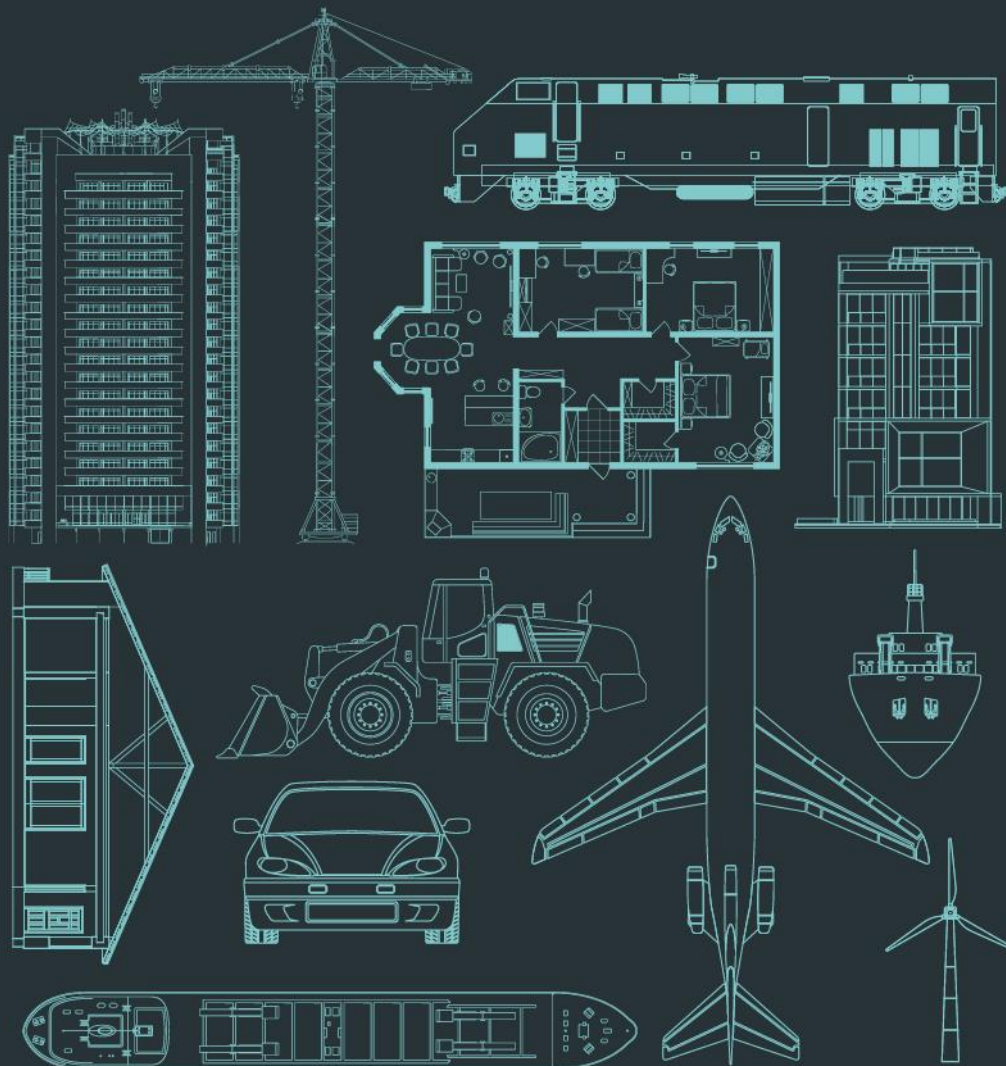


becg



Statement of Community Involvement

Langstone Park, 2B Langstone Road, Havant

Prepared for XLB

January 2022

Contents page

Executive summary	2
1. Introduction	3
2. Background	4
2.1 Proposal site	4
2.2 Proposals	4
2.3 Planning Context	4
3. Community Engagement	5
3.1 Statement of community involvement	5
3.2 Engagement with Officers	6
3.3 Dedicated website	6
3.4 Virtual consultation	7
3.5 0800 comment facility	9
3.6 Media Relations	9
3.7 Engagement with stakeholders	9
4. Review of comments	12
4.1 Overall feedback received	12
4.2 Online Feedback Form	15
5. Response to comments	28
6. Appendices	29

Executive summary

XLB is committed to consulting with the local community regarding its comprehensive masterplan regeneration proposals for Langstone Park, 2B Langstone Road, Havant.

