dec 1992 |
| 92/50238/022 | Xyratex, Langstone Road, Havant, PO9 1SA                             | Single storey extension to Building 24, undercroft area enlarged fire exit lobby/link from Building 26, new facade to night security entrance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Granted - 07 Sep 1992 |

Appendix 03

# EIA SCREENING OPINION RESPONSE

Mr C Healy  
Rapleys LLP  
33 Jermyn Street  
London  
SW1Y 6DN

Our Ref: GEN/19/00354  
Direct Line: (023) 9244 6549  
Ask For: Mr D Eaves  
Email: [planning.development@havant.gov.uk](mailto:planning.development@havant.gov.uk)  
29 May 2019

Dear Mr Healy

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (SI571/2017) ('THE EIA REGULATIONS') SCREENING OPINION IN RESPECT OF LANGSTONE TECHNOLOGY PARK, 2B LANGSTONE ROAD, HAVANT**

**Site Address:** Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

**Proposed Development:** EIA Screening Opinion - Erection of new industrial units and rationalisation of south car park, demolition of part of the northernmost building with new elevation on the remaining part of the building, new screen on adjacent building and extension to existing car park.

This screening opinion is with regard to the request for a screening opinion submitted to the Local Planning Authority under the Town and Country planning (Environmental Impact Assessment) Regulations 2017 - Regulation 6 (1). It should be noted that this screening opinion relates to the currently submitted pre-application proposals and a further screening would be required if the development were to be significantly increased.

It is noted that the overall development to which this proposal relates comprises:

- New buildings for B1(c), B2 and B8 use on the southern part of the site, using land that is currently car parking and on site gym;
- The renovation of the western bay (bay 3) of the northernmost building on the site and the demolition of two of the eastern bays (bay 1 and 2) with a revised parking layout;
- Associated reworking of the park, for example reconfiguring the existing on-site amenity provision and;
- The scale of the site is 4.81 ha

The development comprises Schedule 2 development for which a screening opinion is required as it is an Infrastructure Project comprising an Industrial Estate development in Schedule 2 (10) (a) of the regulations that exceeds 0.5 hectare in area.

It is considered, having regard to the selection criteria in schedule 3 to the Regulations and the associated guidance including screening indicative criteria and thresholds, the development would not be likely to have significant effect on the environment by virtue of factors such as its nature, size or location.

As a result, it can be confirmed that the development described in your planning pre-application, associated plans and documents is not EIA development.

## Statement of Reasons:

The proposals have been assessed against the requirements of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and Planning Policy Guidance Environmental Impact Assessment updated March 2019 (PPG).

Schedule 3 (Selection criteria for screening Schedule 2 development)

### **Characteristics of development**

#### *(a) the size of the development:*

The size of the site is 4.81 ha. The PPG provides guidance in relation to indicative screening thresholds. In relation to 10. Infrastructure Projects (a) industrial estate development projects the threshold is '*Site area of the new development is more than 20 hectares*'. The site area in consideration is well below that indicative threshold. The PPG goes on to provide key issues to consider as '*Potential increase in traffic, emissions and noise.*' Points a-e are to be addressed:

#### *(b) the cumulation with other development:*

The proposal in itself is unlikely to lead to further consequential development and is not part of a larger development in the area. It is not considered that the proposal would lead to unacceptable in cumulation impacts.

#### *(c) the use of natural resources:*

The planning agent has commented that '*the proposals will not utilise non-renewable or other resources in short supply*'. It is not considered that the scale of development would raise unacceptable impacts on natural resources.

#### *(d) the production of waste:*

There is no indication that the development is (by its nature and the uses proposed) likely to produce unacceptable levels or types of waste.

#### *(e) pollution and nuisances:*

The proposals are not anticipated to result in unacceptable impacts due to pollution and nuisances. These issues will be fully considered in relation to any planning application and can be addressed as required by the imposition of appropriate planning conditions.

In relation to traffic generation, it is noted that the proposal would result in an element of demolition and the provision of new floorspace. Parking will not be significantly increased on site. Any planning application would need to be accompanied by a Transport Assessment and Travel plan which would be tested during the consideration of the application alongside measures to encourage sustainable transport options. Given the scale of the development, well below the indicative thresholds in the PPG, and the characteristics of the development it is not anticipated that there would be an unacceptable impact in relation to traffic generation such as to require an EIA.

In relation to emissions and air quality, the Council's Environmental Officer has raised no objection in relation to air quality issues at this stage.

The proposals include potential B2 class uses (General Industrial). There is therefore potential for noise issues from the uses. These matters can however be controlled by suitable building design, layout and appropriately controlled equipment/machinery. The potential impacts are therefore capable of being addressed at the planning application stage and by the imposition of appropriate conditions.

*(f) the risk of accidents, having regard in particular to substances or technologies used:*

The planning agent has commented that:

*'The proposals are not intended to release pollutants or hazardous, toxic or noxious substances to the air. The development would also not lead to the contamination of land, and in fact, is likely to result in an improvement to land quality. The development would not involve the use of technologies or substances that would place the local or wider environment at risk. The proposed development will not pose a significant risk to human health and is not considered to be unusually complex or potentially hazardous. There is minimal risk of major accidents and/or disasters relevant to the proposed development'.*

The proposals are not considered likely to result in uses that pose an elevated risk of accidents.

### **Location of development**

The site is not located in a 'Sensitive Area' as defined by Regulation 2(1).

The application site is within 1km of Langstone Harbour Site of Special Scientific Interest (SSSI), which is also a component of Chichester and Langstone Harbours Special Protection Area (SPA) and Ramsar site, and the Solent Maritime Special Area of Conservation (SAC), as well as being in close proximity to Solent Wader and Brent Goose site H28A (classed as a Secondary site). It is noted that in Natural England's opinion the proposal is not likely to significantly affect the interest features for which they are notified.

Schedule 3 lists the following matters:

*2. The environmental sensitivity of geographical areas likely to be affected by development must be considered, having regard, in particular, to—*

*(a) the existing land use;*

In this case the existing land use is an established Technology Park with extensive areas of buildings and hard landscaping including car parking. It is not considered that the existing site is itself of high ecological value. Further comments from the County Ecologist are provided below.

*(b) the relative abundance, quality and regenerative capacity of natural resources in the area;*

The wider impacts and any appropriate environmental conditions will be considered during the course of any planning application, however, subject to suitable controls which can be provided during the planning process it is not anticipated that the wider natural resources of the area would be impacted negatively by the development.

*(c) the absorption capacity of the natural environment...*

It is recognised that the site is in relatively close to European and Nationally designated sites and it will be important to avoid potential pathways via the water environment to these sites in relation to the development. It is noted that Natural England and the County Ecologist have provided comments in relation to potential impacts and conclude that the development is not considered EIA development.

### **Characteristics of the potential impact**

Schedule 3 lists the following matters:

*3. The potential significant effects of development must be considered in relation to criteria set out under paragraphs 1 and 2 above, (See Characteristics and Location of Development) and having regard in particular to—*

*(a) the extent of the impact (geographical area and size of the affected population);*

The scale of the development and the nature of the proposals located at an existing Technology Park are not anticipated to result in a significant environmental impact.

*(b) the transfrontier nature of the impact;*

The nature of the proposal is considered to result in local impacts.

*(c) the magnitude and complexity of the impact;*

The proposals would result in relatively limited impacts of a type and magnitude normally associated with this type of development. It is not anticipated that any unduly complex issues would be raised by the nature of this development.

*(d) the probability of the impact;*

Any impacts would be likely to be limited by the scale of the development and the probability of wider scale significant impacts are considered to be low.

*(e) the duration, frequency and reversibility of the impact.*

Given the assessment above it is not considered that the development would result in an unacceptable impact.

Finally during the consideration of the pre-application Natural England and the Hampshire County Council Ecologist provided the following consultation responses which should inform and guide the form of any formal planning application:

## **Natural England**

### ***Environmental Impact Assessment***

*It is our advice, on the basis of the material supplied with the consultation, that, in so far as statutory designated sites, landscapes and protected species are concerned, that an Environmental Impact Assessment is not required.*

*The application site is within 1km of Langstone Harbour Site of Special Scientific Interest (SSSI), which is also a component of Chichester and Langstone Harbours Special Protection Area (SPA) and Ramsar site, and the Solent Maritime Special Area of Conservation (SAC), as well as being in close proximity to Solent Wader and Brent Goose site H28A (classed as a Secondary site). In Natural England's opinion the proposal is not likely to significantly affect the interest features for which they are notified.*

*The location of the proposal is within the setting of the Chichester Harbour Area of Outstanding Natural Beauty, however based on the information provided the proposed development is not likely to significantly impact upon the purposes for which this site is designated. However we recommend the Chichester Harbour AONB team is consulted on the EIA and any future planning applications for the site.*

*Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this proposal is likely to affect such populations to an extent sufficient to require an EIA. It remains the case, however, that the developer must provide information supporting this application sufficient for your authority to assess whether protected species are likely to be affected and, if they are, whether sufficient mitigation, avoidance or compensation measures will be put in place.*

*Notwithstanding this advice, Natural England does not routinely maintain locally specific data on all potential environmental assets. As a result this application may raise environmental issues that we have not identified on local or national biodiversity action plan species and/or habitats, local wildlife sites or local landscape character that may be sufficient to warrant an EIA.*

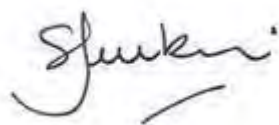
*We therefore recommend that advice is sought from your own ecological and/or landscape advisers, local record centre, recording society or wildlife body on the local landscape, geodiversity and biodiversity receptors that may be affected by this development before determining whether an EIA is necessary.*

### **Hampshire County Council Ecology**

*The proposed development would fall within Schedule 2 class 10(b) of the EIA Regulations 2017. The application site comprises modern commercial buildings with large expanses of hardstanding and some formal landscaping. As such, it is not likely to be of particular ecological interest and is not itself a sensitive site. The site is however situated within relatively close proximity to Chichester & Langstone Harbours SPA and Ramsar, Solent Maritime SAC and Langstone Harbour SSSI. Whilst direct impacts to these designated nature conservation sites is unlikely, large-scale developments can result in indirect impacts associated with construction noise and waterborne pollution for instance. These potential impact pathways will need to be addressed robustly within any future planning application.*

*In this instance I would not consider the scale and character of development sufficient to require EIA.*

Yours sincerely

A handwritten signature in black ink, appearing to read 'Simon Jenkins', with a horizontal line underneath.

Simon Jenkins  
Head of Planning - Havant Borough and East Hampshire District Councils

Appendix 04

# PRE-APPLICATION WRITTEN ADVICE NOTE



**Havant**  
**BOROUGH COUNCIL**

Public Service Plaza  
Civic Centre Road  
Havant  
Hampshire PO9 2AX

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F 023 9248 0263  
  
[www.havant.gov.uk](http://www.havant.gov.uk)

Mr Conor Healey  
Rapleys  
33 Jermyn Street  
London  
SW1Y 6DN

Our Ref: GEN/19/00046  
Direct Line: (023) 9244 6549  
Ask For: Mr D Eaves  
Email: [planning.development@havant.gov.uk](mailto:planning.development@havant.gov.uk)

03 April 2019

**Site Location:** Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

**Re:** Proposed Hybrid application: FULL application for the part demolition of the northernmost building with a new elevation on the remaining building, a new screen on the adjacent building and the creation of a new car park adjoined to the existing car park in this area. The OUTLINE permission will include the erection of new industrial units and the rationalisation of associated parking to the South of the Park (including DCF)

Dear Mr Healey

I am writing to you further to your enquiry received on the 21 January 2019 and to our meeting of the 27th February 2019 regarding the above address.

