



DESIGN & ACCESS STATEMENT AND PRINCIPLES DOCUMENT

LANGSTONE PARK
HAVANT
P09 1SA



Revision A

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1.0 INTRODUCTION

This document has been prepared on behalf of Property & Havant S.a.r.l to support an outline planning application at Langstone Park for the Phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except access.

The purpose of this document is to set out the key design principles which will inform the proposed future development of Langstone Park, Havant.

The design principles are set out under the following headings:

- Access
- Development plots
- Height & massing
- Strategic landscape framework
- Proposed materials
- Sustainability
- Indicative masterplan

The document also reiterates the site owners vision for the future development of the park.



SITE LOCATION PLAN



AERIAL VIEW – NORTH EAST

2.0 VISION

Langstone Park needs significant investment and a fresh approach to allow it to adapt and change to accommodate the needs of modern business users. Our vision long term seeks to reinvigorate the park by increasing occupancy levels and employment opportunities, which will significantly contribute to the local economy.

The following principles have been set to inform the vision for the park:

- Deliver high quality modern flexible employment floor space for a range of uses (including research and development, technology and clean logistics)
- Consideration of current trends moving away from large scale office development due to COVID-19
- Deliver a range of building sizes to attract a broad range of users to enhance vitality
- Delivery of attractive high quality employment buildings with excellent sustainability credentials targeting BREEAM Excellent and EPC A+ ratings
- Deliver an integrated welcoming public realm, with amenity space, soft landscaping, lighting and improved connectivity along with biodiversity enhancements
- Improve site wide legibility /wayfinding
- Rationalisation of existing car parking provision and re-location of car parking adjacent to building entrances
- Creation of high quality work spaces
- Managed site access prioritising service access from Brookside Road
- Development of complimentary support services such as an amenity hub incorporating café, gymnasium & outdoor amenity space to facilitate occupier and community wellbeing
- Creation of a coherent park with a sense of place



3.0 ACCESS

The intent of the proposal is to improve cross site circulation, providing high levels of connectivity creating a hierarchy of access defined by character and capacity.

The site is accessed via Langstone Road to the east and Brookside Road to the west. There is also pedestrian and cycle access from Penner Road to the south, this is restricted for vehicles and rarely used. Barriers with ANPR will be retained to the north and south of the Brookside Road entrance roundabout with a further barrier and ANPR introduced to the Langstone Road access to the west of the existing bridge. The barriers and ANPR systems will restrict / manage access to and from the site to prevent the creation of a cut through.

PRIMARY ACCESS ROUTE

A primary access route will be established through the site allowing full circulation of the site internally for all service vehicles, general users & pedestrians/cyclists. Connecting with the main site entrances and existing pedestrian links to the wider area.

Buildings will be orientated with entrances and office areas fronting the primary access route, separated by car parking and soft landscape to provide a buffer to plot boundaries.

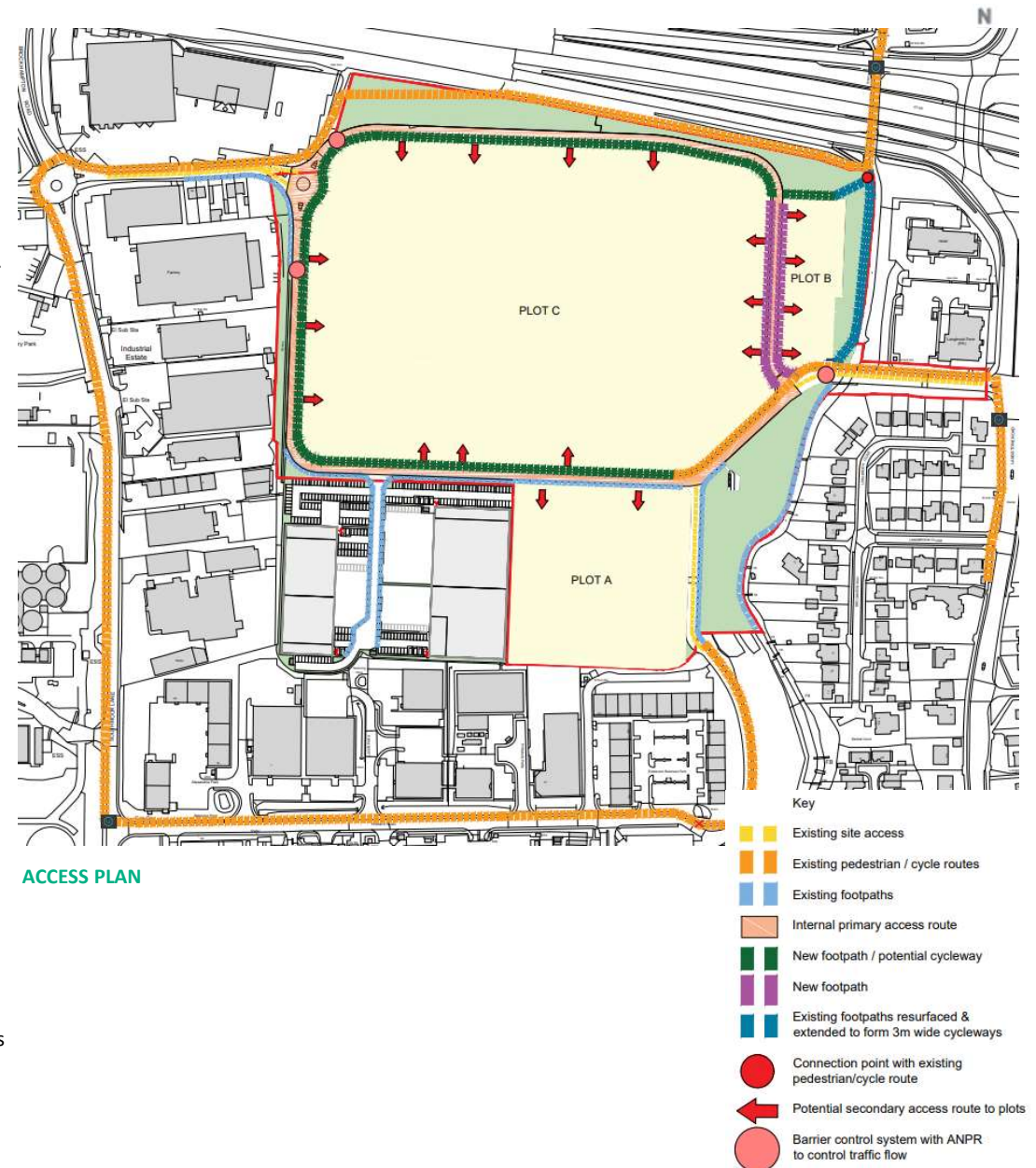
The primary access route will accommodate a 7.3m min wide road along with a pedestrian footpath/cycle link and soft landscape areas and feature access barriers and ANPR at site entrance to manage traffic flow/access

SECONDARY ACCESS ROUTE

Secondary access routes will primarily be located within development plots to provide access to car parking and service yard areas, these will range between 6m to 7.3m in width and incorporate pedestrian footpaths and soft landscape to separate car parking areas. Pedestrian footways will link buildings and plots where appropriate. Footways/cycle routes will be separated from vehicular traffic.