Residents were given the opportunity to give feedback regarding the proposals via a host of different channels. A website, freephone information line, and project email address were made available throughout the process for interested parties to receive further details and to provide feedback.

To deliver a robust and accessible consultation against the background of the ongoing Coronavirus pandemic, XLB deployed alternative methods to consult the community regarding the proposals for the proposed redevelopment of Langstone Park. A virtual public exhibition was therefore held between **Monday 29th November 2021 and Tuesday 4th January 2022.**

An initial virtual exhibition invitation newsletter was sent to circa **1,559 residents on Monday 29th November 2021**, providing information about the plans as well as advising them of the consultation period. As detailed later in this SCI, a subsequent letter was sent to these same residents on **Friday 3rd December 2021** to update them on the consultation period.

Paper copies of the plans, as well as feedback forms, were available on request, to ensure the consultation was inclusive.

35 items of feedback were received during the consultation period. Of these, **27 were submitted via the consultation website**, with **8 submissions via email**.

Looking at all 35 items of feedback (27 website submissions and 8 emails), **71%** of feedback received was supportive of the principle of this regeneration proposal. **20%** offered full support, while **51%** offered support for the principle, while citing reservations.

A further **20%** of respondents objected to the principle of this regeneration masterplan, while **9%** were unsure as to the principle.

The most frequent comments related to:

- Concern about the potential traffic impact of the masterplan proposals
- Acceptance that the current site needs regenerating or updating
- Concern about the adequacy of parking provision and the risk of cars parking on neighbouring roads
- Concerns about the environmental impact of the proposals
- A view that the buildings should be adapted rather than demolished

XLB has carefully reviewed all the feedback received up to the advertised closing date of **Tuesday 4th January 2022**, and the main comments raised by the local community have been addressed within this document and the wider material submitted as part of the application.

XLB is committed to engaging with the local community and, following the submission of the application, will ensure that interested parties and key stakeholders remain informed and updated regarding the proposals.

This document provides a chronological account of the pre-application consultation undertaken and a review of the feedback received.

1. Introduction

- 1.1 XLB has acquired an interest in Langstone Park, 2B Langstone Road, Havant and is bringing forward a comprehensive masterplan for the redevelopment and regeneration of the site.
- 1.2 This document has been produced with the aim of clearly and concisely highlighting the community consultation undertaken by XLB in respect of its masterplan proposals for the site.
- 1.3 This document provides a chronological account of the consultation activity that has been undertaken within the pre-application stages of the planning application and the activity that XLB proposes to undertake post application.
- 1.4 In order to assist with the community consultation and communication, XLB appointed BECG, a specialist communications consultancy, to form part of its wider project team for the proposed redevelopment of Langstone Park.
- 1.5 All feedback received before **midnight on Tuesday 4th January 2022** is accounted for and represented within this document.

2. Background

2.1 Proposal site

- 2.1.1 First developed for IBM in the 1970s to accommodate their manufacturing headquarters, Langstone Park is the largest employment destination in the Havant Borough.
- 2.1.2 After IBM left, the site evolved into a broader technology park, providing office, laboratory, logistics, and manufacturing spaces. In total, Langstone Park extends across 40 acres of land and offers approximately c. 52,000 sqm of employment accommodation, representing the largest concentration of commercial floor space in the local authority.
- 2.1.3 Langstone Park has benefited from its highly sustainable location over the years, which offers easy access to the strategic road and rail network. Located just south of J5 of the A27, the site is within a 5-minute drive of the A3(M), within a 7-minute drive of the M27, and within a 15-minute walk of Havant railway station, offering 5 direct trains to London per hour.
- 2.1.4 However, despite these advantages, Langstone Park has declined in recent years. Its fabric is over 50 years old and the layout, which was suited to IBM's production needs at the time, no longer offers an attractive and sustainable environment in today's market. As a result of an increasingly tired and inefficient building stock nearing the end of its serviceable life, and a building layout that is difficult to adapt for office and flexible employment uses, the Park faces an overall vacancy rate of around 50%.

