

# Design and Access Statement Building 6000 - Secondary (East) Entrance

Langstone Technology Park

March 2019

For: AG Langstone B.V. & Trinity Investment Management

Prepared by: AWW

Architect: AWW  
Principal Designer: Gleeds  
Project Manager: Malcolm Hollis



# Revisions

## Issue and Approval Schedule

| Issue 1 Draft | Name        | Signature | Date       |
|---------------|-------------|-----------|------------|
| Prepared by   | Chris Jones |           | 04/03/2019 |
| Reviewed by   | Ian Jenkins |           | 04/03/2019 |
| Approved by   | Ian Jenkins |           | 04/03/2019 |

## Revision Record

| Issue | Date       | Status   | Description    | By | Checked | Approved |
|-------|------------|----------|----------------|----|---------|----------|
| 1     | 05/03/2019 | PLANNING | Planning Issue | CJ | IJ      | IJ       |

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# 1.0 Introduction

## 1.1 Preface:

This Design and Access Statement has been prepared on behalf of AG Langstone B.V. and Trinity Investment Management in support of an application for full planning permission. It concerns the construction of a new secondary entrance, with associated external amenity space, serving Building 6000, Langstone Technology Park. The proposed works coordinate with a wider commercial development and master-planning strategy proposed across the site.

## 1.2 Documents Comprising this Planning Application

This Design and Access Statement should be read together with the other documents that accompany this submission, listed below:

|                   | Author | Date                        |
|-------------------|--------|-----------------------------|
| Application Forms | AWW    | 06/03/2019                  |
| Drawings          | AWW    | As specified on the drawing |

- 4046B-0140\_-\_Site Location Plan
- 4046B-0145\_A\_Site Plan - Existing & Proposed
- 4046B-0150\_A\_Ground & First Floor Plans - Existing & Proposed
- 4046B-0151\_A\_Second & Roof Plan - Existing & Proposed
- 4046B-0152\_A\_Elevations Existing & Proposed
- 4046B-0155\_A\_3D Visualisation - External