PUBLIC FOOTPATHS

It is proposed that enhancements are made to the existing public footpath in the north eastern corner of the site, providing new surfacing and increasing its width. This will enhance connectivity for cyclists and pedestrians to the wider area. As part of wider improvements there is the potential to replace some of the existing pedestrian/cycle route signage beyond the site with new signs incorporating Langstone Park directional signage which would enhance wayfinding and benefit those accessing the site via train.



3.0 ACCESS

LANGSTONE ROAD

Access will continue to be restricted to Langstone Road with a new barrier system and ANPR proposed to restrict access for larger vehicles at the eastern site entrance.

BROOKSIDE ROAD

The existing barrier will be retained and upgrade with ANPR, the northern barrier will be repositioned to accommodate minor modifications to the existing road layout.

PENNER ROAD

There will be no changes to the existing Penner Road access arrangement.

CAR PARKING

New development car parking to be provided at 1 per 45m² generally for employment uses and 1 per 14m² for support facilities.

Electric car charging and cycle parking will be provided in accordance with Local Authority Standards. Car sharing spaces will also be promoted.

SUMMARY

Existing access barriers will be retained and enhanced with ANPR.

New barriers and ANPR added to the Langstone Road access Road.

Penner Road access arrangements to remain as existing.

New primary internal access route created to enhance access internally within the park.

Enhancement of existing footpath on the eastern boundary.

New pedestrian/cycle in the north eastern corner of the site.

New signage proposed to pedestrian routes in the wider area including the Langstone Park logo to enhance wayfinding.

4.0 DEVELOPMENT PLOTS

A total of 24.89 acres of land have been identified within the existing technology park with the potential for redevelopment. The existing building stock comprises of 51,755m² GEA (Post the completed part demolition of B1000). This proposal seeks the development of up to a maximum of 63,290m² GEA across the site as a whole (total inclusive of extant consent APP/21/00405 11,290m² GEA). The development plots are split into three plots and the principal parameters for each plot are outlined below:

PLOT A

Location: South eastern corner of the site (the plot adjacent to the west has been granted planning consent ref: APP21/00405 for two flexible employment buildings split into four units totalling approximately 11,290m² GEA).

Size: 4.15 acres

Proportion: Square, 128m in length and width.

Development type: Single or multiple buildings could be accommodated in the form of single storey buildings with ancillary office content at first floor.

Proposed floor area: Maximum of 9000m² GEA

Uses:

Flexible employment use buildings with a range of employment uses:

E class (g)(ii) Research & development,

E class (g) (iii) Light Industry

B2 General Industrial

B8 Storage and Distribution

Ancillary office accommodation

PLOT B

Location: North eastern corner of the technology park

Size: 1.34 acres

Proportion: Rectangular, 120m in length and 43m in width.

Development type: Suited to small units up to three buildings of linear form which could be sub-divided. Either single or two storey. Limited glazed elements or articulation of elevations required to address public footpath to the east

Proposed floor area: Maximum of 3000m² GEA including approximately 500m² attributed to amenity support services.

Uses:

Flexible employment use buildings with a range of employment:

E class (i) Office

E class (g)(ii) Research & development,

E class (g) (iii) Light industry

B2 General Industrial

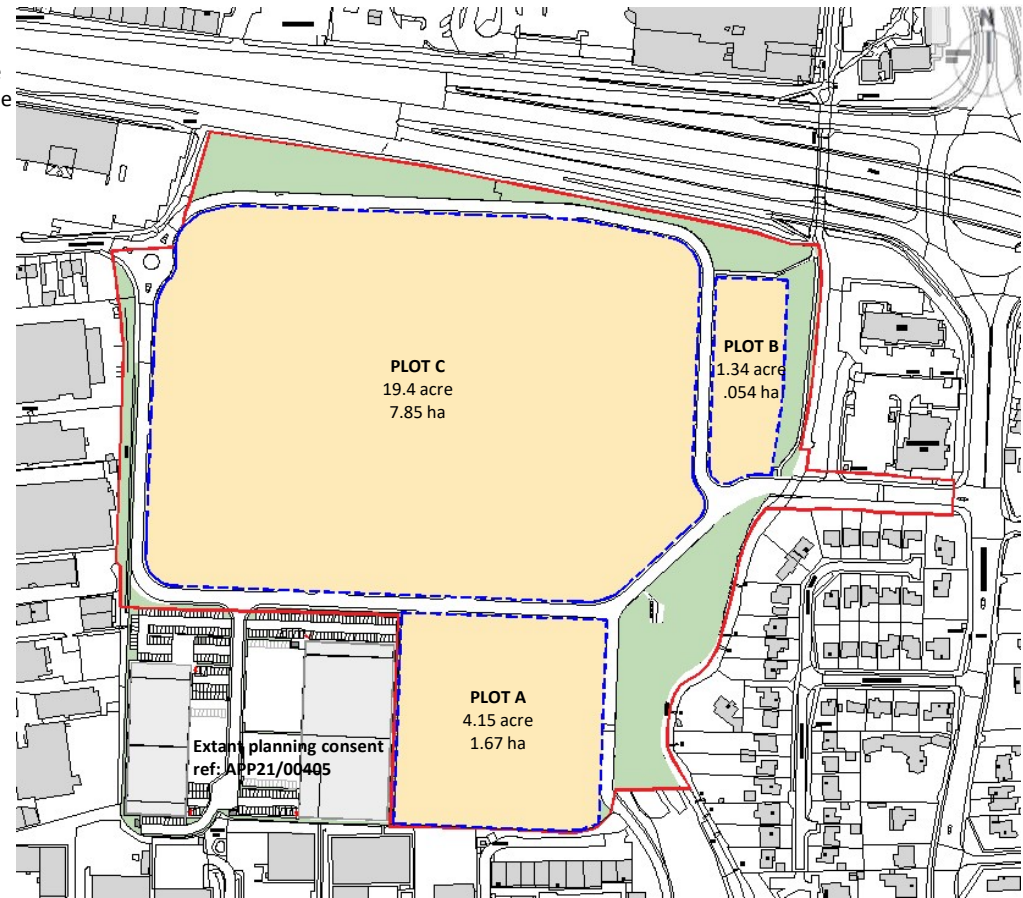
B8 Storage and distribution

Ancillary office accommodation

E class (b) Sale of food and drink

E class (d) Indoor sports facilities (Gym)

E class (f) Nursery



PLOT PLAN

PLOT C

Location: Central in the technology park

Size: 19.4 acres

Proportion: Rectangular, 336m in length and 235m in width

Development type: Single or multiple buildings of varying sizes (18,000m² maximum single unit), single storey with ancillary first floor office, developed in a phased manner

Proposed floor area: Maximum 40,000m² GEA

Uses:

E class (g)(ii) Research & development,

E class (g) (iii) Light Industry

B2 General Industrial

B8 Storage and Distribution

Ancillary office accommodation

4.0 DEVELOPMENT PLOTS

SUMMARY

This proposal seeks the development of up to a maximum of 63,290m² GEA across the site as a whole (total inclusive of extant consent APP/21/00405 11,290m² GEA).