The main issues identified at this stage in relation to this pre-application submission are considered to be:

1. Principle of development;
2. Highway matters;
3. Impact on the character and appearance of the area;
4. Heritage and built form;
5. Impact on neighbouring uses;
6. Drainage and flood risk;
7. Environmental impacts;
8. Mineral safeguarding;
9. Other matters

**Principle of development;**

The site lies within the urban area as defined by policies CS17 and AL2 in the context of the adopted local plan. There is therefore a presumption in favour of sustainable development subject to other considerations.

Langstone Technology Park (LTP) is identified as a key project in the Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036) to provide commercial development, reinforcing its position as a key employment hub. Specifically, the original IBM plant at LTP is earmarked for modernisation and intensification of new industry, new technologies and low carbon options, particularly in the fields of digital, transport and communications.

The site is identified for comprehensive redevelopment under Policy KP6 in the Pre-Submission HBLP 2036, including new or converted B1, B2, and B8 floorspace together with supporting uses and infrastructure.

The Design Statement does include some detail on the proposed phasing of the development of the site, though reference is made to various other works which do not form the subject of this pre-application enquiry. The detail of the proposed phasing should be drawn together in a masterplan as part of the developer requirements for the site. Whilst the smaller pockets of phased redevelopment and refurbishment are more modest than anticipated, there is broad policy support for the pre-application proposals.

The employment development at the site is supported in principle and any application should be supported by an assessment of current and future employment at the site, including an assessment of the building to be demolished and its suitability or otherwise for current requirements.

It is considered important that given the key strategic importance of the site, any application sets out in as comprehensive way as is possible the longer term aspirations for the site and how the current proposals would fit into the bigger picture.

### **Highway matters**

During the pre-application process we consulted Highways England in relation to potential impacts on the A27 (Strategic Road Network). They conclude on the basis of the existing submission:

*Subject to any changes in the proposals between the pre-application and application stages it is unlikely that Highways England would object to this proposal. However, this is subject to a review of the Transport Assessment that is submitted with any future application and in that Transport Assessment we request that the increase in private car and OGV movements in the peak hours is clearly set out, together with the predicted flows at the A27 Havant By-Pass/ Langstone Road/Park Road South junction. We would expect a Travel Plan and Construction Management Plan to be submitted with any future application as well.*

It is understood that your highways consultants have met with Hampshire County Council Highways and that you are carrying out a separate pre-application submission with HCC, this is strongly encouraged.

The emerging HBLP 2036 is supported by two Transport Assessments (TA) – one covering the Borough's mainland areas using the Hampshire Sub-regional Transport Model (SRTM) and one, more detailed assessment, covering Hayling Island and Langstone. The latter assesses various development scenarios through a Paramics Microsimulation model developed by Systra, but further work is needed. As such, it is the Council's intention to publish a second version of the study which will further assess the package(s) of mitigation measures.

At our meeting we were joined by Stuart Wood (Civil Engineering and Landscape Manager) who provided detailed comments in relation to the proposed development. The principal issues are summarised below:

It is understood that there is not a significant change in overall floorspace currently proposed at the site (taking account of the element of demolition). This will need to be considered in detail at the planning application stage. Overall vehicle movements are likely to be similar although it is understood that there would be an increase in MGV and HGV movements. The development will need to ensure that there is a mechanism to require that MGV and HGV's only enter and exit the site from Brookside Road.

There have been issues in the PM peak with right turn congestion back to Langstone Roundabout and drivers “U turning” in junctions particularly Langbrook Close. A traffic survey should be undertaken in normal traffic conditions (when the road works are complete) to measure the issue. Due to the issues at this junction HBC are carrying out a feasibility study to improve access to Langstone Technology Park along with improvements to the A3023, Langstone Roundabout and Park Road South.

A contribution to implementing some of the improvements may be required which will improve access to the site.

In addition there are issues with walking and cycling from the south and north and through the site. There is an existing public right of way Havant Footpath 51 which runs adjacent to the Lavant Stream. This should be upgraded with a bound tarmac surface to allow shared use for cyclists and walkers, continue an off road route to Langstone Road (A3023) and on road route to Penner Road. To the north on the underpass to the A27 improvements to the lighting and the visual appearance of the underpass should be provided. Any application should explore these issues and seek to provide improvements to the routes.

Hampshire County Council Rights of Way have provided detailed comments stating:

*Havant Footpath 50 runs east-west along the northern boundary of the site then links to Havant Footpath 51 part 2 which runs down the eastern Boundary alongside the River and Havant Footpath 51 part 1 which leads northward through the underpass to Solent Road. A copy of the Definitive Map of Rights of Way can be found at [www.hants.gov.uk/row/locating-row/definitive-map.htm](http://www.hants.gov.uk/row/locating-row/definitive-map.htm)*

*We understand from the submitted plans that the proposed development would not impact Havant Footpath 50 or be likely to cause any obstruction. We welcome the proposal to appraise existing transportation conditions and identify mitigation measures required to ensure that the proposals are acceptable in principle. In line with the guidance provided by National Planning Policy Framework paragraph 98 and local Plan Policy DM11 which seek to ensure that every opportunity is taken to provide better facilities for users and increase integration of sustainable travel modes and availability of non-motorised modes we would request a developer contribution towards enhancing the right of way network.*

*We request a funding contribution towards the surfacing of Havant Footpath 51 adjacent to the river to improve pedestrian access (including for runners) on the eastern side of the Technology Park linking to Havant town centre, Langstone Harbour, as well as HCC managed Wayfarers Walk and the Solent Way. The Countryside Service have previously worked with SSE volunteers in the Technology park to improve the surface, however, due to the close proximity of the route to the river the path becomes very wet and can become unusable during winter and spring. We would suggest surfacing this footpath to the Countryside Service Design Standards would be a significant improvement and benefit Technology Park staff and the wider public helping ensuring the path could be used year-round. We would be happy to discuss opportunities and mitigation proposals with the applicant and the LPA to ensure development proposals seek opportunities to provide better facilities and improve access prior to submission of the planning application.*

*There must be no surface alterations to a public right of way without the consent of Hampshire County Council as Highway Authority. To carry out any such works without this permission would constitute an offence under s131 Highways Act 1980. Nothing connected with the development or its future use should have an adverse effect on Havant Footpath 50, which must remain available for public use at all times.*

These matters will clearly need to be fully explored in relation to any application submitted.

In relation to Car Parking requirements, these will be assessed against the requirements of the Havant Borough Parking SPD 2016. This sets out requirements in relation to B1, B2 and B8 uses:

<http://www.havant.gov.uk/sites/default/files/documents/Final%20Parking%20SPD.pdf>

The phasing of any work to provide parking in association with construction and occupation phases of the various elements will be critical to ensuring that adequate car parking provision is maintained on site. As discussed at our meeting there have been previous issues in relation to parking taking place in residential roads from nearby commercial premises which needs to be avoided in relation to the proposed development.

Specifically, in relation to the site, criteria f. of the emerging policy (KP6) in the HBLP 2036 highlights that sufficient parking should be provided in line with Policy IN3.

Emerging Policy IN3 in the HBLP 2036 expects a minimum of 10% of spaces to have Electric Vehicle charging points in commercial developments.

Any application would need to be accompanied by a Transport Assessment and Travel Plan.

### **Impact on the character and appearance of the area;**

The main impacts identified at this stage are likely to relate to the proposed new buildings to the southern part of the site. Elevational details of the design of the buildings including their height and proposed materials have not at this stage been provided, therefore the following comments are general in nature.

The siting of the new industrial buildings is set closest to existing commercial premises both inside LTP and beyond. This is helpful in maintaining a separation from existing residential premises. The existing buildings and landscaping within LTP provide an attractive context for the development and it is considered important to maintain the high standard of commercial buildings and the harmonious appearance of the site. The design of the units should therefore seek to pick up on the existing colour scheme of the buildings and design features whilst recognising the need to provide modern and adaptable premises for future occupiers.

In terms of improvements to landscaping there are opportunities to provide landscaping within new and re-designed parking areas and around the site and these measures would be strongly encouraged.

### **Heritage and built form**

As you are aware from the Local Plan pre-submission draft policy KP6 supporting text 'Site Constraints and Opportunities' states:

*• A request has been made for the former IBM building to be locally listed as a building of interest. The building may have some architectural value.*

In this regard the site is being assessed and the Councils Conservation Officer has now provided initial comments which will be forwarded to you separately:

## **Assessment**

*At this stage and with the limited detail in the pre-application advice it is considered after brief research on the site that the current buildings because of their design/construction provenance and social history significance should be considered collectively as non-designated heritage assets. However, with such an extensive site that does not rule out the potential for development or re-development.*

*The site is surrounded on two sides by extensive areas of car parking, and given the poor quality of the setting to the south with further industrial development it is felt that there should be scope for the both the proposed development alongside increased car parking without the necessity of demolition. Possibly through the creation of a double decked car park in the south-eastern part of the site. Subject to further detail and design.*

*Whilst the existing buildings are quite plain by today's standards they do represent an era of design and have by their association to Arup a certain level of standing in terms of design. Therefore any proposed building would need to have some gravitas in its own design.*

Any application would need to be accompanied by a heritage assessment in relation to the impacts on existing buildings and to identify how the proposed development would seek to work with the existing buildings and site. It is recommended that rather than dismissing the argument regarding the non-designated heritage asset status, the applicants should set their proposals in the context of the wider masterplan for regeneration and investment in the Technology Park. This investment (including current applications for works to the existing buildings) should realise future beneficial use and sustainability into the future.

With regard to Archaeology, the County Archaeologist has confirmed that he would not wish to raise any archaeological issues in this instance.

### **Impact on neighbouring uses;**

As stated above the proposed buildings would be sited away from the closest residential properties (at a distance of approximately 165m). It is also noted that as currently shown the closest units would front away from the residential properties. In this respect it is important that any noisy equipment or extracts are designed to avoid potential noise or fume pollution.

The Council's Environmental Health Officer has provided comments relating to concerns over the potential hours of use, deliveries and noise from the units and any application would need to be accompanied by an acoustic report and hours of use/delivery/export times information for full consideration.

### **Drainage and flood risk**

The majority of the site is located within Flood Zone 1 (Low Flood Risk) although the access road to Langstone Road is within flood Zone 2. The Environment Agency have provided initial comments but have their own pre-application advice service which you may wish to seek directly with the EA.

Southern Water have provided a consultation response highlighting the need to protect existing sewers including buffer zones. There is also a need to obtain consents from SW for connections to services.

Any application will be required to be submitted with Foul and Surface Water drainage strategies and it will be important to demonstrate that off site flood risk is appropriately managed and that the existing stream and water environment is protected from potential pollution.

### **Environmental impacts**

Detailed comments have been provided by the Councils Environmental Control Officer (Jonathan Driver):

#### *Contamination:*

*The site has been in industrial use since the early 1970's, for a variety of businesses and processes. The western portion of the site has been used for bulk storage of liquids, and some fuel infrastructure is recorded as having been present. It would be appropriate as a condition of the comprehensive redevelopment of this portion of the site, to seek to confirm soil and groundwater conditions. Appropriate risk benchmarks should apply (commercial uses, and/or having regard to the relative distance & hydraulic gradients to controlled waters). This may be particularly relevant if piled foundations or infiltration drainage is proposed.*

*The North-eastern portion of the site (scheduled for demolition) is associated with a former wastewater treatment works, where substantial depths of made ground might be expected to be encountered. Demolition of the existing superstructure and hard landscaping in this area is if anything likely to represent a reduction of a marginal risk to buildings.*

*Significant risks are not anticipated, but could be present - in this way the consideration is material. Environmental Health would likely seek a Contamination condition to confirm ground conditions in the Southwest, with a view to securing a proportionate intrusive investigation to confirm suitability of the site.*

Detailed comments with regards to air quality are provided (and previously forwarded) and it is recommended that further discussion take place between your consultants and Mr Driver.