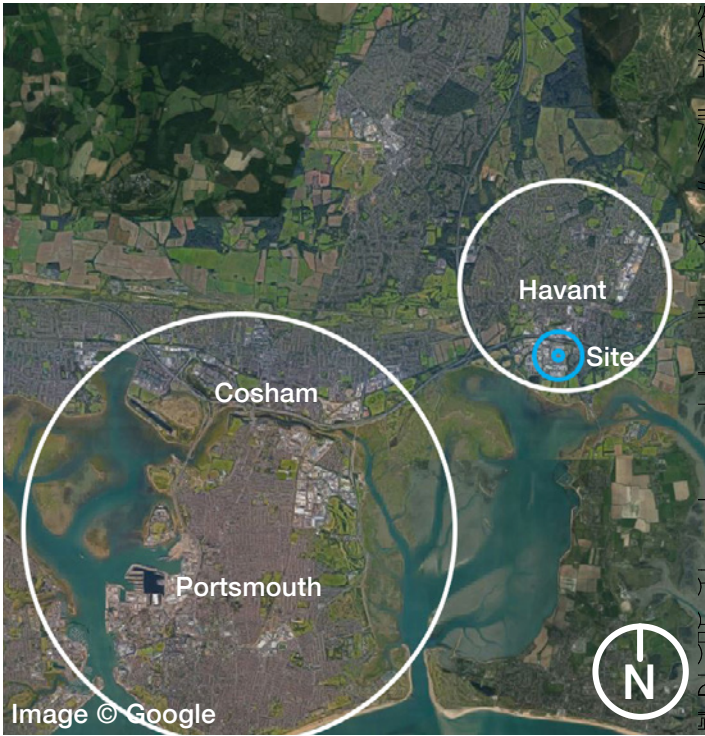
# 2.0 The Site

## 2.1 Site Location and Use

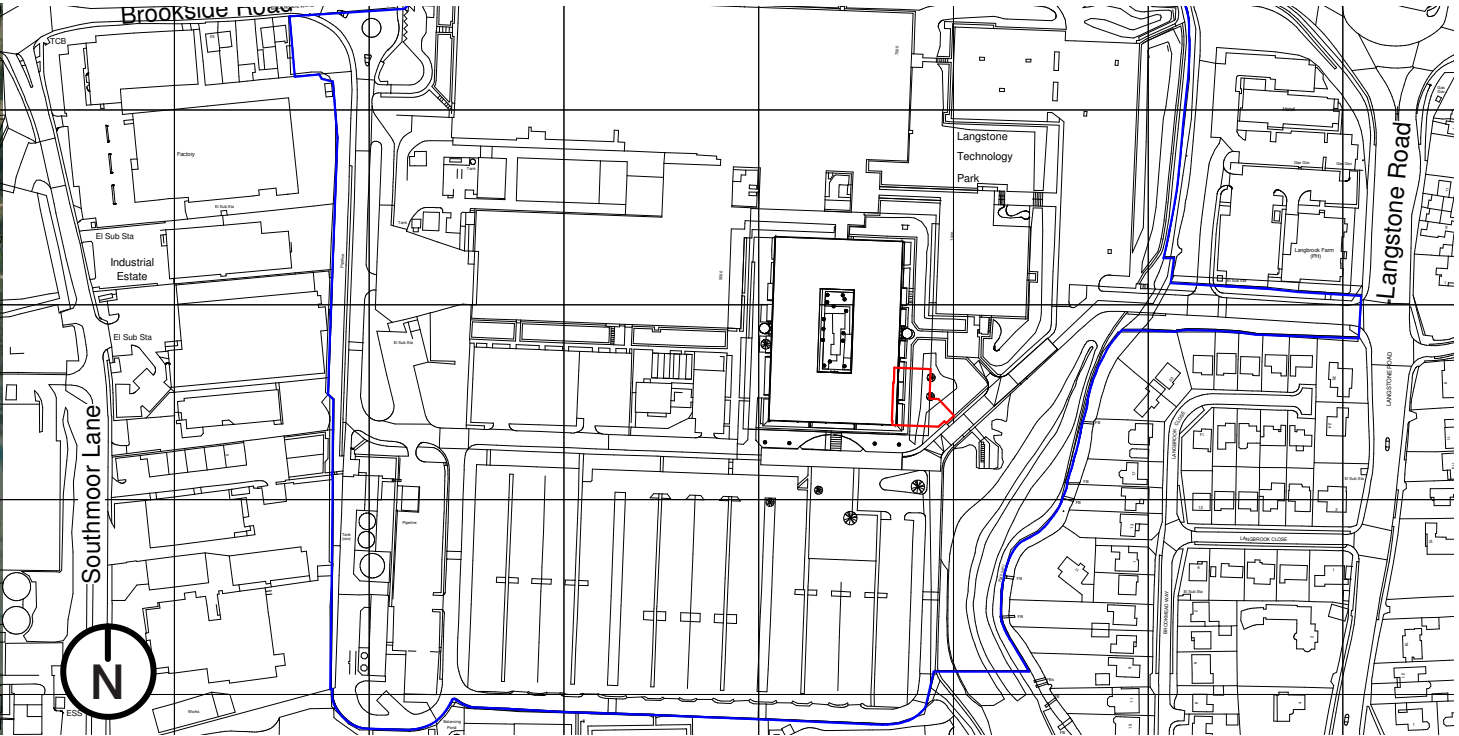
The application site lies within Langstone Technology Park, a large industrial and office park on the south edge of Havant. The site sits immediately south of the A27 dual carriageway, close to the A27/A3023 intersection. Portsmouth and the suburb of Cosham lie immediately to the west and south-west.

The technology park was originally built for a single occupier, IBM. Following their departure from the site the technology park has developed into a group of buildings multi occupied, either as floors or parts of buildings. The assumed original design intent of subtle recessed entrances to the buildings is not very affective for multi-use / occupied buildings. Therefore, the intention is to create better way-finding and emphasise the individual buildings with the insertion of new entrance features. The material used for this will form part of a palette of colour and hue similar to the existing original buildings.