The maximum development proposed of each plot is outlined below;

PLOT A	9000m ² GEA
PLOT B	3000m ² GEA
PLOT C	40,000m ² GEA

The proposal is for the development of flexible employment uses and support services falling with the following use classes:

- E class (g) (i) Office
- E class (g)(ii) Research & development,
- E class (g) (iii) Light industry
- E class (f) Nursery
- B2 General Industrial
- B8 Storage and distribution
- Ancillary office accommodation
- E (b) Sale of food and drink
- E (d) Indoor sports facilities (Gym)

5.0 DESIGN CRITERIA PLOT A

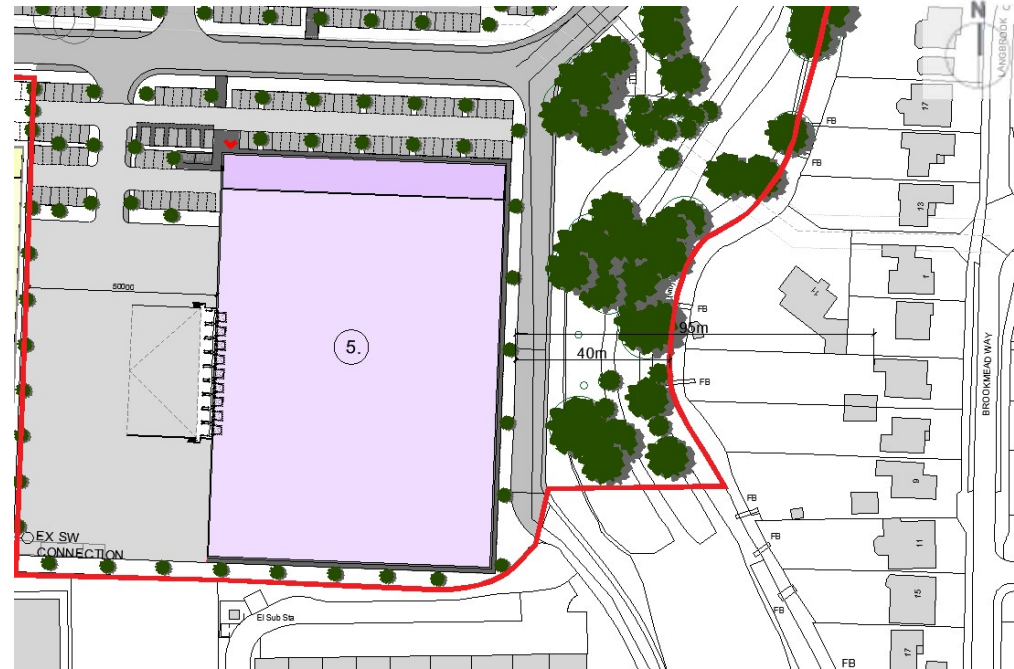
This section sets out specific design criteria in relation to plots where there are sensitive receptors located adjacent to the site.

PLOT A

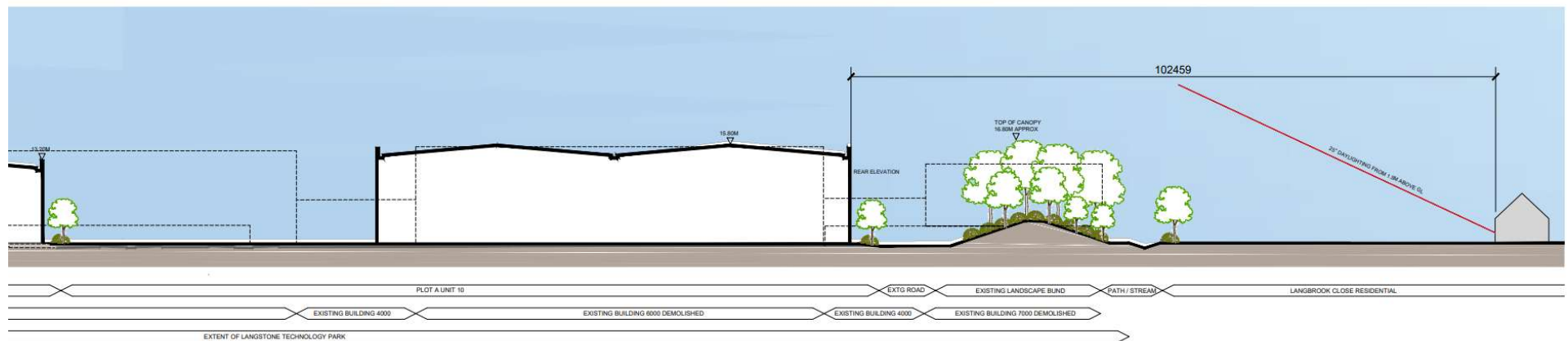
- Proposed buildings will be set back from the eastern boundary by a minimum of 40m and 95m minimum form the nearest direct facing rear elevation of the residential properties to east of the site
- Proposed buildings will be orientated in order to screen service yards from the eastern boundary
- Proposed buildings will be orientated to prevent overlooking of the residential properties to the east of the site
- No proposed building will extend into the zone set by a 25° angle from the mid point of ground floor windows on the rear elevation of residential properties backing on to the eastern boundary of the technology park
- The existing raised landscape buffer along the eastern boundary adjacent Plot A
- Tree and hedge planting on the eastern boundary adjacent Plot A will be maintained in its current form. Planting will not be removed unless diseased, damage or dead, in these cases planting will be replaced with a similar species.
- If the replacement of trees are required they will consists of Heavy Standard trees as a minimum.

SUMMARY

The proposed building on plot A would be set back in excess of LPA requirements and the existing landscape buffer will be maintained in its current form.



PLOT A SETTING OUT PARAMETERS



INDICATIVE SECTION

6.0 HEIGHT & MASSING

The existing buildings are generally 9m to 15.6m in height, the majority of buildings such as B1000, B4000 & B7000 are built on raised development platforms with grassed bunds elevating the buildings above the general topography. The existing buildings have flat roofs with parapet details.

The site is bordered on the northern and eastern boundaries by extensive mature landscape buffers which mitigate the scale of the existing buildings.

The site would be developed with a range of buildings of various sizes with the largest being of a proportion and mass commensurate to that of the existing buildings on site. The proposed buildings would feature of low pitch metal roofs and green roofs with parapets or sit on gutters in order to minimise massing and create a consistent appearance.

Larger buildings will be set back from site boundaries to reduce scale and mass, mitigating impact on the wider area.