2.2 Proposals

- 2.2.1 The Park no longer responds to the needs of the business community and is in need of significant investment and regeneration if it is to attract new employment into the borough. To address current issues and safeguard the long-term economic potential of the site, a comprehensive masterplan for the regeneration of Langstone Park is being brought forward.
- 2.2.2 The masterplan proposals would see the Park comprehensively redeveloped over a period of time with new and high quality business units and industrial floor space aimed at accommodating a range of uses, including offices, research and development, light industrial, general industrial, and storage and distribution – all within highly energy efficient buildings, which will significantly reduce carbon emissions on the site.
- 2.2.3 The aim of this vision is to greatly enhance the attractiveness of the site to the market, bring new businesses to Havant, and thereby create new job opportunities for the local community in the most sustainable way possible.

2.3 Planning Context

- 2.3.1 As part of long-standing aspirations to deliver new jobs and increase job density in the town, Havant Borough Council recognises the opportunity to rejuvenate the site through redevelopment.
- 2.3.2 In its emerging Local Plan, for example, Havant Borough Council acknowledges that: *"Historically, the Park has enjoyed an occupancy rate exceeding 90%, but this has fallen to two thirds in recent years due to emerging competition, dated facilities and lack of appeal to occupiers ..."*
- 2.3.3 The Council further describes itself as: *"... committed to the continued success of the Park and considers that further development is necessary to achieve this."*

- 2.3.4 There is also a significant need to deliver new employment floorspace within the borough. In its current Local Plan, the Borough Council outlines a requirement to deliver 162,000 sqm of new employment floorspace in the period up to 2026, across offices, manufacturing, and warehousing.
- 2.3.5 The masterplan for Langstone Park provides an important opportunity to deliver high-quality and sustainable employment floorspace suitable to modern needs, which will contribute toward the Council's economic objectives.

3. Community Engagement

3.1 Statement of community involvement

3.1.1 The Localism Act 2011

Section 122 of the Localism Act 2011 outlines that a person proposing to make a planning application on land in England should carry out consultation on the proposed application. This should include publicity considered likely to bring the application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

3.1.2 National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out the Government's policies for England and outlines how these policies should be applied.

- 3.1.3 XLB has had regard to the NPPF at Paragraph 39 when it states that *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.”*

- 3.1.4 The NPPF goes on to highlight at Paragraph 40 that *“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”*

- 3.1.5 Paragraph 41 outlines that the Local Planning Authority should encourage other parties to take maximum advantage of the pre-application stage, noting that *“the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.”*

3.1.6 Havant Borough Council

XLB has also taken due account Havant Borough Council's adopted Statement of Community Involvement (June 2019), including its advice to applicants to undertake a pre-application consultation exercise in advance of significant proposals:

“4.13 The Council expects the development industry to adopt a constructive approach to development in the Borough, and to work with the Council, residents and other stakeholders.

“4.14 Applications may need to be supported by a statement setting out how the applicant has complied with the requirements for pre-application consultation and demonstrating that the views of the local community have been sought and taken into account in the formulation of

development proposals. The level of consultation should be proportionate to the scale and significance of the application.

“4.15 This Statement does not seek to be prescriptive about the methods of community involvement that applicants should use to consult on or publicise their proposals. Equally, it does not discourage the use of innovative techniques ...”