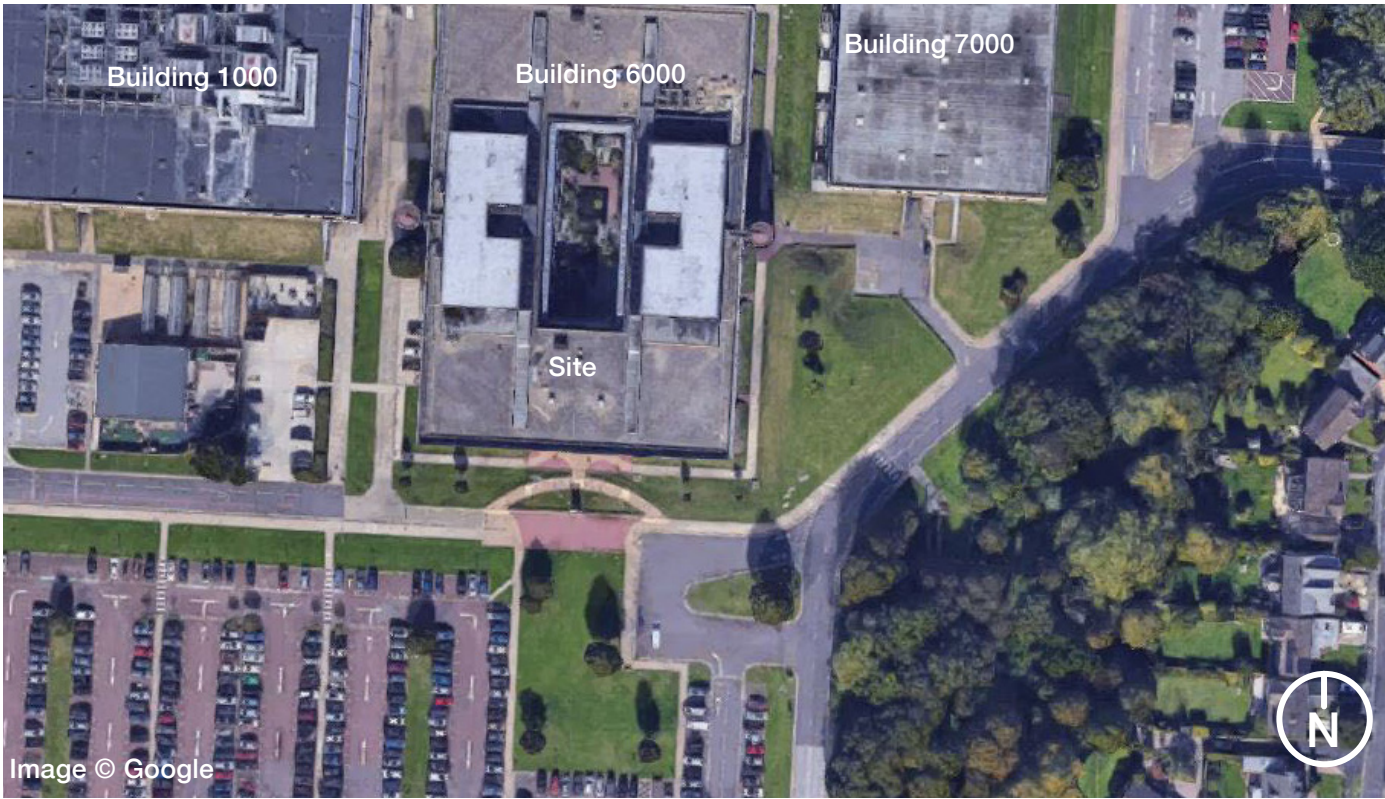
The wider Langstone Technology Park site is extensive. The site for this application is a far smaller area local to Building 6000. This application boundary area is 580m2 with a GEA of 23m2 'built' space proposed.