PROPOSED MAXIMUM BUILDINGS HEIGHTS:

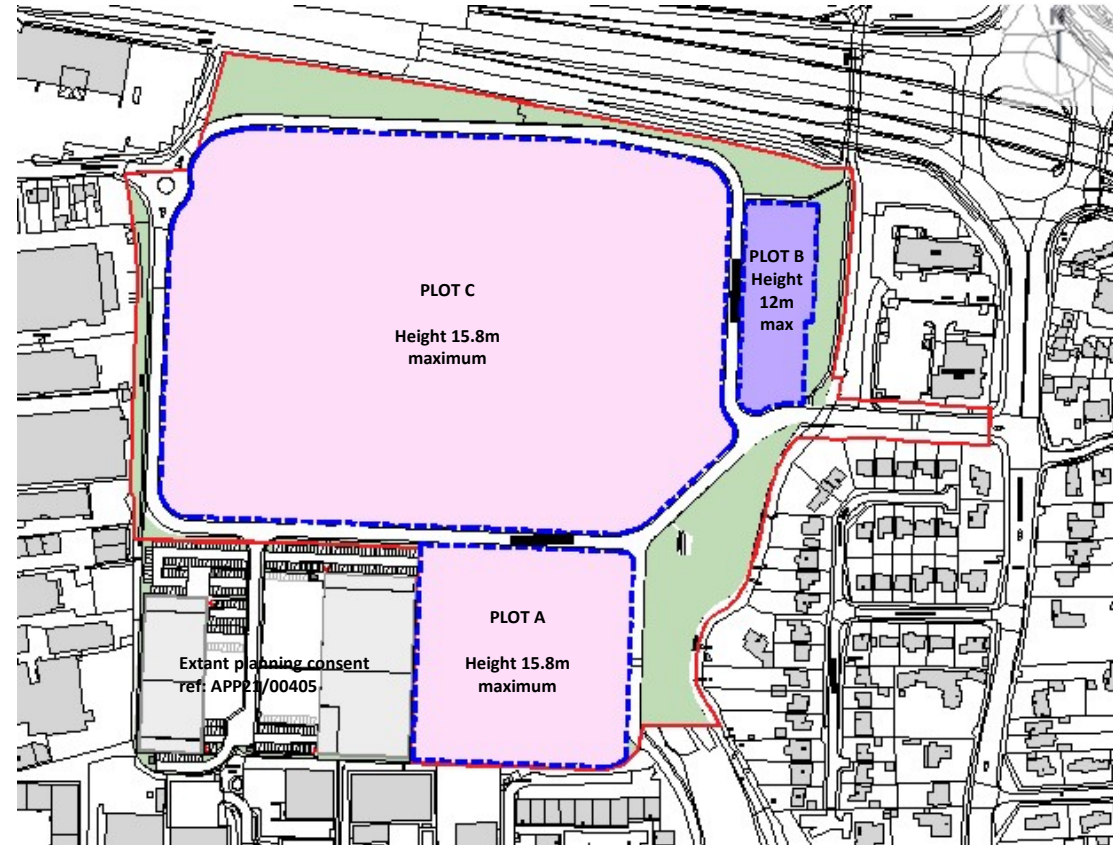
Plot A	15.8m
Plot B	12m
Plot C	15.8m

PLOT A

This plot has the potential for the development of a larger single building of a scale/mass commensurate to the existing building stock. The plot is set back well into the site and there is a significant landscape buffer to the east of the plot which features a large quantity of mature trees and bunding which effectively screens this part of the site from the east. To the south and the west the site is bordered by employment uses consisting of buildings with an industrial typology of varying scales.

PLOT B

Located adjacent the eastern boundary of the site which is bordered by a grassed landscape bund, public footpath, watercourse, established landscape buffer and a four storey premier inn hotel with roof mounted plant (circa 14m in height) and public house. It is proposed that buildings located in this area have a maximum height of 12m to provide a transition between the surrounding area and the centre of the technology park where it would be possible to locate larger buildings. This would provide layering and visual interest to the roofscape.



HEIGHT PLAN (MAX HEIGHTS BASED ON 5° PITCHED METAL ROOF/PARAPET)

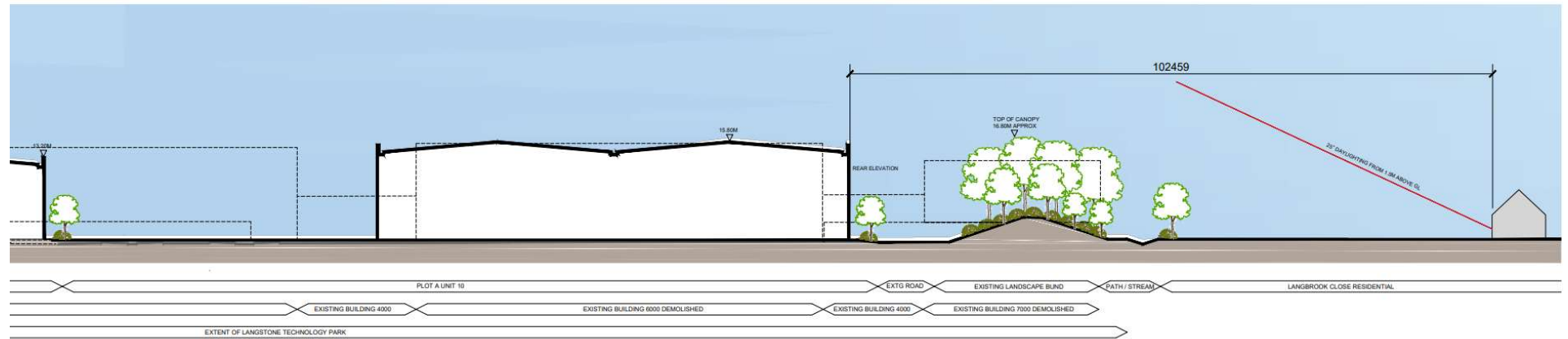
PLOT C

There is a mature landscape buffer to the northern boundary of the site and the development plot is set back into the site. The appearance of the existing building accommodation is that of a single continuous mass. There is potential to develop buildings with a scale and mass that is commensurate with the existing buildings but separated by landscaping, car parking and service yards which will reduce the visual mass of development through the creation of space between the built form. It is anticipated that the development of Plot C will be phased and deliver a number of varying sized buildings.

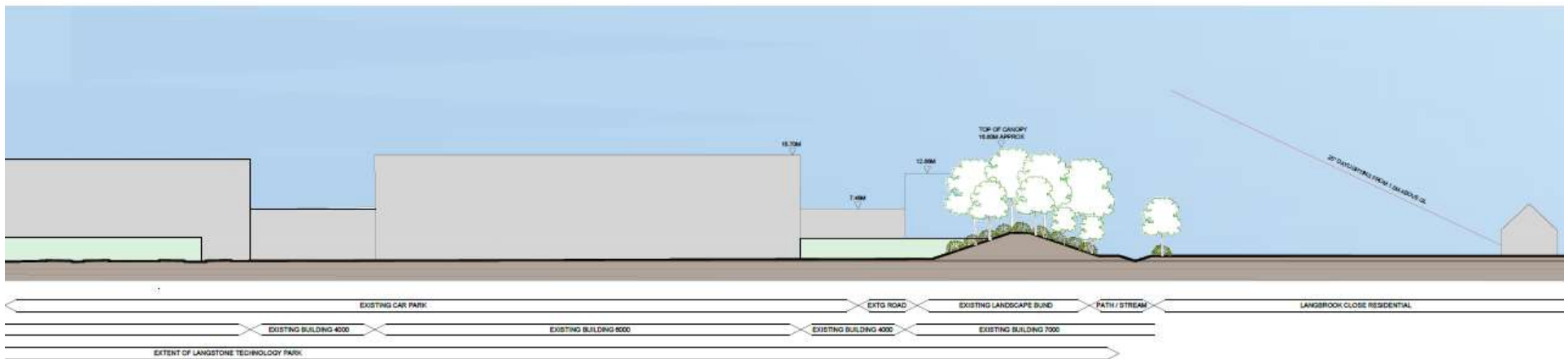
SUMMARY

Proposed building heights range from 12m to 15.8m which is commensurate with the existing building accommodation and sympathetic to the surrounding context.