“4.16 The need for any wider community involvement, and the intentions of the applicant regarding the consultation methods, will be considered as part of pre-application discussions. A statement should be submitted with the application setting out the nature and scale of community involvement undertaken prior to finalising proposals in accordance with the requirements of the SCI.

“4.17 The Borough Council considers it very important that local people are involved in the development management process as early as possible. This is clearly set out in Policy DR1 of the Havant Borough Local Plan 2036. The Council therefore encourages applicants on major, significant or sensitive sites to engage with the community before a planning application is submitted.”

3.1.7 Therefore, in conjunction with developing the plans, XLB undertook a detailed programme of community engagement, as outlined in this document.

3.2 Engagement with Officers

3.2.1 Before the indicative plans were shared with the community, appropriate steps were taken to discuss the masterplan development proposals with Council Officers. **Four** meetings were held, which took place on **Monday 9th November 2020**; **Tuesday 9th February 2021**; **Monday 21st June 2021**; and **Wednesday 20th October 2021**.

3.3 Dedicated website

3.3.1 A website was set up displaying information about the proposals and is being updated throughout the public consultation and planning process. The website is hosted at langstonepark.consultationonline.co.uk/

3.3.2 The website address was printed on the newsletter and relevant correspondence.

3.3.3 The website included:

- An overview of the proposals
- Relevant masterplans and layout
- Information about the virtual public exhibition, including exhibition display materials
- Information about landscaping
- Information about sustainability
- Benefits of the proposals
- Next steps and advice regarding how to leave feedback
- An online feedback form
- A downloadable feedback form

3.3.4 The consultation website was visited by **494 users**, who on average spent **3 minutes 51 seconds** each visit, across a total of **671 sessions**. The “Welcome”, “The site” and “Regeneration masterplan” were the most viewed pages of the website, with 803-, 767- and 737-page views respectively.

3.4 Virtual consultation

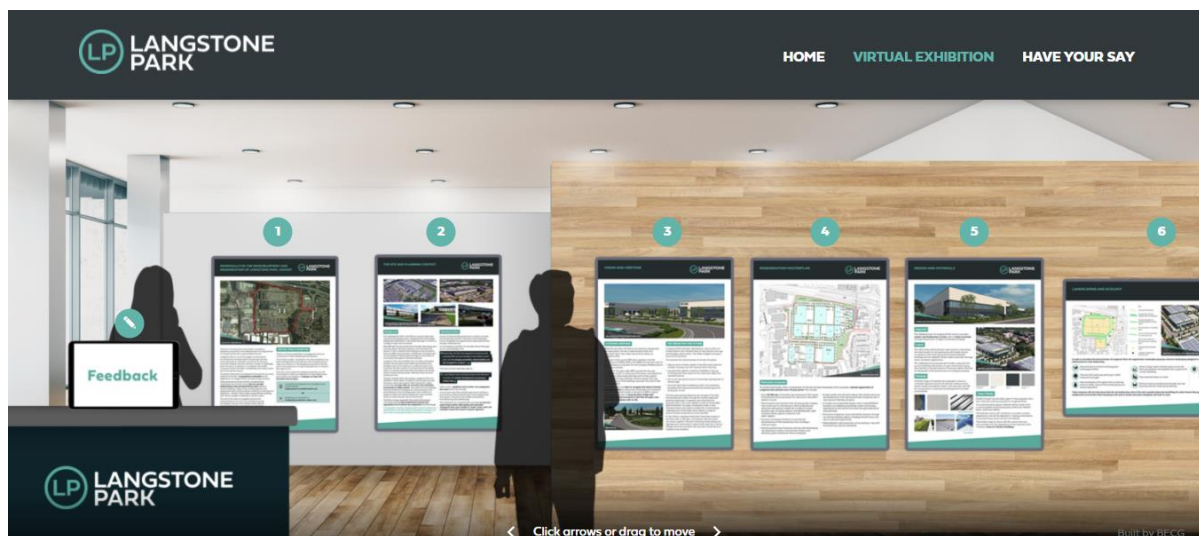
- 3.4.1 To ensure XLB could provide a robust and accessible consultation during the ongoing Coronavirus pandemic, a virtual public exhibition regarding the proposals was hosted on the project website. This allowed the local community to explore the revised proposals in detail and respond to them with their views, comments, and suggestions prior to the submission of a planning application.
- 3.4.2 The virtual public exhibition was initially open for comments on the project's website between **Monday 29th November 2021 and Friday 10th December 2021**.
- 3.4.3 An invitation newsletter was consequently distributed to **circa 1,559 residential and commercial addresses in the neighbouring area on Monday 29th November 2021**, advising them of the proposals and the forthcoming virtual public exhibition. The following map illustrates the distribution area.