Wider Context



Extract from Site Location Plan



Site Context - Langstone Technology Park



Local Context

2.1 Site Photographs & Character

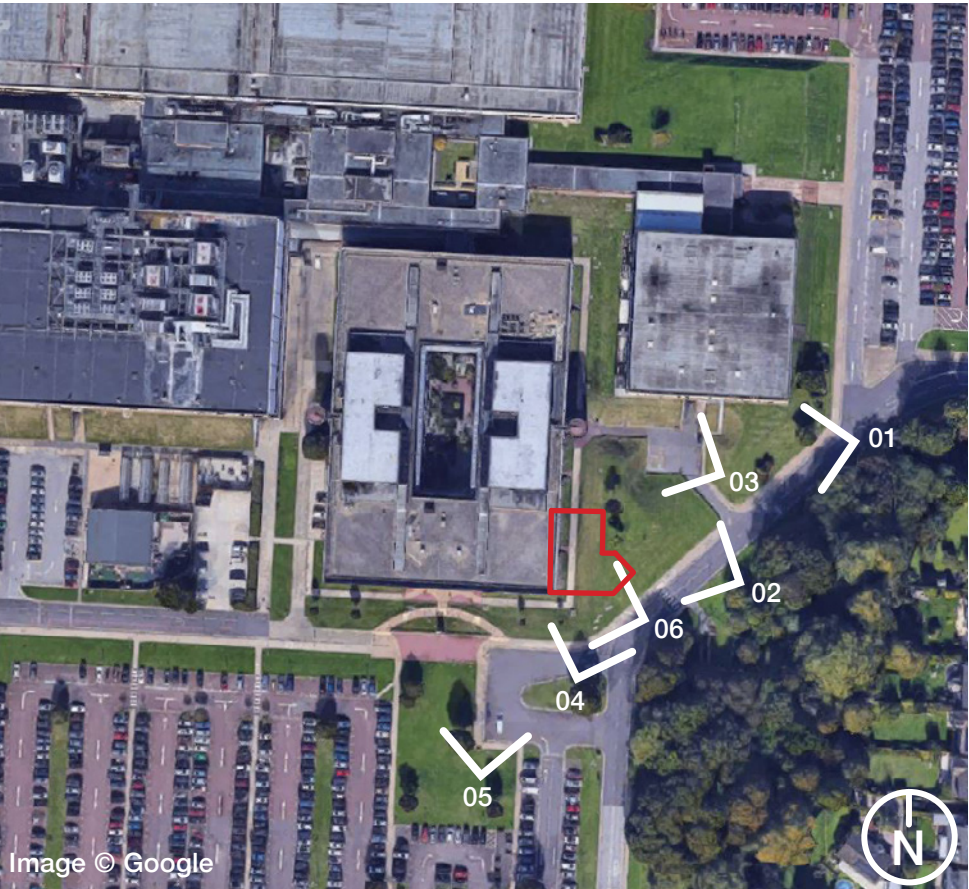
Building 6000 is one building within the larger technology park. It is a multi-let office building.

Building 6000 and the surrounding buildings are contemporary in age, having been constructed in the late 1960s/early 1970s. They are also homogeneous in appearance, each having concrete panel façades and strip fenestration on a rigid grid. The buildings are all horizontal in character.

Building 6000 is large - the front facade (south) is approximately 65m long, the building is approximately 95m deep. Height to parapet (occupied stories) is 13m with rooftop plant enclosures above. Other buildings on the site are smaller, except building 1000 to the north, which is a similar size.

The immediate and wider site features very extensive car parks and around buildings, landscaped, grassed earth bunds which in some cases obscure basement/lower ground level service decks. Building 6000 does not include basement servicing but is set below road level by approximately one metre.

The homogeneous appearance of buildings on the site, large areas of car-parking, landscaping and overall park size make way-finding and orientation difficult. The eastern entrance of Building 6000 is particularly difficult to locate. The recessed threshold sits below road level and is hidden by bunding.



01 - East access, looking towards Building 6000. 7000 in the foreground.



02 - Looking west, towards 6000. The east elevation is largely concealed.



03 - Building 7000 access that forms a connection with 6000.



04 - Building 6000 (east elevation) concealed behind landscape bund.



05 - Building 6000 south facade.



06 - Building 6000, south east corner.

# 3.0 Design

## 3.1 Proposals and Aims

Proposals:

- To construct a new self-contained east entrance for Building 6000 with associated external amenity space.
- Enhance setting, interaction and identity.

Aims:

- Create a high quality, self-contained secondary entrance on the east elevation that is occupier specific.
- Create more visual interest and activity on approach into the Park.
- Enhance building identity and differentiate Building 6000 from other buildings within the site.
- Improve access to the building and inclusive external amenity for users.
- Improve way-finding from car parking, the building approach and the wider site.

## 3.2 Scale

The existing 6000 east elevation is predominantly concealed behind a large landscaped bund. Activity is greatly reduced at ground floor level and the sense of identity is lost when approaching from Langstone Road.

A new entrance and associated external works are proposed and relate to the ground floor only. The proposal will enhance the eastern elevation through reducing the scale of the existing bunding and revealing a key architectural feature of the existing building; the recessed volume. The setting is greatly enhanced through integrating user specific external public space and a new strategic entrance route. Landscaping will coordinate with material context and reveal a new entrance threshold and identity at ground floor level.