6.0 HEIGHT & MASSING



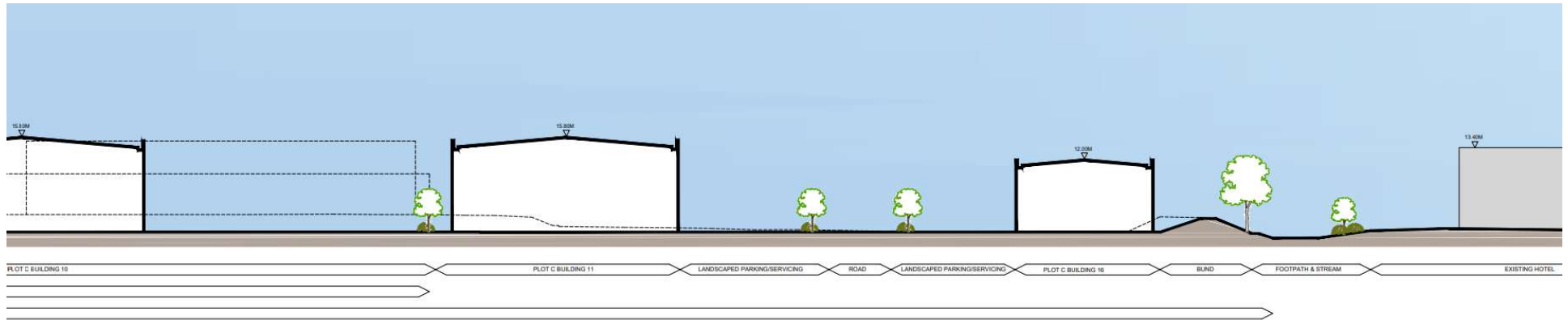
INDICATIVE PROPOSED SECTION



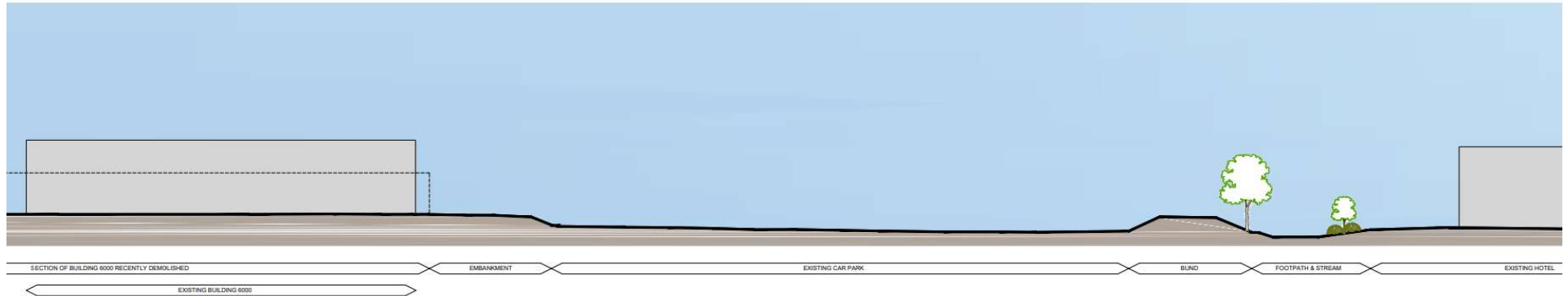
INDICATIVE EXISTING SECTION

EXISTING & PROPOSED INDICATIVE SITE SECTIONS EASTERN BOUNDARY WITH LANGBROOK CLOSE (REFER TO DRAWING 11392 PL007 INDICATIVE SITE SECTIONS FOR CROSS SITE LONG SECTIONS)

6.0 HEIGHT & MASSING



INDICATIVE PROPOSED SECTION



INDICATIVE EXISTING SECTION

EXISTING & PROPOSED INDICATIVE SITE SECTIONS EASTERN BOUNDARY WITH HOTEL (REFER TO DRAWING 11392 PL007 INDICATIVE SITE SECTIONS FOR CROSS SITE LONG SECTIONS)

6.0 HEIGHT & MASSING



EXISTING VIEW OF LANGSTONE ROAD SITE ENTRANCE



INDICATIVE VIEW OF PROPOSED DEVELOPMENT FROM LANGSTONE ROAD SITE ENTRANCE

LONG RANGE VIEWS DEMONSTRATING MASSING

6.0 HEIGHT & MASSING



EXISTING VIEW OF BROOKSIDE ROAD SITE ENTRANCE



INDICATIVE VIEW OF PROPOSED DEVELOPMENT FROM BROOKSIDE ROAD SITE ENTRANCE

LONG RANGE VIEWS DEMONSTRATING MASSING

6.0 HEIGHT & MASSING



EXISTING VIEW FROM PUBLIC FOOTPATH



INDICATIVE VIEW OF PROPOSED DEVELOPMENT FROM PUBLIC FOOTPATH

LONG RANGE VIEWS DEMONSTRATING MASSING

7.0 STRATEGIC LANDSCAPE FRAMEWORK

The landscape design will play an intrinsic part in the development and will provide an essential part of the green infrastructure framework of the development. The strategic framework sets out a strategy that will inform future reserved matters applications and design parameters.

The focus will be on a linked network of open spaces which run through or around the development together with the treatment of the landscape along the site boundaries. The design will incorporate the following concepts:

- Development of a strong landscape concept
- Establishing an appropriate new setting for the built form
- Introduction of external amenity space
- Design response that is informed by the assessment of the site context and directly relates to the site and its surroundings
- Promotion of the conservation and enhancement of biodiversity
- Sustainable development incorporated in to the design and construction of buildings and landscape
- Collaborative design with consultant team to deliver a high quality development that is realistic and deliverable, successfully integrating into the setting
- Respond to urban employment setting
- Introduction of character areas to reflect existing local features and enhance the proposed environments

An initial framework strategy has been developed based on these principles and three character areas identified.

In order to facilitate development some existing trees will be required to be removed these are generally located internally with in the site in car parking areas or on the periphery of them and are of a small scale, stunted in growth and of a low value. An arboricultural assessment has been submitted with the application supporting the removal of these trees.

All existing trees with Tree Preservation Orders will be retained and form an intrinsic part of the development of the site, to enhance the quality of the development and its setting. The outline masterplan proposes extensive enhancement to the existing situation in terms of soft landscape and the potential addition of a significant number of new trees in excess of the numbers removed.