In relation to the building designs the following requirements apply:

#### *Low carbon design:*

Non-residential development over 500 sq. m is expected to meet the BREEAM 'very good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy.

Policy E12 of the emerging HBLP 2036 sets out the BREEAM level to be achieved for different floorspace thresholds for non-residential development. Proposals of 1,000 sq. m or more of non-residential development are expected to meet BREEAM Excellent.

Notwithstanding the advice given in paragraph 5.124 of the supporting text which advises applicants to use the BREEAM New Construction Scheme, given the nature of the proposals the 'Refurbishment and Fit Out' Technical Standards should be used for the pre-assessment estimator. This should be submitted at the interim (design stage) and final (post completion stage) which should be secured through appropriate conditions. It would be perfectly acceptable for the applicants consultants to contact the Council directly about this matter.

Further comments are provided in relation to emerging policy by the Environmental Officer and these have been forwarded to you.

*Impacts on Statutorily protected sites or landscapes:*

Natural England have advised at this stage that they have no objection to the proposals and that the development will not have significant adverse impacts on these assets.

In order to ensure that the proposal meets the requirements of Natural England's standing advice and the additional requirements for biodiversity enhancement and net gain as required by the NPPF any application should be supported by a Biodiversity Mitigation and Enhancement Plan. The response from Natural England includes advice in relation to enhancements and other matters.

The County Ecologist has provided the following advice:

*The application site comprises modern commercial buildings with large expanses of hardstanding and some formal landscaping. As such, it is not likely to be of particular ecological interest. The buildings to be demolished/refurbished may exhibit features suitable for supporting roosting bats and nesting birds and therefore any future application should be accompanied by an ecological assessment.*

*The site is situated within relatively close proximity to Chichester & Langstone Harbours SPA and Ramsar, Solent Maritime SAC and Langstone Harbour SSSI. Whilst direct impacts to these designated nature conservation sites is unlikely, large-scale developments can result in indirect impacts associated with construction noise and waterborne pollution for instance. These potential impact pathways will need to be addressed within any future planning application.*

*The redeveloped site should seek to include ecological enhancements. This could include built-in bat and bird boxes on the new buildings.*

The possible need for an Environmental Statement is highlighted in the Draft allocation KP6. You may wish to request a Screening Opinion in relation to the development prior to any application as part of your scoping exercise.

### **Mineral safeguarding**

The western part of the site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel. Criteria h. of Policy KP6 therefore expects opportunities for the prior extraction of minerals to have been explored. Hampshire County Council as the Minerals and Waste Authority will be able to provide further advice on this matter and you would be encouraged to contact them directly at the pre-application stage.

### **Other matters**

It is at this stage considered likely that there will be S106 requirements in relation to highway requirements and connectivity issues for pedestrians and cyclists. There may also be requirements in relation to drainage issues/SUDS.

In relation to validation requirements, I would suggest that the national and Local requirements are assessed, these can be viewed on the Councils Website at the following address:

[https://www.havant.gov.uk/sites/default/files/documents/Local%20Information%20Requirements%20-%20adj%20to%20Biodiversity%20link%2016.7.18\\_0.pdf](https://www.havant.gov.uk/sites/default/files/documents/Local%20Information%20Requirements%20-%20adj%20to%20Biodiversity%20link%2016.7.18_0.pdf)

There is also a list of requirements in the Local Plan Pre-Submission 2036 policy KP6. At this stage I would highlight the following requirements:

- National Requirements in relation to plans;
- Design and Access Statement;
- Air Quality Assessment (unless acceptable justification as to why not required);
- Biodiversity/Ecological Assessment;
- Construction Management Plan
- Drainage (Surface Water and SuDS) and Foul Sewage Assessment/Strategy;
- Flood Risk Assessment;
- Heritage Statement;
- Land Contamination Assessment including gas monitoring;
- Landscaping;
- Lighting Assessment;
- Masterplan of the site to include phasing;
- Noise and odour Impact Assessment;
- Parking Provision;
- Planning Obligations (if known);
- Planning Statement - the proposal should be assessed against adopted and emerging Local Plan policies which carry some weight and will increase iupto adoption;
- Sustainability Statement;
- Transport Assessment;
- Travel Plan;
- Tree Survey/Arboricultural Implications (if appropriate);
- Utilities Assessment;
- Ventilation/Extraction details.

#### *Pre-Application public engagement*

It is understood that you will be seeking to engage with the Councils Development Consultation Forum process and this is encouraged. A preliminary date for the DCF of the 21st May 2019 has been agreed. Any application should include a Statement of Community Involvement which should detail responses to the engagement and how the development has responded to issues raised during the design process.

#### **Conclusion**

Whilst the pre-application proposals are perhaps more modest than the emerging Local Plan has envisaged, the pre-application proposals are nonetheless supported by the emerging Plan. Transport and highways are however likely to be significant issues as the pre-application proposals evolve and develop. The heritage issues also require further consideration, however, a masterplan approach setting out the benefits of development and how this sustains the wider site (and retained buildings) would be helpful in setting out the wider context of the development. Due consideration will also need to be given to the detailed matters highlighted above.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours sincerely

*DJEaves*

Mr D Eaves  
Principal Planner  
Our Ref: GEN/19/00046

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Yours faithfully

Mr D Eaves  
Principal Planner  
Our Ref: GEN/19/00046

Appendix 05

# DCF PRESENTATION

# 01. INTRODUCTION

## WELCOME



Welcome to this Developer Consultation Forum. This presentation has been prepared by AWW on behalf of Trinity Investment Management to share an emerging masterplan opportunity at Langstone Technology Park.

### Our Aspirations:

- Secure a successful future for Langstone Technology Park.
- Implement a well-considered, viable and deliverable design framework.
- Promote further economic expansion.
- Improve the site, its locality and provide space that better meets occupier aspirations and business requirements.
- Attract new companies and generate additional employment within the Borough.
- Promote the Park as one of the premier locations for economic activity on the south coast and encourage collaboration between existing and new occupiers.

### Trinity Investment Management:

Trinity Investment Management is part of a privately owned real estate group which invests in the UK and Ireland alongside its capital partners. It was established in 2012 and now manages approaching £1 billion of real estate assets including the largest science park portfolio in the UK.

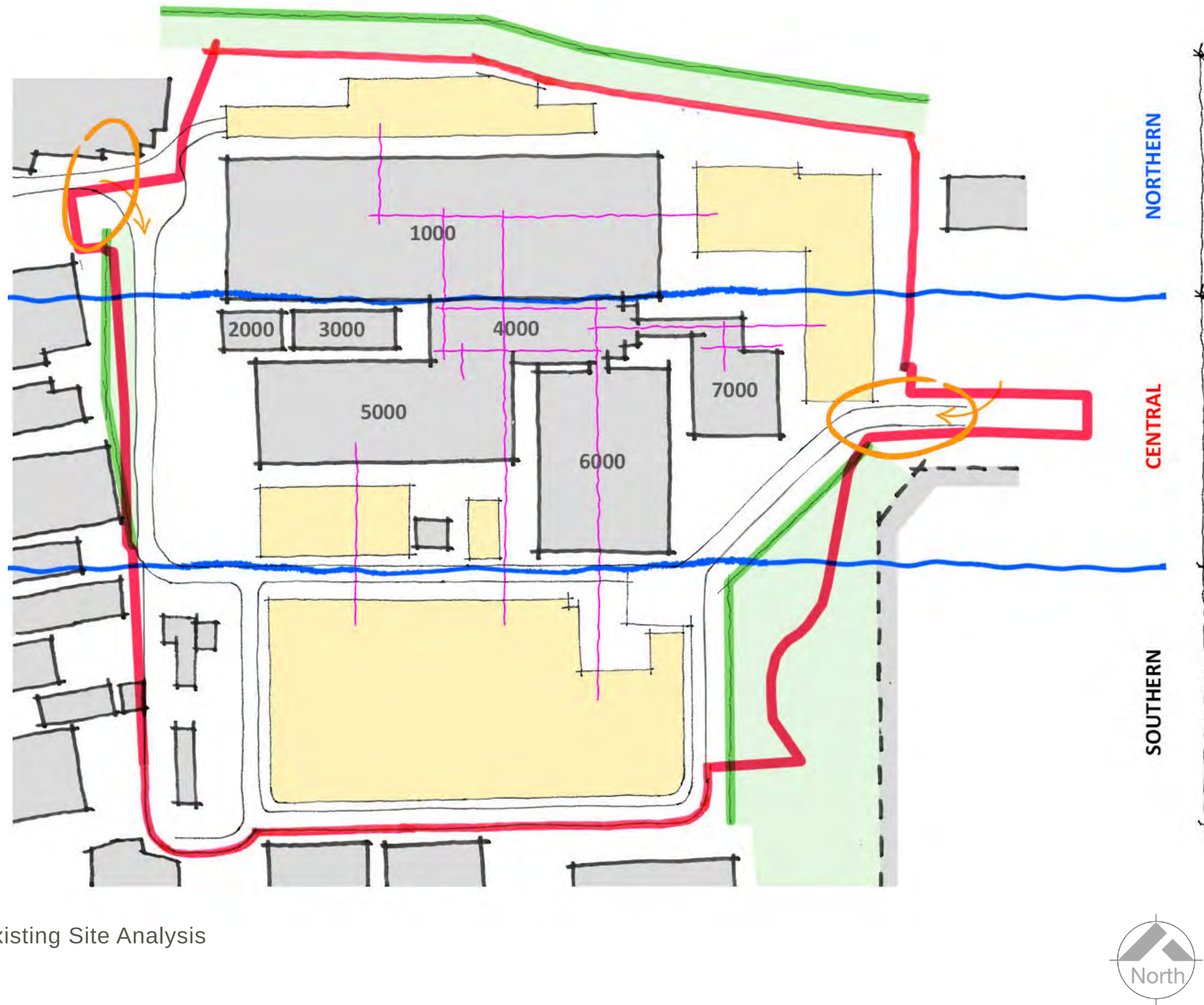
### AWW Inspired Environments (AWW):

AWW are a multi-disciplined practice in Bristol, London and Plymouth that work collaboratively to positively influence the built environment. AWW work encompasses master-planning, workplaces, mixed tenure residential developments, healthcare facilities and educational buildings.

Ownership Plan.

# 02. SITE ANALYSIS

## CONTEXT



### Connectivity:

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

### 'Use' Class:

- West of Langstone Road is predominantly 'use' class B.
- A proposed industrial 'use' within the southern area of the site is appropriate and in keeping with other surrounding uses.

### Layout / Scale:

- Three zones; massing is located north and central.
- Circa 1850 parking spaces are provided to the south.
- An arterial route connecting east and west entrance thresholds divides the site.
- Site edges are lined with trees, generating a natural buffer with the A27 and neighbouring uses.
- Topography is relatively level, soft landscaped bunds and some raised building levels are incorporated.
- Built form ranges from one to three storeys.
- The level changes, facade treatments and position of pedestrian routes reduce building interaction and connectivity.
- Neighbouring industrial context is predominantly two storey pitched.