## 3.3 Design & Appearance

The existing buildings on site are large and highly similar in both materials and design. The footprint of existing buildings and their fenestration pattern leads to a highly horizontal character. This is exaggerated by the level of the existing bunding positioned east of Building 6000. A reduction will enhance the building verticality, improve its setting and present an opportunity to incorporate a new entrance.

Complementary materials are proposed to coordinate with the existing context and emphasise the new threshold. A new strategic entrance route forms a connection with the existing thoroughfare and provides much needed external amenity space. The increased level of interaction at ground floor level enhances activity and identity. Both assist way-finding and on-site orientation.

## 3.4 Access

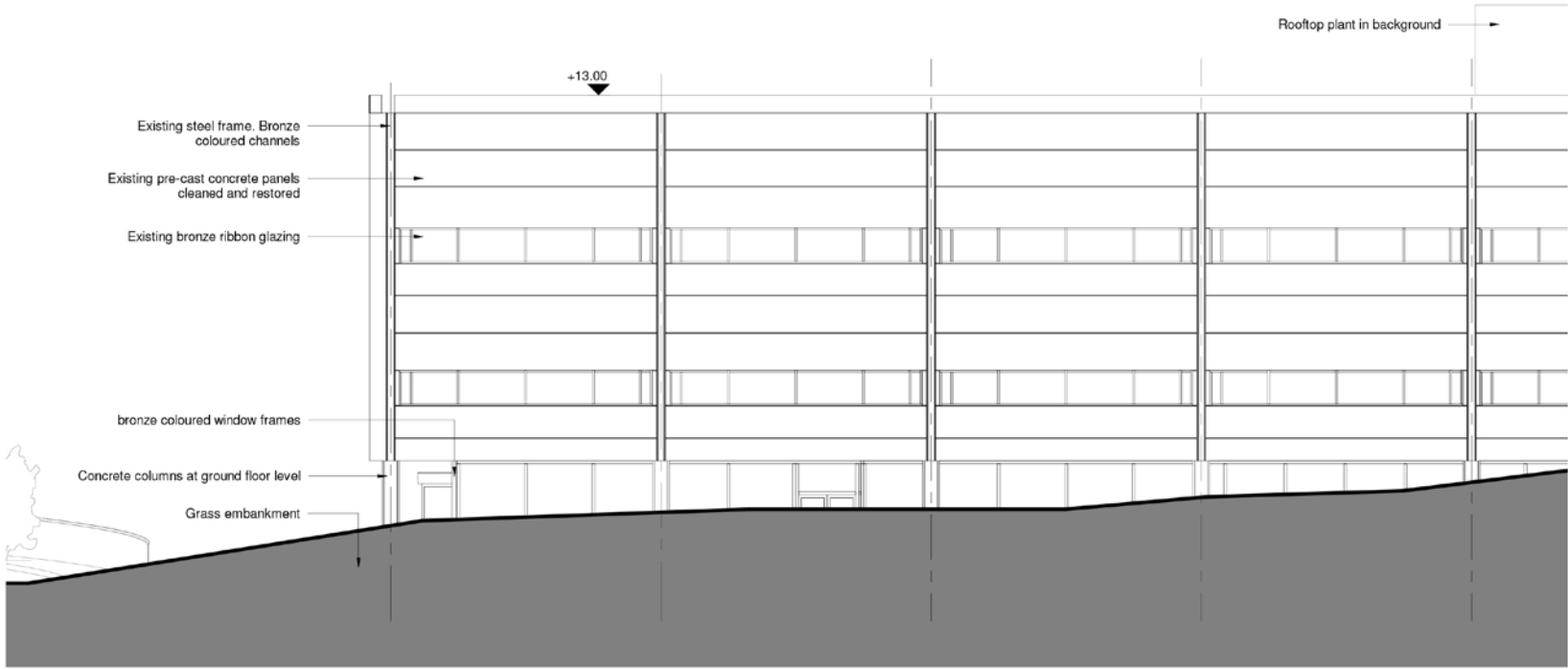
Access will be inclusive to wheelchair and ambulant users, occupier specific and form a connection with external amenity. Vehicular access and car parking arrangements and numbers are unchanged.