A map depicting the virtual consultation invitation distribution area

- 3.4.4 The invitation newsletter contained the following:
- Background to Langstone Park
 - An outline of XLB's masterplan proposals
 - Details of the virtual public exhibition and how to get involved
 - Advice on how to leave feedback
- 3.4.5 A copy of the initial invitation newsletter can be found in the Appendices.
- 3.4.6 The invitation also displayed details of XLB's freephone information line and the project's dedicated email address to allow people to request further information or leave comments.
- 3.4.7 The XLB project team, being keen to ensure that the community had as much time to engage with the emerging masterplan as possible, subsequently determined to extend the consultation period available to residents and stakeholders to comment on the draft plans.

- 3.4.8 A letter was therefore sent to the same residential mailing area of circa 1,559 residents on **Friday 3rd December 2021**, highlighting that the consultation would remain open on the website until **Tuesday 4th January 2022**, and encouraging them to leave feedback. Additional comments were secured as a result of this correspondence.
- 3.4.9 A copy of this update letter to residents can be found in the Appendices.
- 3.4.10 As a result, the virtual public exhibition was open to public comment between **Monday 29th November 2021 and Tuesday 4th January 2022**.
- 3.4.11 Details of engagement with stakeholders in relation to the virtual exhibition – and with the project more broadly – can be found in the Engagement with Stakeholders section of this SCI.
- 3.4.12 The virtual public exhibition displayed details about the proposal, which included information about:
- Welcome and purpose of the virtual exhibition
 - Location and site context, including details of public transport and connectivity
 - Planning background
 - The revised proposals, and how Fairfax have amended its plans to respond to community feedback on the previous application
 - Landscaping, ecology, and biodiversity
 - Highways and drainage
 - Next steps
 - Details about how to leave feedback
 - Key benefits of the revised proposals



An example of the Virtual Exhibition Display

- 3.4.13 Copies of the virtual exhibition display boards can be found in the Appendices.
- 3.4.14 Local residents could provide feedback by submitting the feedback form on the project website, emailing our project team via feedback@consultation-online.co.uk with comments or questions, filling out the downloadable PDF copy of the feedback form and posting it back, or calling the freephone information line on **0800 298 7040**.
- 3.4.15 To ensure that as many members of the community could provide feedback as possible, the project team also offered for the virtual exhibition materials and a PDF feedback form to be posted alongside a

pre-paid envelope to provide comments on the plans. However, no requests for a paper copy of the materials or feedback form was received during the extended consultation period.

3.4.16 A copy of the downloadable feedback form is included within the Appendices.

3.5 0800 comment facility

3.5.1 During and after the consultation, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

3.5.2 The telephone number used (**0800 298 7040**) was in operation Monday-Friday between the hours of 9.00am and 5.30pm. A message facility was available for voicemails to be left and responded to at the earliest opportunity to ensure information was readily available and that queries or concerns were addressed.

3.5.3 Information was given to callers where possible and, if questions were of a technical nature, these were passed on to project team members.

3.5.4 A freepost envelope was available, on request, alongside paper copies of the virtual consultation boards and a feedback form.