### Issues:

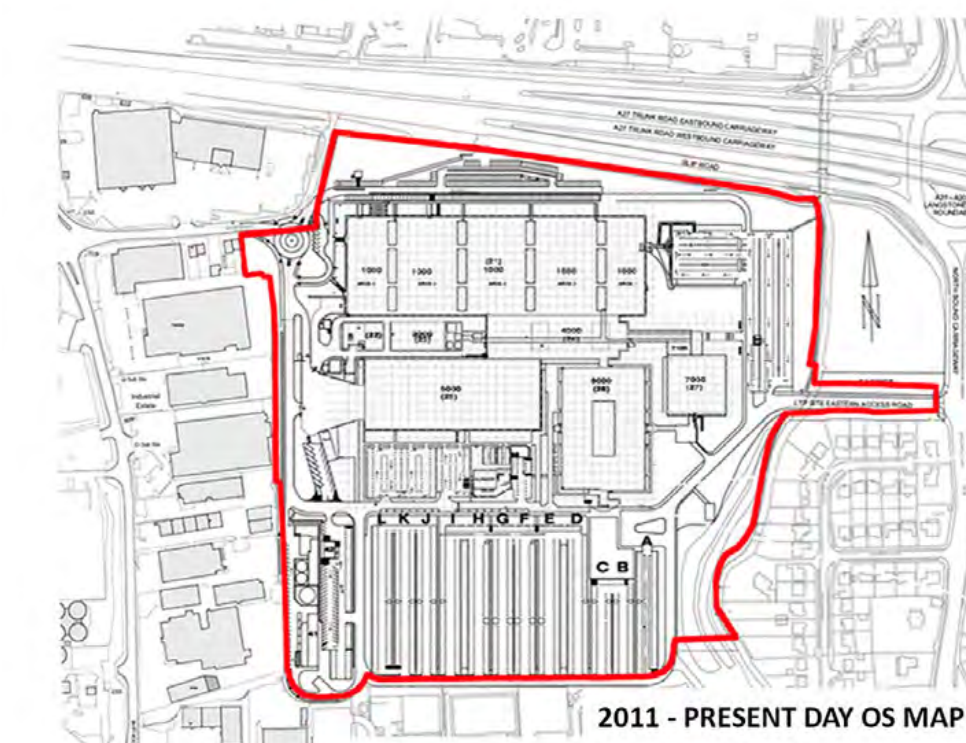
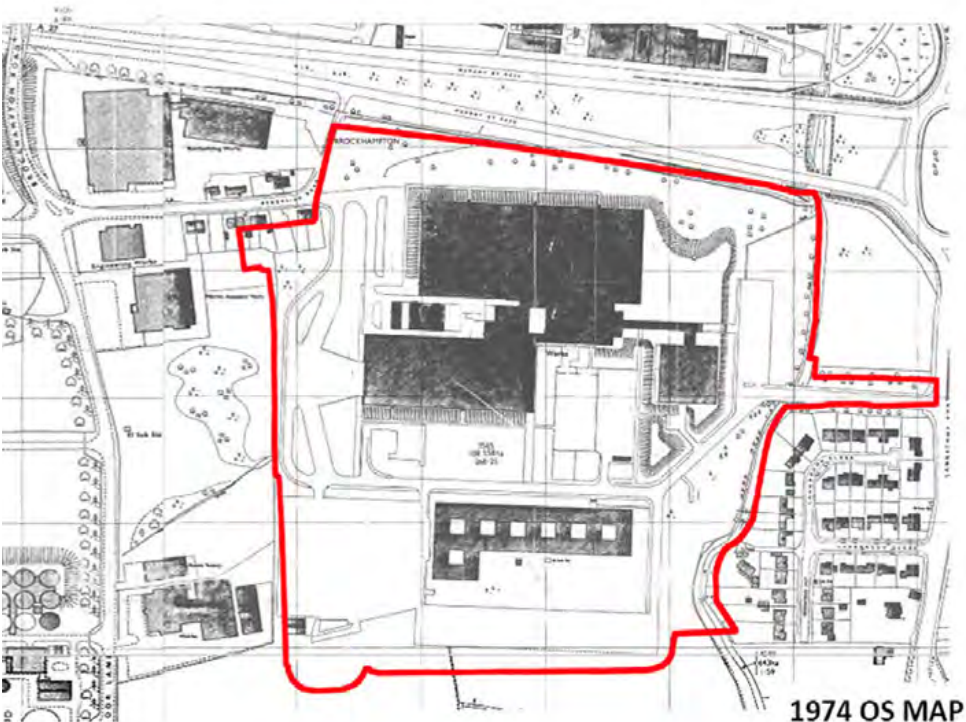
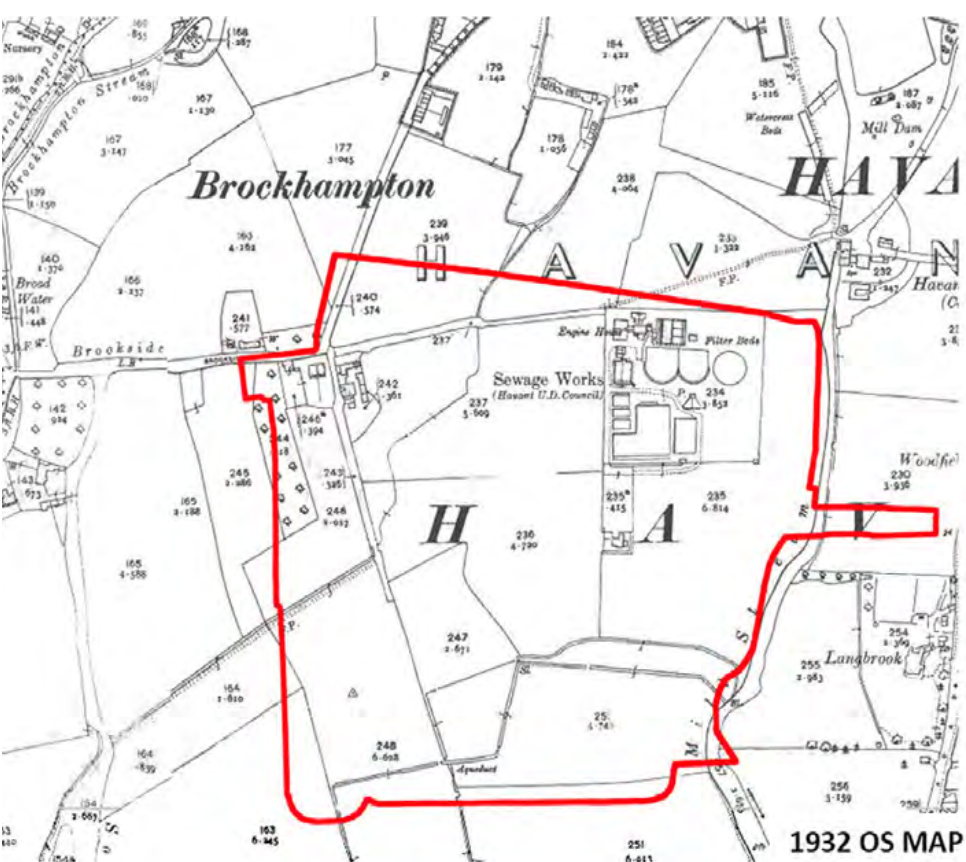
- The site was developed as a manufacturing plant for a single occupier.
- An absence of any new purpose built accommodation and a lack of investment has resulted in tired and dated facilities.
- A decline in employment numbers and difficulty attracting new tenants.
- A lack of building identity and way-finding.
- The existing car parking arrangement is inefficient and does not coordinate with building placement.

Existing Site Analysis



# 03. SITE HISTORY

## CARTOGRAPHIC AND PHOTOGRAPHIC



### Urban Grain / Scale / 'Use':

- The site historically comprised agricultural plots.
- Sewerage works were constructed in 1909, expanded and relocated.
- IBM rapidly developed the site during the 1970's to accommodate their UK manufacturing headquarters.
- A dense mixture of business, industrial and sui generis uses subsequently emerged south of the A27 and west of Langstone Road.

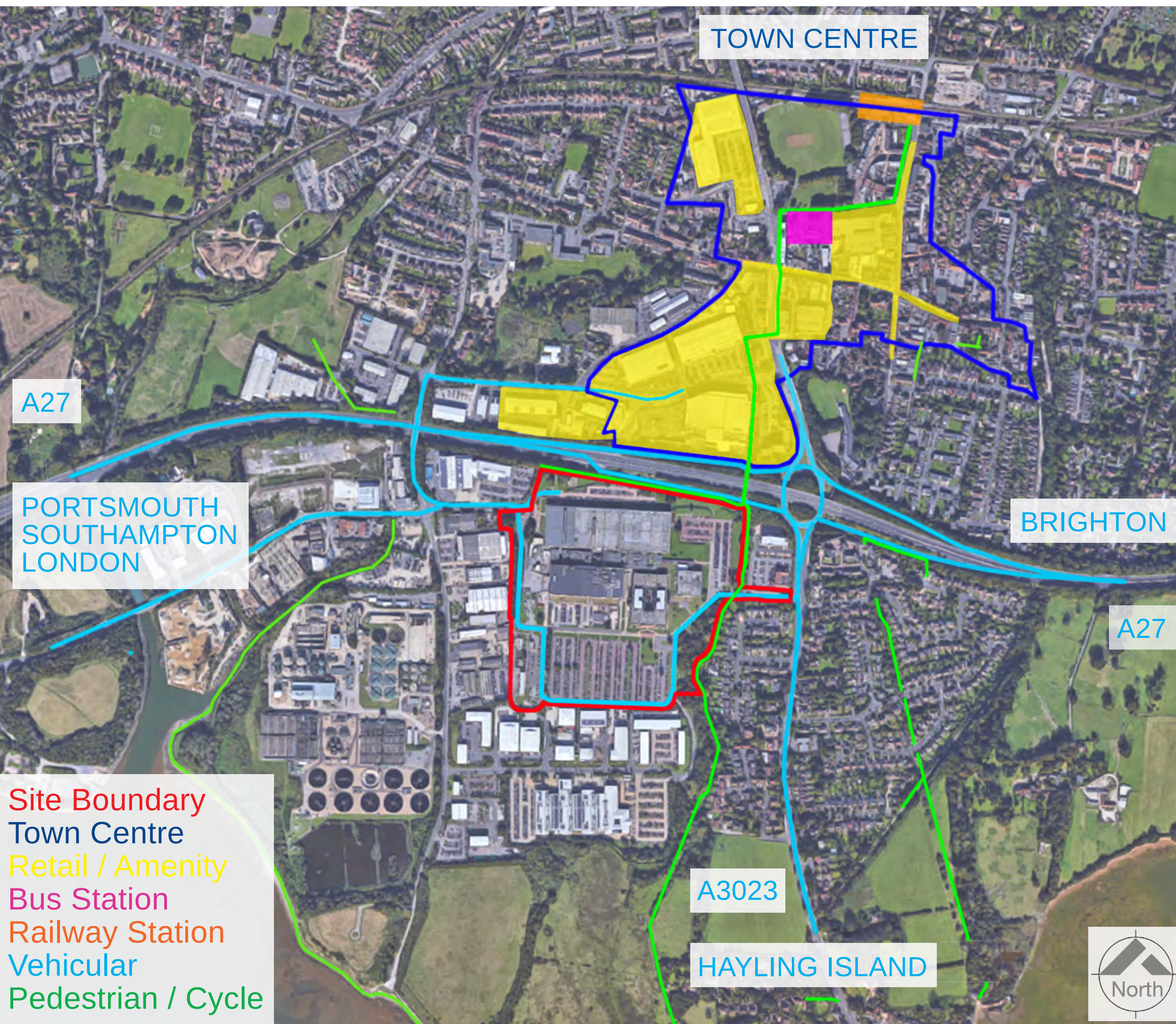
### Design:

- A consistent set of rules knit the site together as a coherent whole; construction method, material treatment, fenestration, geometry and rhythm.
- The structural frame is concrete clad with regular horizontal and vertical spacing. Elevations incorporate shallow ribbon glazing.
- Some buildings are raised above the external ground floor level and the elevated outlook conceals parking below.