## 3.5 Ecology

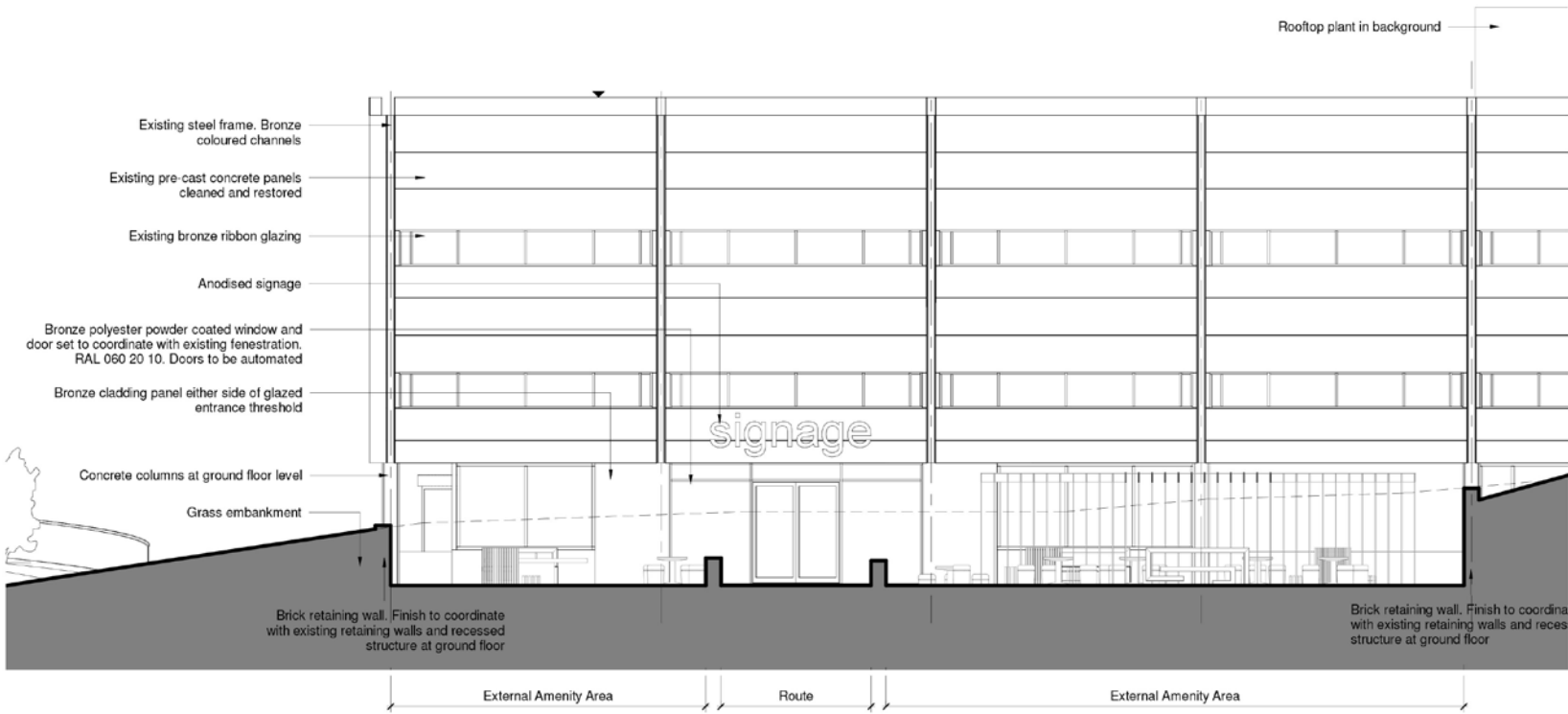
No habitat areas are affected by the development.

## 3.5 Drainage

There will be no net increase in impermeable landscape area as a result of the development.



Existing east elevation, extract from 0152 Elevations Proposed & Existing



Proposed east elevation, extract from 0152 Elevations Proposed & Existing.

### 3.7 Layout

The entrance will occupy a small area of the recessed volume at ground floor level, whilst remaining within Building 6000's rigid grid. Minor alteration to the existing floor plan is proposed to incorporate the new 23m<sup>2</sup> entrance. Isolated reconfiguration of existing ribbon glazing will be necessary.