7.0 STRATEGIC LANDSCAPE FRAMEWORK

CHARACTER AREA 1 – DEVELOPMENT PLOT BUFFER

A carefully designed landscape buffer to the site boundary and to separate service areas consisting of native woodland and hedgerow planting. This character area serves to:

- Enhance wildlife value and biodiversity
- Act as a visual and auditory buffer
- Screen planting to filter views of service areas and buildings
- Contribute to the green infrastructure network
- The native hedgerow and tree planting will be selected to incorporate locally significant species

CHARACTER AREA 1



CHARACTER AREA 2 – PRIMARY ACCESS

A formal permeable landscape buffer along the primary access route defined by tree avenues, ornamental planting and feature signage / way finding. The character areas serves the following purposes:

- Appropriate sense of arrival created
- Reinforce the landscape character and legibility of the development
- Soften the built form, tree planting filtering views to buildings and service areas
- Improve amenity value through the site
- Successful landscaping to define the site defining the public and private realms
- Contribute to the green infrastructure network and overall biodiversity

CHARACTER AREA 2



CHARACTER AREA 3 – DEVELOPMENT PLOT FRONTAGE

The development plots will provide a range of building sizes and will establish multi-functional landscape corridor to building frontages and car parking areas around the site. Landscape proposals will enhance the setting of the main trafficable areas and soften the frontage of the built form through the introduction of trees. Characteristics:

- A secure legible environment for all users will be established which clearly distinguishes between vehicular and pedestrian use
- Appropriate sense of arrival created

CHARACTER AREA 3



7.0 STRATEGIC LANDSCAPE FRAMEWORK

SUMMARY

The proposal will protect the existing trees with Tree Preservation orders.

A significant increase of soft landscaping and tree planting is proposed.

The proposal incorporates increased levels of native planting and green corridors across the site.

Ecological enhancements are proposed across the site.

A consistent high quality soft landscape design is proposed across the site with the development of character areas.

The proposal includes the enhancement of outdoor amenity space for site users.

8.0 PROPOSED MATERIALS

COLOURS:

Materials will be selected from a neutral colour palette selected to avoid fashion in order to ensure that the buildings do not prematurely age in terms of appearance and create a consistency and sense of place across the site. The colour range will consist of the following:

Goosewing grey
Anthracite
Metallic silver
White

A limited range of colours is proposed to ensure a consistent approach across the site and to create the sense of a family of buildings. The selected colours would contribute to providing a modern appearance and could be used in varying combinations to provide strong visual contrast and interest. The colours are reflective of those approved under planning consent ref: APP/21/00405.

Accent colours maybe incorporated in limited areas to enhance entrance features and/or office areas.

EXTERNAL WALLS:

A limited range of materials are proposed to ensure a consistent approach across the site and to create the sense of a family of buildings. The materials selected have been chosen to provide a modern aesthetic and to provide visual interest through the contrast of colour and texture. External wall materials with Environmental Product Declarations or with a Green Guide to Specification A rating as a minimum are proposed to ensure materials are highly sustainable as well as being long lasting and practical selections. The proposed materials range will consist of the following as is reflective of the materials approved under planning consent APP/21/00405:

Vertical / horizontal flat panel/MR metal cladding
Vertical / horizontal arc profiled or trapezoidal

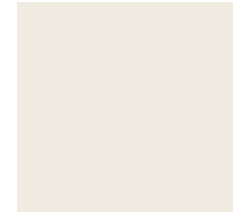
ROOF:

This will consist of a combination of pitched and flat roofs with parapet gutters, which is a strong feature of the existing site. Low pitched 5° trapezoidal metal cladding is proposed to pitched roof's to reduce massing and building height with grp/polycarbonate rooflights provided at 10% minimum. Areas of flat roof will incorporate green roofs to enhance biodiversity. All roofs will incorporate areas of PV cells.

COLOUR PALETTE



GOOSEWING GREY
RAL 080 070 05



PRISMA WHITE
RAL 9010

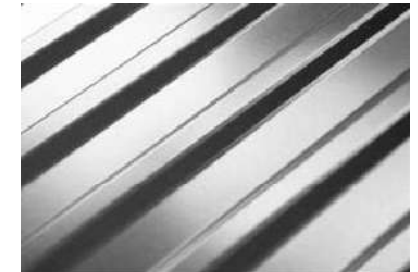
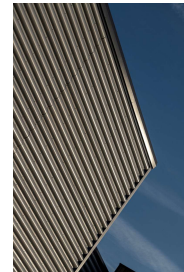


ANTHRACITE
RAL 7016



METALLIC SILVER
RAL 9006

EXTERNAL WALL MATERIALS



ROOF MATERIALS



8.0 PROPOSED MATERIALS

EXTERNAL DOORS & WINDOWS:

Office and entrance areas are to have a high quality appearance with a high percentage of glazing to those elevations to enhance natural light and provide natural surveillance as well as to provide legibility and visual interest.

Glazing to entrance areas will be full height, to office areas proposals incorporating the following variations are proposed:

1. Full height glazed curtain walling from ground floor to top floor ceiling height
2. Floor to ceiling glazing on each floor with solid breaks
3. Ground floor ribbon windows 1500-1800mm high, with floor to ceiling glazing to upper floors.

Glazing is to consist of either frameless silicone jointed curtain walling with projections or aluminium framed capped curtain walling.

Doors in glazed areas will be fully glazed with aluminium frames. Fire exit doors to non office areas will be steel doors with a powder coated finish. Loading doors will consist of steel sectional overhead doors with a powder coated finish.

ARCHITECTURAL FEATURES:

Offices and entrance areas are to incorporate projecting canopy features to provide visual interest and legibility. Brise soleil to be incorporated dependant on building orientation.

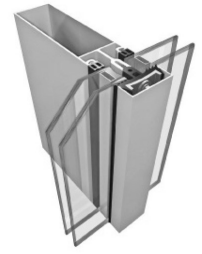
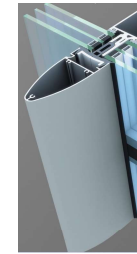
HARD SURFACING:

The proposed hard surfacing will be selected from a consistent palate of materials which will create a sense of place and visual interest through variation in terms of texture and colour providing legibility and a high quality aesthetic. The range of materials will consist of tarmacadam to estate roads and footpaths, contrasting block paving will be provided to car parking areas and footpaths to parking areas on development plots .Brushed concrete will be provided to service yards and consolidated gravel with fines will be provided to maintenance strips and the enhanced public footpaths.

STREET FURNITURE:

Street furniture will provide a modern and contemporary feel and consistent approach creating a sense of place. Consisting of cycle shelters with green roofs, external seating to amenity areas bollards and external lighting.

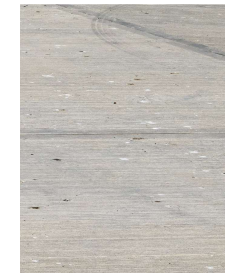
GLAZING



ARCHITECTURAL FEATURES



HARD SURFACING



STREET FURNITURE



8.0 PROPOSED MATERIALS

SUMMARY

The proposed range of materials will provide a high quality modern aesthetic.

Materials will be specified from the Green Guide to Specification with a minimum of an A rating where possible.

Design cues are taken from the existing buildings that are reflected in the recent extant planning consent APP/21/00405.

The consistent use of materials and design features will create a sense place and coherent development.

9.0 INDICATIVE MASTERPLAN

The indicative masterplan demonstrates how the parameters and design principles outlined in this document could deliver a range of modern flexible employment buildings incorporating E (g)(i) office, E class (g)(ii) Research & development, E class (g) (iii), B2, B8 uses on the site along with employment generating ancillary falling within the E (b), E(d) & E(f) use classes.