A selection of historic maps: 1932 to present day and RIBA photographic collections: 1970-1980.

# 04. TRANSPORT

## LOCATION, NETWORK, ACCESS, STRATEGY



### 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 January 2019 site traffic count, evenly split between eastern access and western 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 subject to detailed appraisal, currently envisaged:

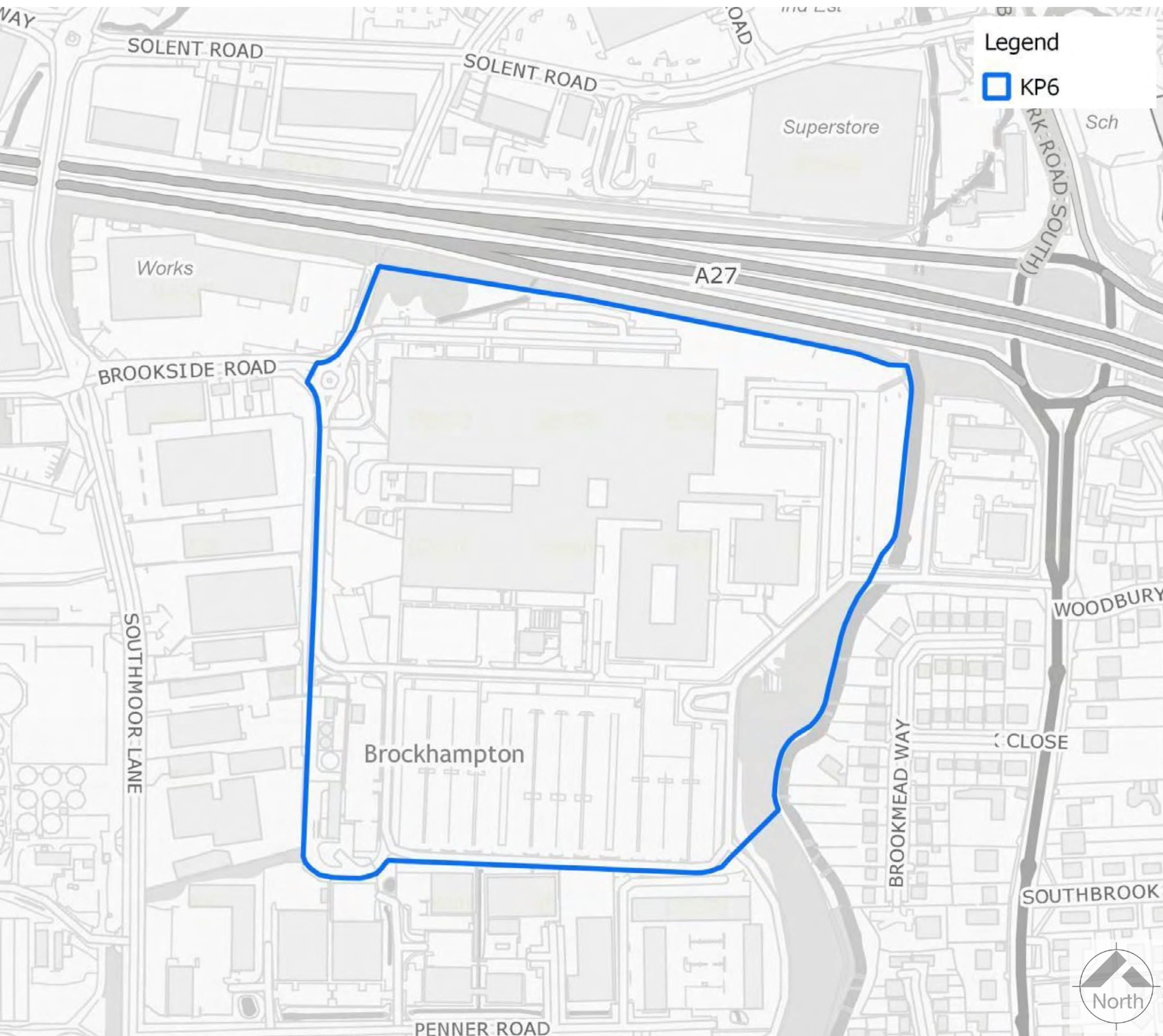
- Site traffic and parking demand will not increase meaningfully over historic levels, reflecting broader and more contemporary employment mix.
- Retention of two points of access.
- Vehicular route through site less direct.
- Proposal to focus vast majority of HGV traffic on western access.

Havant Borough Council consideration within Hayling Island Local Plan Transport Assessment to signalise eastern access junction as part of Langstone Road corridor strategy to create additional main road capacity.

Site location and existing connectivity.

# 05. POLICY

## LOCAL PLAN REVIEW



The adopted planning policy for the site has been reviewed as well as the emerging development plan which is at an advanced stage and is a material consideration.

### 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.

### 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 regeneration is necessary to achieve this.

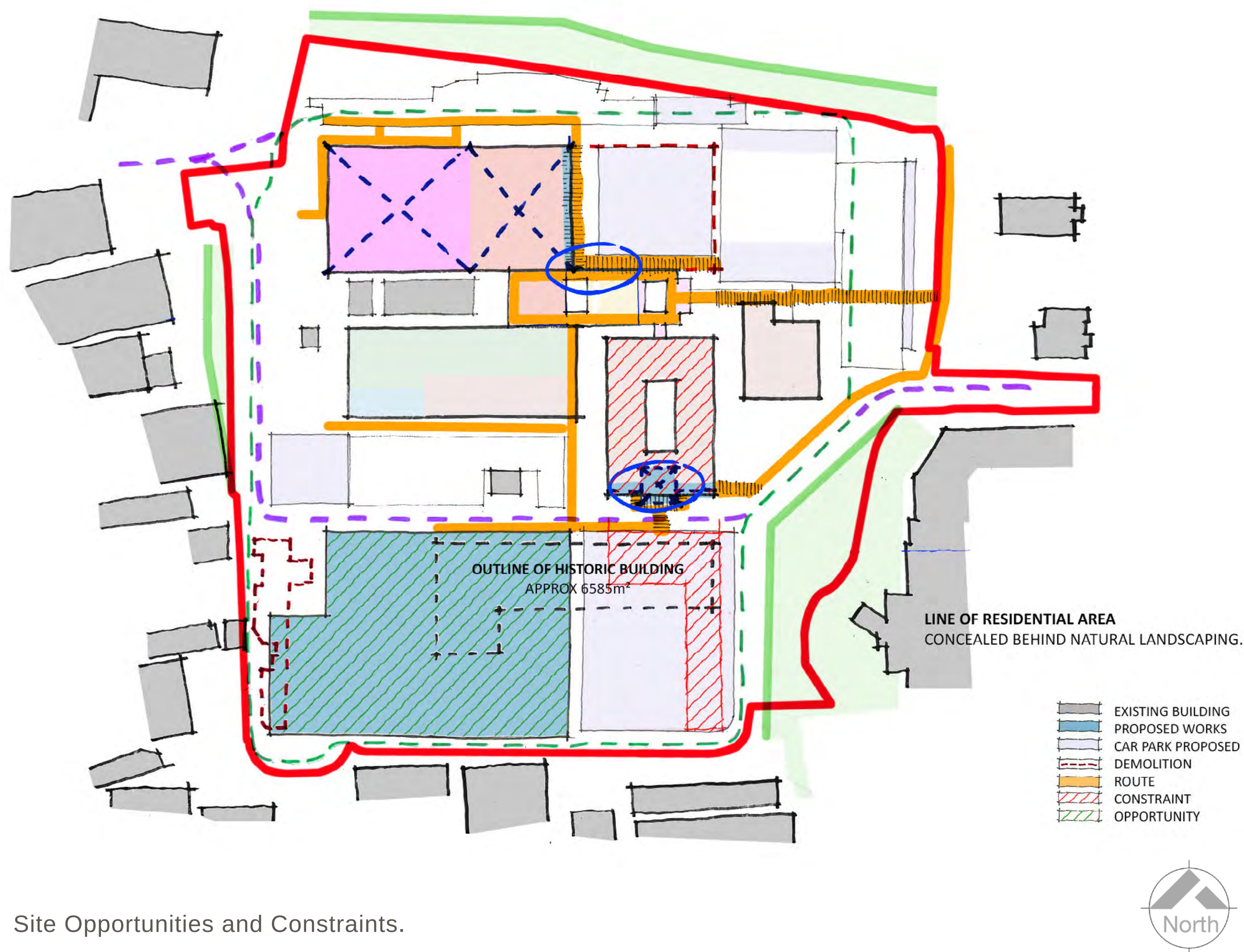
### Context:

- The development proposal and the extensive investment represented (alongside other proposed improvements to the park) is wholly in accord with the aims of the NPPF and the development plan.
- Further this vision is also entirely consistent with the local authority's emerging allocation for the Park.

Allocation map of Policy KP6 Langstone Technology Park from Pre-Submission Havant Borough Local Plan 2036.

# 06. FRAMEWORK

## INFORMED BY OBJECTIVES, OPPORTUNITIES & CONSTRAINTS



### Objectives:

- 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.

### Opportunities and Constraints Analysis:

- Blue area - appropriate for industrial development; maintaining separation with residential areas and coordinating with immediate neighbouring industrial 'use'.
- Red area - considered less desirable despite historic setting of a building.
- Replacement of the existing gym, decommissioned water treatment facility and parking with an improved aesthetic and a desired 'use' will enhance the Park.
- New buildings can be positioned south of the existing east/west arterial route and 65-70m south of building 5000.

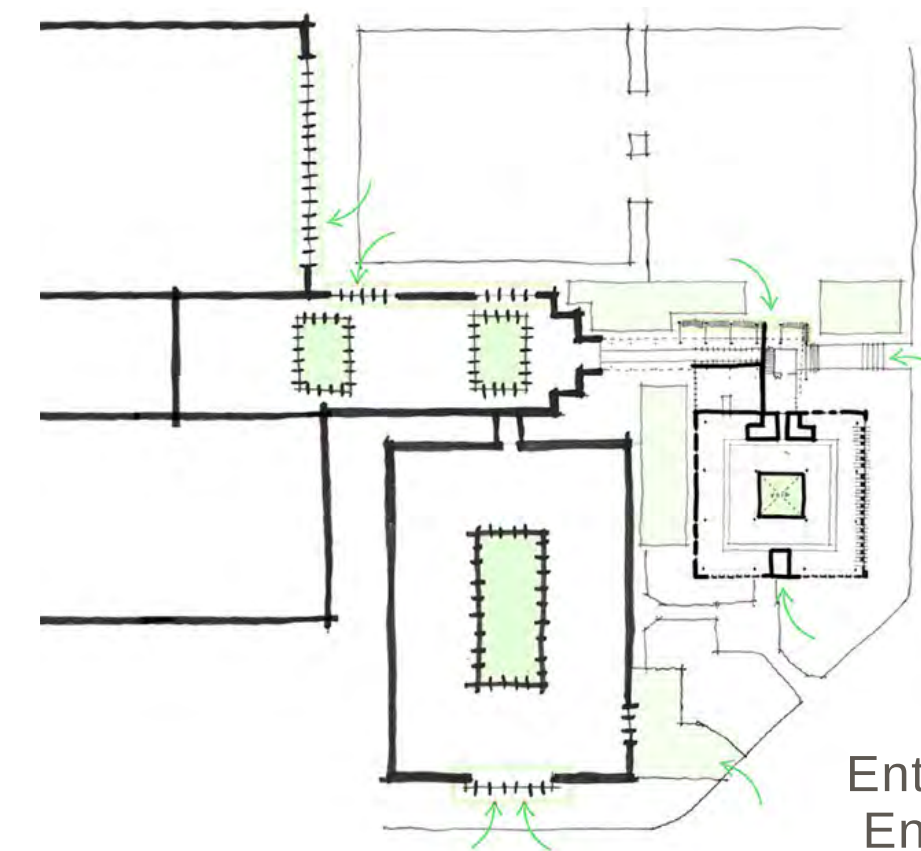
### Framework Strategy Development:

Identify where sustainable and appropriate development can be delivered by;

- Reconfiguring and refurbishing existing unoccupied buildings.
- Creating commercial floor space that meets the aspirations and requirements of today's occupiers.
- Demarcating buildings and creating greater identity across the site.
- Rationalising existing car parking and releasing valuable space for sustainable new build development.
- Generating an enhanced external social realm with associated landscaping.
- Controlling and improving permeability through the site.
- Attracting new and emerging tenancy opportunities.