The new threshold will improve access, provide identity and reduce footfall entering the southern, principal entrance. The proposed external amenity generates activity and interest at ground floor level.

### 3.8 Materials

External materials will form a palette of colour and hue similar to the existing. Key elements and details will emphasise identity. The entrance will be formed using clear glazing and bronzed coloured PPC window frames to coordinate with the existing context. Bronze cladding panels are proposed either side of the new entrance which will demarcate the threshold. Anodised signage is proposed above the door head which will be company specific. As part of the works it is proposed to clean and restore the existing pre-cast concrete panels.

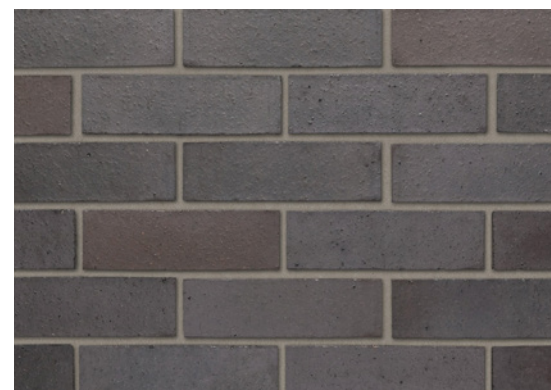
Landscape retaining walls will be constructed out of brick to match the existing retaining walls and an element of recessed structure at ground floor level. The images of external furniture below are indicative, although the proposal is to incorporate a natural material aesthetic.



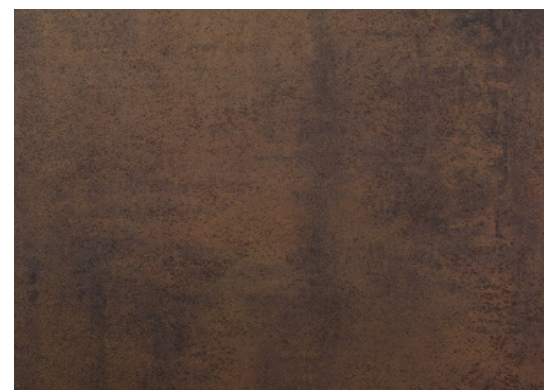
Proposed entrance, artistic impression



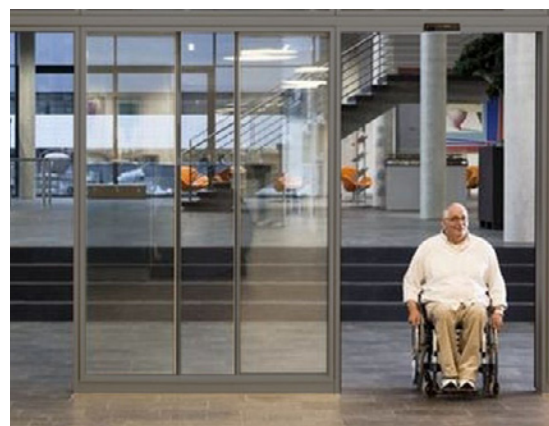
01 Pre-cast concrete panels - restored.



02 Blue brick to match existing.



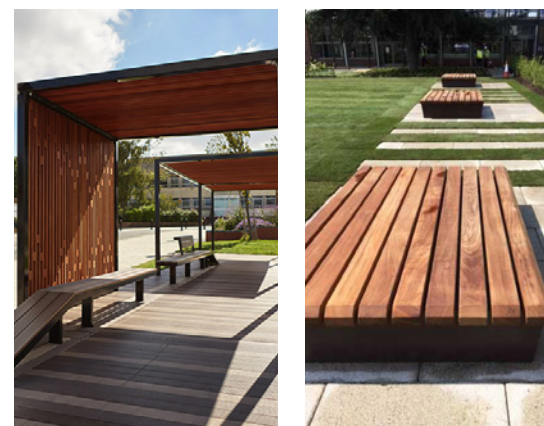
03 Bronze cladding panel.