The proposal is for a maximum of 63,290m² GEA (including extant consent) of flexible employment floor space which will allow building forms and typologies to vary to respond to meet market demand.



INDICATIVE MASTERPLAN

9.0 INDICATIVE MASTERPLAN

Indicative imagery of the proposed masterplan, demonstrating how a family of buildings similar those recently granted planning consent in application APP21/00405 could occupy the site and integrate a green infrastructure network



10 .0 INDICATIVE PHASING PLANS

The indicative phasing plan outlines an overall strategy for the phased development of the site. The strategy has been developed to ensure that the long term redevelopment of the site is deliverable although it is accepted that the timing of phases coming forward may vary.

The proposed phasing takes into account buildings with high vacancy levels & unlettable space, existing occupants and lease events along with the need to retain facilities for existing occupiers as well as offering a practical solution to dealing with redeveloping a site with a central shared plant area.

Each phase of development will ensure that sufficient parking levels of are maintained on site for occupiers of existing buildings (as new development will have self contained car parking).

PHASE 1

Work would consist of the development of the south eastern car parking area and demolition of B6000 which has 60% vacancy levels. This would allow development of the two plots and start the formation of the new primary internal access route around the site.

PHASE 2

This phase would consist of the demolition of B5000 and the development of flexible employment floor space with associated car parking and landscaping.

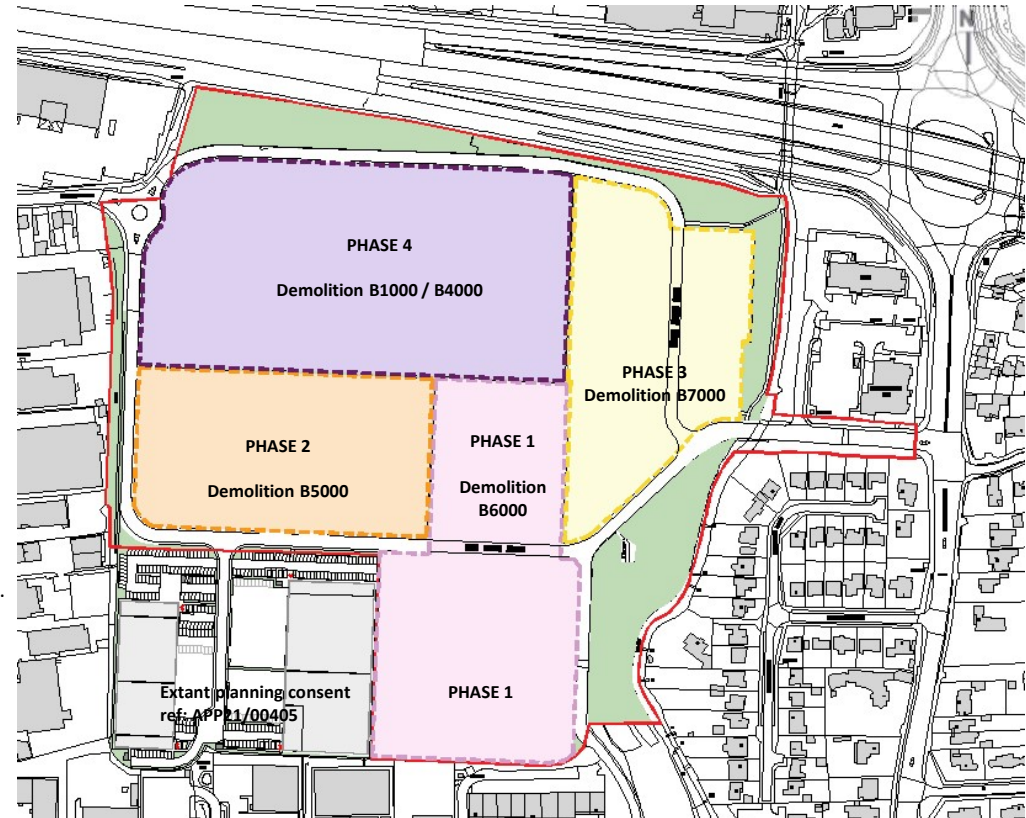
PHASE 3

Work would consist of the demolition of B7000 and the continuation of the primary access route with buildings being developed either side of the new link road. These would consist of flexible employment floorspace along with amenity/support services such as a gymnasium and café. Improvements would also be undertaken to the existing public footpaths in the north eastern corner of the site which would consist of resurfacing and widening to create pedestrian/cycle access linking to the new primary circulation route in the site. External amenity space would also be formed.

PHASE 4

This phase would consist of the demolition of B1000 & B4000 and the development of new employment floor space and the continued formation of the new primary access route along with the extension of the existing amenity space to the north of the site.

The following page outlines a potential detailed phasing plan for the delivery of the indicative masterplan.



INDICATIVE PHASING PLAN

Note: in order to be flexible to the market plots could be combined or subdivided so phasing may vary.

SUMMARY

Each phase of development will be self contained and maintain site access and restrictions in accordance with the existing arrangements.

Parking levels for existing users will be maintained for existing site users throughout each phase of development.

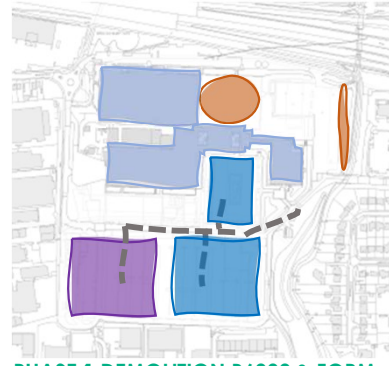


10.0 INDICATIVE PHASING PLANS

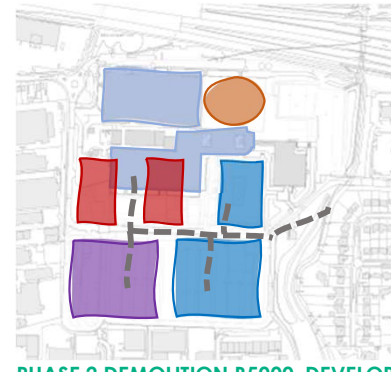
INDICATIVE DETAILED PHASINGS PLAN BASED ON INDICATIVE MASTERPLAN



DEVELOPMENT OF EXTANT
CONSENT



PHASE 1 DEMOLITION B6000 & FORM
CAR PARKING, EXTEND ESTATE ROAD



PHASE 2 DEMOLITION B5000, DEVELOP
EMPLOYMENT SITE FACILITIES BUILDINGS



PHASE 3 DEMOLITION B7000, EXTEND
ACCES ROAD, ENHANCE EXISTING
PEDESTRIAN ROUTES, DEVELOP
EMPLOYMENT BUILDINGS



PHASE 4 DEMOLITION B1000, B400,
COMPLETE LINK ROAD, DEVELOP
EMPLOYMENT BUILDINGS AND EXTEND
AMENITY AREA

LONG TERM INDICATIVE GREEN INFRASTRUCTURE PLAN



GREEN INFRASTRUCTURE &
BIODIVERSITY ENHANCEMENTS

Key:

-  Existing car parking provision relocated
-  Existing buildings retained
-  Improved access
-  Existing footpath widened & resurfaced
-  Biodiversity enhancements
-  Green infrastructure
-  Flexible employment buildings
-  Flexible employment buildings
-  Flexible employment buildings and site services
-  Flexible employment buildings
-  Flexible employment buildings
-  Potential external amenity space