# 07. MASTERPLAN

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



Entrance / Way-Finding Enhancement Concept

### 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 occupiers needs 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.

Proposed Masterplan.

# 08. BUILDING INTERVENTION

## ENHANCEMENT, IDENTITY



### Building 1000:

- Purpose built for a single manufacturing occupier in several stages. The building is divided into five bays, varying from 35m to 50m in width and 75m in depth.
- Unoccupied bays are poorly lit and unlettable in their current condition and configuration.
- The raised entrance level impedes connectivity with the external environment and associated ambulant access.

The proposal to demolish bays 01 and 02 presents an important opportunity to revitalise the northern area of the Park enabling;

- The construction of new and identifiable façades, accessible entrances and a dedicated social realm.
- Coordination with building specific accessible parking.
- The refurbishment and reconfiguration of bay 03 to create desirable commercial floor space.
- Enhanced way-finding and permeability through the site.
- New tenancy opportunities.

Buildings 1000 and 4000.



Building 6000.



Building 6000.

### Building 6000:

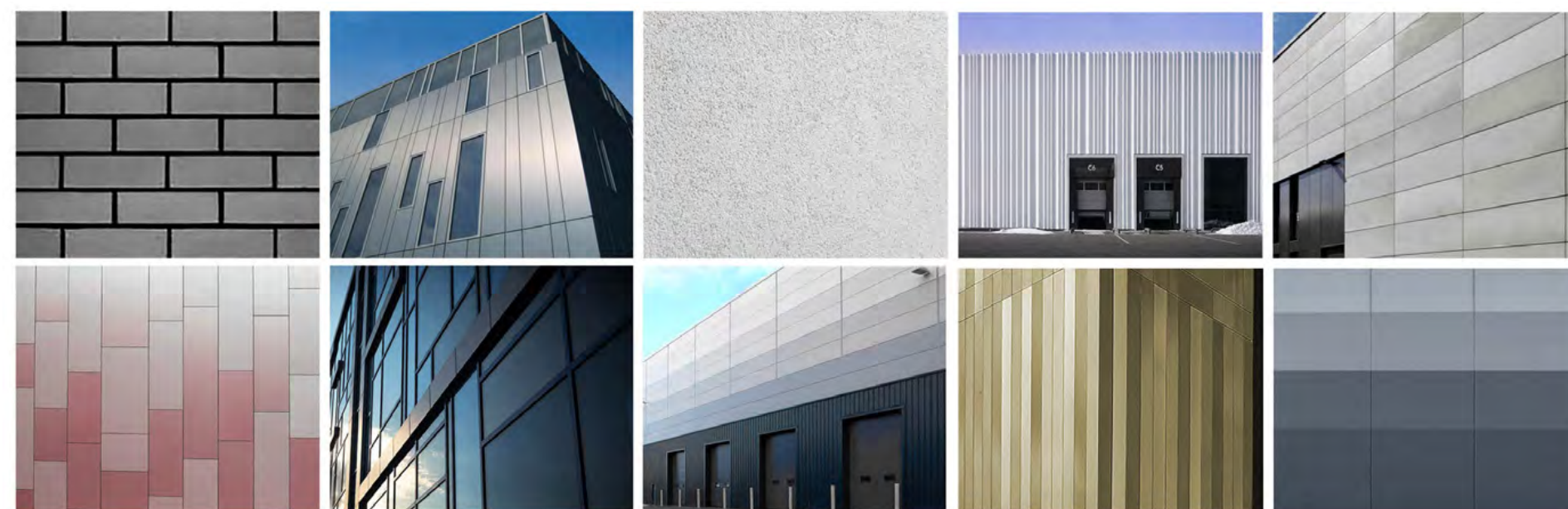
- Examples of other proposed enhancements providing greater identity.

# 09. NEW BUILD INDUSTRIAL

## ARCHITECTURAL STRATEGY



Artist Impression.



Potential Materials.

The existing site language is coherent as a whole. Building 7000 offers a subtle variation; 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.

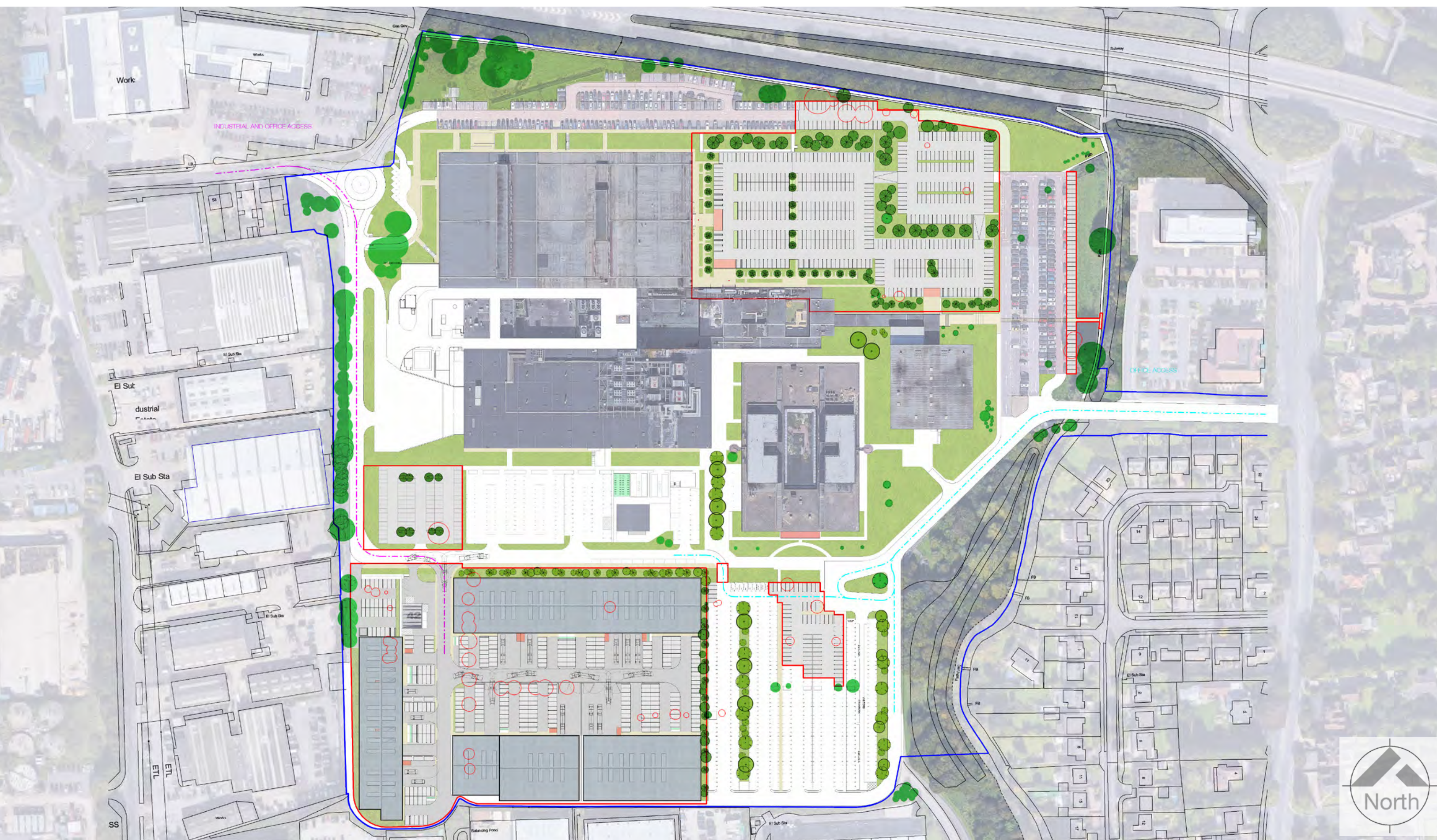
**Intervene** - introduce an appropriate scale and massing.

**Enhance** - improve the site, its operation and setting.

**Harmonise** - deliver a well considered material palette and aesthetic.

# 10. CONCLUDING THOUGHTS

## NEXT STEPS



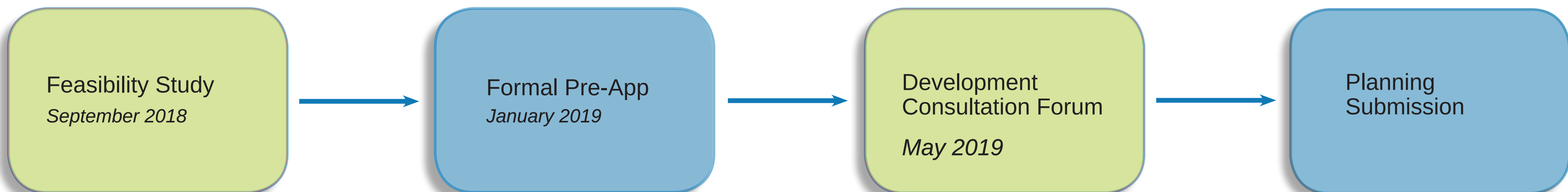
This development consultation forum has been organised to discuss emerging ideas and encourage engagement with local interest groups.

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 relevant planning policies and one that illustrates our desire to work with a great variety of stakeholders and the local community.

Proposed Masterplan.



Appendix 06

# MARKETING STRATEGY REPORT AREAS 1, 2 AND 3 BUILDING 1000



**Lambert  
Smith  
Hampton**

**www.lsh.co.uk**

## **LANGSTONE TECHNOLOGY PARK, HAVANT**

### **Marketing Strategy Report Areas 1, 2 and 3 Building 1000**

**July 2019**

**Prepared for:  
AG Langstone BV and Trinity Investment  
Management**

**Document Author:**

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Ref: ANH/cec

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- 1.0 Brief**
- 2.0 LSH Credentials**
- 3.0 Building Description**
- 4.0 Occupational History**
- 5.0 Marketing Campaign**
- 6.0 Building constraints and limitations**
- 7.0 Occupier Demand**
- 8.0 Review of Reconfiguration / Refurbishment options**
- 9.0 Conclusion**
- 10.0 Appendices**

## 1.0 BRIEF

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Lambert Smith Hampton (LSH) have been commissioned by AG Langstone BV and Trinity Investment Management to prepare a Marketing Strategy Report to outline the viability of retaining the existing layout of Areas 1, 2 and 3 Building 1000 at Langstone Technology Park and to consider any changes required to adapt the building, and Langstone Technology Park more widely, to meet future occupiers requirements.