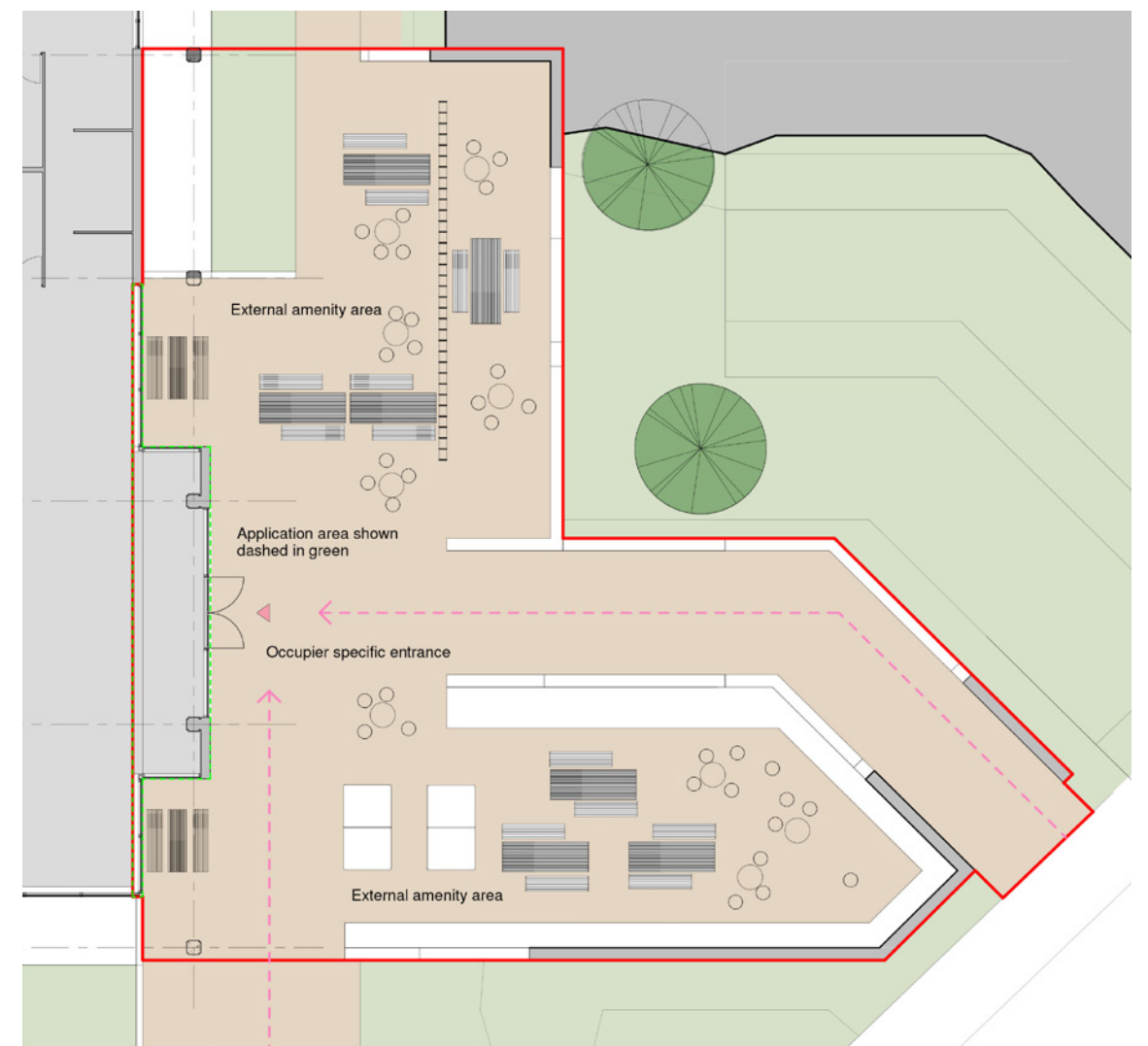
04 Automatic glazed sliding doors.



05 Anodised signage.



06 Indicative external amenity furniture.



Proposed ground floor plan extract.

# 4.0 Conclusion

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## 4.1 Conclusion

As described in this Design and Access Statement, the proposed development will result in a high quality entrance and external amenity space which will compliment the existing building. The proposals carefully balance and blend natural materials with the austere simplicity of the existing form to benefit way-finding and provide a sense of identity to this building on this large site.

The limited scope of the proposals means they will have no effects on local wildlife, archaeology or street scenes and there are no ongoing impacts on transport, highways and parking matters.

The proposal has been carefully designed to improve the working environment of the building users and will represent a considered addition to the building and its context.





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