11.0 VENTILATION, NOISE & VIBRATION, ODOUR CONTROL AND NOXIOUS EMISSIONS

VENTILATION PROPOSALS

The exact ventilation requirements of each of the development plots are unknown at this stage however, the following mechanically operated ventilation systems are likely:

- General fresh air supply & extract ventilation systems
- WC & Changing room extract ventilation systems
- Kitchen extract ventilation systems
- Process or fume cupboard extract systems

The systems shall be designed and installed in accordance with the following industry standards and guidance:

- All relevant British Standards
- Building Regulation Approved Document Part F
- CIBSE & BSRIA Guides

NOISE & VIBRATION CONTROL

To minimise or mitigate the impacts of noise and vibration:

- Ventilation plant will be located internally wherever possible to limit the breakout noise to the plot boundary.
- Where located externally, ventilation plant will be provided with acoustic casings where necessary to limit the breakout noise to the plot boundary.
- Fans will be provided with anti-vibration support mountings/fixings.
- Attenuators will be provided as necessary to prevent excessive noise from fans being transmitted through intake & discharge louvers.
- Intake and discharge louvers shall be suitably sized to ensure that the intake and discharge air velocities do not cause excessive noise.
- It is anticipated that plant operation would be limited to normal office working hours.

CONTROL OF ODOURS & NOXIOUS EMISSIONS

To minimise or mitigate the impacts of odour and any noxious emissions:

- Ventilation discharge louvers/cowls shall be located away from sensitive boundaries or occupied areas –likely to be roof mounted.
- Ventilation discharge locations and velocities shall ensure adequate dilution of pollutants.
- Where fume extract is required from R&D laboratory spaces specialist fume extract systems shall be designed to the appropriate standards to suit the process being undertaken.
- Air cleaning equipment shall be provided as necessary to systems subject to pollution control legislation.

SUMMARY

Ventilation and extract systems will be designed in accordance with recognised industry standards and guidance.

Plant will be sensitively located to avoid breakout noise from the plot boundaries.

Plant equipment will have anti-vibration mountings and fixings and attenuators where required.

Louvres and cowls will be positioned away from sensitive boundaries.

12.0 EXTERNAL LIGHTING

Detailed external lighting proposals of each phase of development will form part of a future Reserved Matters Applications.

The external lighting proposals will give due consideration to the following points:

- 1) Energy efficiency
- 2) Night-time pollution
- 3) Impact on neighbouring sites and residents
- 4) BREEM requirements

The future lighting scheme will consist of column and building mounted luminaires to illuminate the on site access roads, car parks, service yards and paths.

The external lighting scheme will be designed using the principals set out in the following guidance:

- 1) CIBSE Lighting Guide LG6 'The Outdoor Environment'
- 2) British Standard 'Lighting of Work Places – Part 2 Outdoor Work Places'
- 3) British Standard BS5489-1 'Code of Practice for the Design of Road Lighting'
- 4) ILP Guidance Notes for the Reduction of Obtrusive Light
- 5) BREEM Requirements (Targeted Credits Hea01 (1 credit) & Ene03 (1 credit))

Service yard lighting will be provided by building and column mounted luminaires, columns will be approximately 6-7m in height.

Fittings will be high efficiency with reflectors to control upward and obtrusive light onto neighbouring sites. The luminaires will have good light control and sharp cut-off angles to reduce light spillage. The luminaires proposed for this scheme will have 0% upward light ratio and be fitted with a glass front to reduce the visibility of the light source and glare.

Escape path lighting to the rear and side of the business units shall be provided by building mounted luminaires. The building mounted luminaires shall be mounted at approx. 4.0m.

Luminaires will be orientated towards the site, away from the boundary to make them less obtrusive to any current or future neighbouring sites. Buildings will be positioned to screen sensitive neighbouring uses such as the residential properties to the east of the landscape buffer on the site boundary.

In addition to the aforementioned service yard lighting, separately switched building mounted luminaires will be located centrally over each loading bay door to aid short duration unloading. The luminaires will be set at a downward angle to limit upward light pollution and be controlled from a time-lag switch adjacent to the loading bay door.

The access road lighting will be operated via adjustable timeclock and photocell controls fed via the landlord's distribution.

The business unit car parks and service yard lighting will be operated via dedicated adjustable timeclock and photocell controls fed via the distribution within each unit.

The external lighting timeclocks will be set to operate between pre-determined hours, seven days a week. In each control set-up the timeclock will be set-up as the 'master' control and will be enabled via the photocell as the ambient daylight levels reduce to darkness.

The path lighting to the rear and side of the business units shall be presence sensor controlled for short duration escape purposes.

INDICATIVE EXAMPLES OF EXTERNAL LIGHTING



COLUMN LIGHTING TO SERVICE YARDS, ROADS AND CAR PARKING AREAS



BUILDING MOUNTED LIGHTS ABOVE LOADING DOORS



BUILDING MOUNTED LIGHTING TO ESCAPE ROUTES

12.0 EXTERNAL LIGHTING

SUMMARY

The external lighting will be designed in accordance with current good practice and BREEAM requirements.

All lighting will be either column or building mounted and positioned away from the site boundaries.

All luminaires will be orientated away from boundaries.

Light fittings will be high efficiency with reflectors to prevent upward and obtrusive light spill.

Lighting will be controlled by timeclock and photocells controls set to operate between pre-determined hours.

13.0 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan prior to the commencement of each phase of development (secured by condition) and will cover the following headings:

- 1) Project description including start and finish dates:
- 2) Assessment of existing conditions
- 3) Hours of operation
- 4) Surrounding areas and boundaries
- 5) Communication and consultation
- 6) Site security
- 7) Access and egress
- 8) Travel and car parking
- 9) Control of operations on site
- 10) Deliveries, and collections
- 11) Vehicle loading and unloading
- 12) Monitoring and management of works
- 13) Distribution of construction logistics plan
- 14) Lighting
- 15) Environmental management and control
 - a. Air quality(site specific non road mobile vehicles
 - b. Noise
 - c. Vibration
 - e. Mud
 - f. Water course
 - g. Waste management
 - h. Pollution prevention
 - i. Birds
 - j. Bats
- 16) Client project team
- 17) Site construction plan
- 18) Site plan
- 19) Tree protection

Construction and building works will be limited to the following hours:

- 7.30 and 18.30 Monday to Friday
- 7.30 and 13.00 on Saturdays
- 9.00 and 13.00 on Sundays on limited occasions

Each development phase will be securely fenced with 1.8m high min Heras fencing. Pedestrian barriers will be utilised to segregate the site compound from plant and vehicles. Regular inspections will be undertaken to ensure safety and security. Only the main access gates to each site compound will be open to manage access and egress. Staff welfare facilities will be provided within each development phase along with car parking, wheel washing, delivery and storage areas.

For each phase of development a dedicated site manager will be appointed to manage and monitor on site works and to liaise with adjacent users.

The appointed contractor for each development phase will be required to sign up to the Considerate constructors scheme.

SUMMARY

A construction management plan will be submitted prior to the commencement of each phase of development