## 2.0 LSH CREDENTIALS

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- 2.1 LSH is a full service commercial property consultancy operating in the United Kingdom and Ireland (a subsidiary of Countrywide Plc). The company has a national network of 40 offices and over 1,700 employees. Along the South Coast it has two offices at Fareham and Southampton with agency, building consultancy and valuation departments. LSH are market leaders with knowledge based understanding of the local market dynamics. The company was recently (for the 12<sup>th</sup> consecutive year), awarded by the national Estate Gazette publication, the Most Active Agent in Hampshire.
- 2.2 The principal authors of this report are Andrew Hodgkinson and Robin Dickens.
- 2.3 Andrew Hodgkinson is a Member of the Royal Institution of Chartered Surveyors (MRICS) and holds both BSc (Hons) and MSc (Real Estate) degrees.
- 2.4 Andrew has over 20 year's commercial experience across both IT services and real estate and has built up a comprehensive knowledge of the commercial property market in Dorset and South Hampshire, particularly in an agency and development advisory capacity.
- 2.5 Andrew has worked for Lambert Smith Hampton nearly seven years and was made Director in 2015. Andrew's experience is generally focused on Business Space and he is a recognised specialist in the Office sector.
- 2.6 He participates directly in the local business community being an active supporter of Business South, an independent organisation promoting the central south region on both a national and international stage.

- 2.7 Robin Dickens has during the past 30 plus years, built up a comprehensive knowledge of the industrial and commercial property market in South Hampshire and in particular within the Havant conurbation and travel to work area.
- 2.8 Robin has participated directly in the local business community being an active member of the Shaping The Future Group (Development Committee), a Past President of Portsmouth and South East Hampshire Chamber of Commerce, a former contributor to the Land and Property Task Group of Hampshire Economic Partnership, former Governor at Highbury College (2003 – 2013) and is currently a Board member of the Land, Infrastructure and Property Panel of the Solent LEP.
- 2.9 Current and past projects that Robin and Andrew have advised and been instructed to market have included the marketing of the Kenwood Business Park, Langstone Technology Park, Trident development in Harts Farm Way, Solent Road Trade Park, Langstone Gate offices, Dunsbury Hill Farm on behalf of Portsmouth City Council, Southmoor Lane, Hayward Business Centre etc in Havant and Stratfield Park, The Parkwood Centre, The Briars, former BAe site in Elettra Avenue, Aston Road Industrial Estate, Wellington Gate, Hussar Court on Brambles Farm etc in Waterlooville; and also recently handled the marketing of the former BAe Shipbuilding facility in HM Naval Base; and undertaken property acquisitions for companies such as EADS Airbus, Snecma Turbomeca, Lewmar Marine, Scania, Babcock International, Scottish and Southern Plc, PETA, Inchcape, Harwood's, Hendy Ford etc.
- 2.10 Andrew and Robin have been involved in the marketing of space at Langstone Technology Park for 7 and 10 years respectively.

### **3.0 BUILDING DESCRIPTION**

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- 3.1 Langstone Technology Park was originally constructed in the 1960's for IBM and comprises several interlinked buildings.
- 3.2 Building 1000, known as B1000, is the largest building on the complex comprising approx. 160,000 sq ft arranged in five bays known as "Areas" (See Fig. 1 in Appendix). The Areas were constructed in four phases over a 10 year period.
- 3.3 The building was designed as a manufacturing facility and this is reflected in its specification.
- 3.4 It is constructed of a steel frame with a hanging concrete clad exterior and wood-wool slab roof. Windows are single glazed throughout the entire building. The floor is solid in the majority of Areas 1, 2, 4 and 5 and with a suspended floor in the majority of Area 3.
- 3.5 The building has a floor to ceiling height of 6 metres which reduces to 4.2 metres under the roof trustees which run in an east west direction.
- 3.6 There is one loading bay at the western end of the building, adjoining Area 5.
- 3.7 There are windows along the north, east and west elevations of the building. The southern elevation does not have any windows due to the north elevation of B4000 abutting Areas 1 and 2 and the communal service corridor that runs from Area 3 to Area 5. The cores dividing the Areas run north south and prevent any daylight reaching Areas 2, 3 and 4 from either the East or West elevations.
- 3.8 There are no skylights in the roof due to the construction of the wood-wool slab.

- 3.9 The largest Areas (2, 3 and 4) measure approx. 75 metres by 55 metres each which creates very deep space with only daylight from the North. In contrast, Areas 1 and 5 benefit from a reduced width of 35 metres and daylight from the east and west elevations respectively.
- 3.10 B1000 has been constructed circa 3m above actual ground / car parking level. Access tunnels run underneath the building so that it can be maintained and serviced as required.
- 3.11 There is also an undercroft under part of Area 3 – 5 which runs east west. This provides access to services and the service tunnels mentioned above (that run north to south), along with access to storage areas, some tenant storage areas and key plant & equipment (generators, etc.).
- 3.12 The services are brought up through the floor in B1000 into central 'cores' between each Area and then distributed through overhead trays. Services are generally exposed but with suspended ceilings in parts of Areas 1-5 through-out the building. Within Area 3, services are brought up via the suspended floor. All services feed back to the main substation at LTP.

## 4.0 OCCUPATIONAL HISTORY

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- 4.1 B1000 was purpose built by IBM as their main manufacturing plant in 4 phases between 1969 and 1978.
- 4.2 IBM ceased operating from the facility at Langstone in 1995.
- 4.3 When Xyratex acquired the facility from IBM, the use of the buildings remained relatively unchanged, due to Xyratex manufacturing the same product.
- 4.4 However, due to changes in the market and technology, Xyratex subsequently contracted its operations, retracting into B1000, eventually occupying circa 120,000 sq ft within Areas 1-3, and part of Area 4 and some space within B4000.
- 4.5 The majority of Area 4 was not suitable for use as offices, due to lack of daylight, and so was sub divided to provide small ancillary storage spaces and IT server / data centres for existing site based occupiers. Area 5 was converted to offices as it benefits from good daylight along the entire west frontage (75 metres) and north frontage (35 metres).
- 4.6 Xyratex was purchased by Seagate in 2013. As manufacturing on site reduced, the northern parts of Areas 1 and 2 that had better daylight were converted to hybrid office space servicing the ongoing manufacturing activities.
- 4.7 In July 2016 Seagate announced they were closing the Havant Facility as they needed a more efficient manufacturing footprint, in a building more fit for modern standards. As a consequence Seagate exercised its break on the remaining space in Areas 1, 2 and 3 B1000 in September 2017. The space since then has remained vacant, and has been marketed by LSH – further details in the following section.

## 5.0 MARKETING CAMPAIGN

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- 5.1 Following Seagate's decision to close the facility in 2016 and exercise their break option, Lambert Smith Hampton was appointed to market Areas 1, 2 and 3 in Building 1000. In carrying out this appointment, LSH were instructed to undertake a comprehensive marketing campaign across all B Class land uses, in order ensure that the site was publicised to as wide a range of potential occupiers as possible.
- 5.2 The vacant space has been marketed using a range of media outlets and via a cross section of internet portals. These have included the following:
- [www.lsh.co.uk](http://www.lsh.co.uk)
  - [www.egpropertylink.co.uk](http://www.egpropertylink.co.uk)
  - [www.rightmove.co.uk](http://www.rightmove.co.uk)
  - [www.zoopla.co.uk](http://www.zoopla.co.uk)
  - [www.compropregister.com](http://www.compropregister.com)
  - [www.primelocation.com](http://www.primelocation.com)
  - [www.langtp.com](http://www.langtp.com)
- 5.3 Marketing boards exist at both entrances to the site. Adverts have been listed in publications such as the South Coast Central Commercial Property Register.
- 5.4 The local authorities including Hampshire County Council and Havant Borough Council were contacted and invited to site to view the vacant space, should they become aware of any large enquiries for space through government departments such as the DTI.
- 5.5 Interest from potential occupiers in Areas 1, 2 and 3 in its current configuration has been very limited and no lettings have been completed. In contrast, however, during this period we have completed a number of other lettings in buildings on the park that are more suitable and attractive to the market.

## **6.0 BUILDING CONSTRAINTS AND LIMITATIONS**

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6.1 We have set out below why the marketing campaign has been unsuccessful and have also incorporated feedback we have received from occupiers who looked at and discounted the space.

6.2 Manufacturing and distribution uses:

- Floor to ceiling heights too low especially under the beams where the clear height is only 4.2 metres
- No services yard in front of Areas 1, 2 and 3. .
- Insufficient loading doors with only one door serving the whole of Building 1000 (160,000 sq ft) in Area 4/5, which is located too far away from Areas 1, 2 and 3.
- Artic trucks cannot turn safely on the existing loading platform
- Significant change in levels, over 3 metres, between parking areas and finished floor levels makes it impossible to improve servicing arrangements
- Lack of prominence and identity

6.3 Office uses:

- The buildings deep floorplates coupled with no natural light from either the southern elevation or in the case of Areas 2 and 3 from the east or west elevations makes the space a dark working environment.
- In our experience, occupiers today want good levels of natural daylight as this has a positive bearing on staff wellbeing.
- The specification of the space is dated and uninspiring and requires significant investment to bring it in line with modern working standards.
- The large and deep “Areas” are difficult to partition into smaller demises to cater for the growing SME market and this again is a limiting factor in attracting potential tenants.

- With single glazed windows and an aging HVAC system the building is not energy efficient.
- Given the size of the building and the scale of likely potential occupiers, the building lacks an identity and suitable entrance.

6.4 In this context, it is clear that Areas 1 and 2 of Building 1000 cannot meet modern occupier requirements, and cannot be modified to make them more attractive, given that many of the matters are intrinsic to the character, structure and layout of the building. Area 3 is also compromised, but could be improved by the removal of Areas 1 and 2 (explored in further detail later in this report).

## 7.0 OCCUPIER DEMAND

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### OFFICE

- 7.1 Much of the occupier demand, in particular from corporate occupiers, is now driven by a preference to upgrade to higher quality office space. Modern working practices are changing with a more agile working environment required with open plan single floor plates, good breakout space and access to amenity in order to attract and retain the best staff.
- 7.2 The most progressive workplaces are those which provide a multiplicity of work settings and have ample connectivity, with an increasing emphasis on informal spaces. This includes both collaborative and quiet areas which are suited to different types of work and can cater to different personality types. Also, beyond the immediate work environment, access to a range of amenities offering refreshment, exercise and relaxation are other important ways that a building can support wellbeing. Businesses are increasingly using their workspace as a means to communicate the values and culture of the organisation.
- 7.3 The modern office occupier seeks affordable, efficient space in a high quality environment and typically their property criteria includes:
- Floor plates that enable occupation on a single floor;
  - Good natural light and fresh air ventilation;
  - Ready access to on site amenities – retail, restaurant, leisure;
  - Good local and regional connectivity – ideally road and rail;
  - Adequate parking provision for staff and visitors;
  - High speed broadband availability;
  - Attractive and vibrant public realm;
  - A sense of place and identity.
  - Shower and cycle facilities

- 7.4 Buildings are now capable of being certified in terms of the health and wellbeing credentials (“Wellness”) and this “badge” can be an attraction to occupiers.

## **INDUSTRIAL / LOGISTICS**

- 7.5 In our experience, the key factors influencing an industrial or logistics occupier’s relocation criteria are principally geographical location, accessibility to road, docks, airports and rail communications, close proximity and drive time to the M27/A27 is often cited as a priority. The ability to retain and recruit staff with the appropriate skill base is also vital, together with servicing customer/client needs and often there is a personal element from decision makers (historic reasons, home address etc). The quality of accommodation, specification of building, image, parking ratios, yard size/manoeuvring ability of commercial vehicles, are all important factors. The affordability / total property cost and occupational flexibility of the lease term is also a key consideration to many companies.

- 7.6 As a general guide to provide Grade A industrial floor space in a modern working environment and present a base spec to the market, the following principles should be adhered to:

- Plot densities of around 45 -50% depending on the nature of use with flexible planning consent for B1c/B2 and B8 uses;
- Typical office content of between 5 to15% although this can vary depending on the user requirements;
- Environmentally compliant and energy efficient buildings;
- Secure site, individual yards and crime preventative environment;
- Minimum eaves heights for units up to 10 000 sq. ft. of 7.5m to 9m, over 10,000 sq. ft. from 8m rising to 9/10m and higher for 50,000 sq. ft. units and above;
- Dock level and grade level loading depending on user requirements and whether speculative development:
- Larger occupiers will require separate office parking to yard and loading areas;
- Offices finished to high quality with raised floors and cooling;

- Defined service capacities – adequate 3 phase power provision;
- Attractive and modern building design, to maintain a common theme throughout the Estate;
- Landscaped and parkland style grounds where appropriate with uniform signage;
- Frequent and accessible public transport links;
- Clear understanding of Internet capability.

7.7 We have examined our database of applicants who have registered property enquiries with our agency colleagues and have recorded the breakdown in both volume and size range - whilst clearly a large proportion of these requirements will not be converted into transactions and result in take up within the Havant area, however this evidence and weight of total floor space looking in the market at this moment in time, is a good indication of the strong, current occupier demand.

#### **Current Number of Registered Applicants (June 2019)**

| <b>SIZE RANGE (SQ M)</b> | <b>B1c/B2 USE</b>    | <b>B8 USE</b>         |
|--------------------------|----------------------|-----------------------|
| 0-150                    | 12                   | 9                     |
| 150-250                  | 9                    | 6                     |
| 250-500                  | 10                   | 8                     |
| 500-1,000                | 8                    | 11                    |
| 1,000-2,000              | 7                    | 9                     |
| 2,000-5,000              | 5                    | 7                     |
| 5,000 +                  | 4                    | 8                     |
| <b>TOTAL (Sq. M)</b>     | <b>55 ( 71 700 )</b> | <b>58 ( 112 875 )</b> |

7.8 Notably from our engagement with businesses conducting property searches, the industry sectors we consider will proliferate and most likely to extend property requirements within the Havant area will include, though not exclusively the following types of company:

- E-Commerce/internet shopping/home deliveries/reverse logistics;
- Trade counter operators/materials suppliers;

- Supply chain distribution/food and catering;
- Service industries/maintenance contractors
- Advanced/niche engineering/R&D activity;
- Educational/training provision;
- Professional consultancy services including legal, accountancy etc.
- Specialist research and production;
- Telecoms/recruitment/financial activities;
- IT/software design and innovation.

7.9 A sector generally regarded as one of the most significant opportunities for the UK to rebalance and reinvigorate the economy is advanced manufacturing. This sector has the potential to drive up levels of value added in the economy and contribute substantially to export growth and its global competitiveness is ultimately determined by the ingenuity and skills of its workforce.

7.10 Increasingly we have encountered demand for premises from the advanced manufacturing sector right across the building size range and from niche, prototype and full production businesses in principally the marine, defence, aviation, medical device, energy and pharmaceutical activities. We anticipate the expertise, reputation and innovation displayed by these companies will generate a fruitful source of property requirements and employment growth in the future. The size range of premises will be varied but the quality of the building product will be essential. There still remains a sizeable and important traditional assembly/production sector in the Borough that will have ongoing property requirements, however in practice we consider a number of these occupiers will consolidate and downsize their operations.

- 7.11 It is clear that whilst Langstone Park can provide what occupiers want from an amenity and connectivity perspective Areas 1, 2 and 3 do not provide the type of physical space that either Industrial, manufacturing or office occupiers want.

## 8.0 REVIEW OF RECONFIGURATION / REFURBISHMENT OPTIONS

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- 8.1 Consideration has been given to the potential repositioning of Areas 1, 2 and 3 in the building for alternative uses to secure new occupiers.
- 8.2 There is known demand in the market for industrial / logistics type uses, however a reconfiguration of Areas 1,2 and 3 in B1000 is unsuitable for several reasons:
1. The building is raised above ground level and therefore provision of suitable loading bay access and access for HGV's is compromised,
  2. The height of the building is insufficient for the majority of today's warehousing and logistics operators, which now seek eaves heights of 10m plus (as opposed to the 4.2 m to underside of trusses currently provided within B1000).
  3. The position of B1000 at the northern aspect of the site with development to the south means that any potential yard space is constrained and again limits interest from warehousing occupiers.
- 8.3 It is therefore deemed more appropriate for new build industrial space to be delivered elsewhere on the site so that Industrial / Logistics demand is captured but in buildings purpose built to meet modern occupier requirements.
- 8.4 The configuration, specification and scale of Areas 1, 2 and 3 of B1000 for office use is clearly inappropriate given the outlined constraints, changing occupier behaviours and requirements. There is also higher quality office space available to let elsewhere on the Park.
- 8.5 Even if Areas 1, 2 and 3 were comprehensively refurbished we do not believe there would be demand for this as office space. The space cannot be subdivided into smaller lettable units and provide acceptable daylight levels and access to individual demises.

- 8.6 The daylight into Area 3 can be greatly improved by demolishing Areas 1 & 2 including the core between Area 2 and 3. Increasing the extent of the glazing on the new eastern façade will also further improve daylight levels and the quality of the space. Whilst Area 3 will be deeper than Area 5 the glazed area will be 3 times greater.
- 8.7 Area 3 already benefits from a raised access floor.
- 8.8 The demolition of Areas 1 and 2 would also enable a new entrance to be created into B4000 (amenity block) and for parking to be provided at the same level as the buildings.
- 8.9 In this context, the removal of Areas 1 and 2 will to a large extent address the matters that compromise Area 3.

## **9.0 CONCLUSIONS**

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- 9.1 Areas 1, 2 and 3 B1000 are not lettable in their existing configuration as evidenced by the current marketing campaign.
- 9.2 Scale of demand for offices is reducing, particularly for larger floorplates.
- 9.3 Current configuration of Areas 1, 2 and 3 B1000 does not meet office occupiers' needs and demands.
- 9.4 Significant investment into the existing building will not enable it to meet modern working practices.
- 9.5 Whilst strong demand from Industrial / Logistics operators in the area and lack of supply Areas 1, 2 and 3 B1000 not suitable for conversion to Warehousing / Logistics and should be located elsewhere on the Park.
- 9.6 Consideration should be given to the demolition of Areas 1, 2 and 3 B1000.
- 9.7 Alternatively through the demolition of Areas 1 and 2 to improve the daylight to Area 3, the refurbishment of Area 3 and improvements to public realm we believe office space can be delivered which meets occupiers' requirements.
- 9.8 In summary, the best opportunity to meet the demand profile for the local area is to:
1. Demolish Areas 1 and 2 in B1000
  2. Refurbish Area 3 with new façade, fit for modern office working practices
  3. Build new Industrial units on southern car park
  4. Replace car parking lost in the southern car park with new parking around the site.

- 9.9 Therefore to address the issues identified with the building, to capture demand from the industrial / Logistics sector, a redevelopment of B1000 to demolish two bays, create a new modern and striking façade and to replace the lost parking would best meet the demands of the market.

## 10.0 APPENDICES

Fig 1. Existing LTP site plan

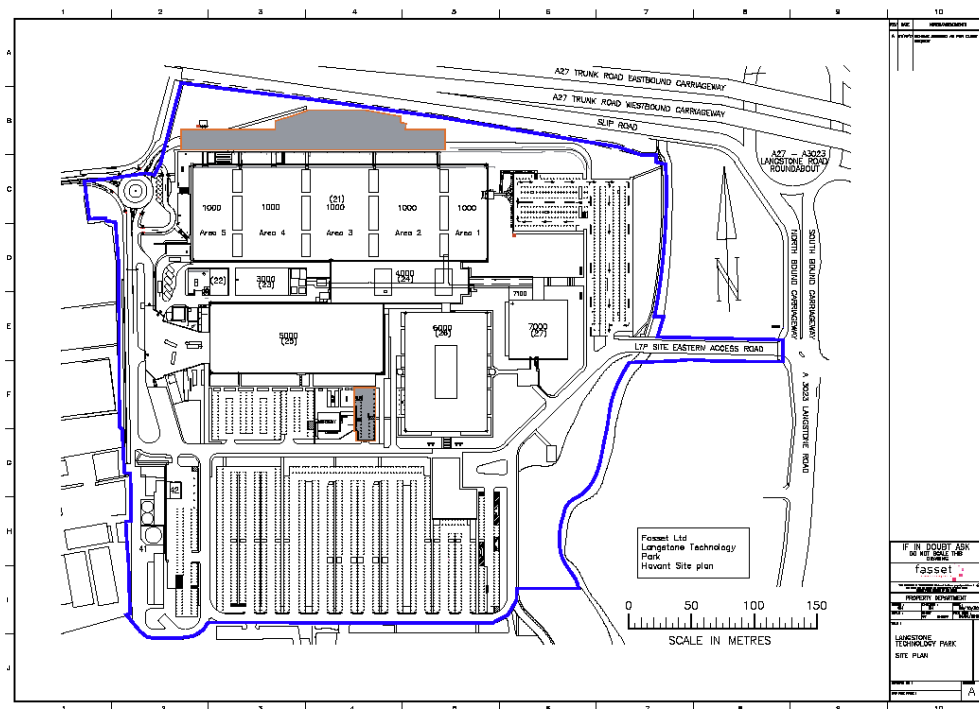


Fig 2. Proposed LTP site plan

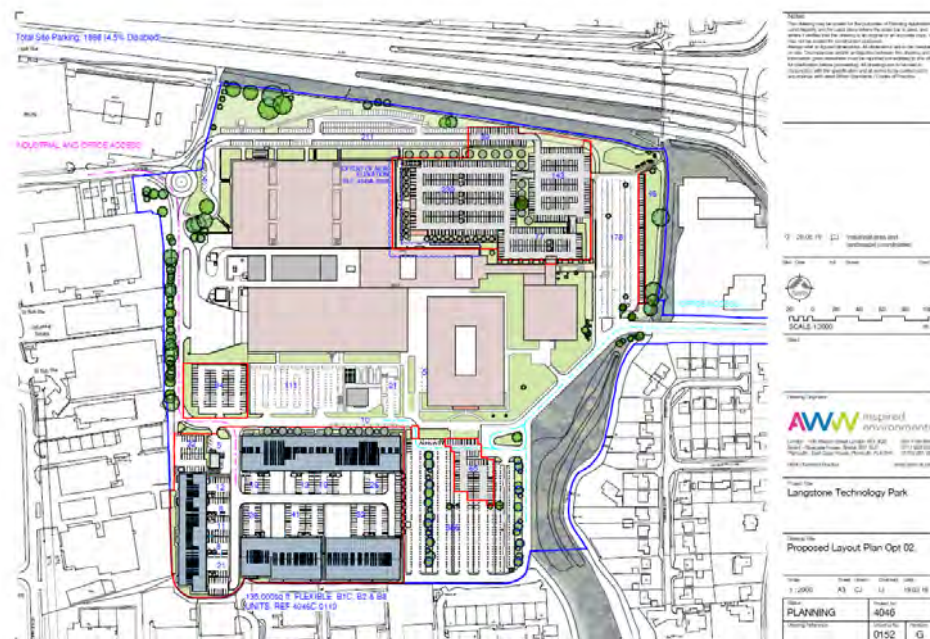


Fig 3. Proposed B1000 Elevation