3.6 Media Relations

3.6.1 In order to further enhance public awareness of the virtual public exhibition of the proposals, a press release was prepared and sent to the *Hampshire Chronicle* and *Daily Echo* on **Friday 26th November 2021**. This press release provided further information about the proposed masterplan, details of the virtual exhibition, and advice on how to leave feedback or contact the project team.

3.6.2 A copy of the press release can be found in the Appendices.

3.7 Engagement with stakeholders

3.7.1 As part of its commitment to community engagement, XLB also sought to engage key local stakeholders on its emerging masterplan regeneration of Langstone Park.

3.7.2 As a first step, in order to secure feedback from senior elected stakeholders at the start of the process, XLB sent emails to the Leader of Havant Borough Council and the Member of Parliament for Havant on **Friday 13th August 2021**. These emails introduced the background and outline of the proposed masterplan redevelopment of Langstone Park, before offering the opportunity of an individual meeting with the project team.

3.7.3 A copy of the email sent to the Leader of the Council can be found in the Appendices.

3.7.4 A copy of the email sent to the Member of Parliament for Havant can be found in the Appendices.

3.7.5 Further to this invitation, a virtual meeting took place on **Friday 1st October 2021** between members of the XLB project team and **Councillor Alex Rennie**, in his capacity as both Leader of the Council and member of staff in the Office of Alan Mak MP.

3.7.6 During the meeting with Councillor Rennie, representatives from XLB and its consultants were on hand to answer questions and make notes of comments made during the briefing. The briefing was an opportunity for XLB to provide specific answers to questions and talk him through the early proposals

for the scheme. It was also an opportunity for XLB to obtain and consider such feedback prior to submission of the planning application.

3.7.7 As the emerging masterplan progressed, XLB was keen to engage with a broader range of local representatives. To achieve this, on **Friday 26th November 2021** XLB sent an email to the following stakeholders:

- Leader of Havant Borough Council
- Cabinet Member for Planning at Havant Borough Council
- Havant Borough Council Ward Members for the proposal site
- Hampshire County Councillor for the proposal site
- Langstone Village Association
- Langstone Residents Association
- Langstone Harbour Board
- Havant Civic Society
- Business South
- Solent LEP
- Southern Policy Centre
- Hampshire Chamber of Commerce
- Member of Parliament for Havant

3.7.8 This email sought to inform key elected stakeholders of the proposed masterplan regeneration of Langstone Park, provide details on the virtual public consultation that was due to launch on **Monday 29th November 2021**, and share a copy of the exhibition invitation newsletter that had been sent to the community.

3.7.9 The email also invited these stakeholders to an opportunity to attend a virtual meeting to discuss the proposed masterplan with the XLB project team.

3.7.10 A copy of the exhibition invitation email to stakeholders can be found in the Appendices.

3.7.11 As part of its commitment to keeping stakeholders up-to-date, XLB sent a follow-up email to the above identified stakeholders on **Thursday 2nd December 2021**, informing them of the decision to extend the consultation period to **Tuesday 4th January 2022** and reiterating XLB's offer of a virtual meeting to discuss the draft proposals.

3.7.12 A copy of this update email to stakeholders can be found in the Appendices.

3.7.13 As a result of this update correspondence, a virtual meeting took place on **Wednesday 5th January 2022** between members of the XLB project team and representatives of two community groups: the Langstone Residents' Association and the Langstone Village Association.

3.7.14 During the meeting with the Langston Residents' Association and Langstone Village Association, representatives from XLB and its consultants were on hand to answer questions and makes notes of comments made during the briefing. The briefing was an opportunity for XLB to provide specific answers to questions and talk attendees through the proposals for the scheme. It was also an opportunity for XLB to obtain and consider such feedback prior to submission of the planning application.

3.7.15 The main issues and topics arising from the virtual meeting with the two community groups were as follows:

General / Principle

- Appreciation of the need to regenerate Langstone Park

- Acknowledgement that the original character and functions of the existing buildings had changed since their construction
- Queries relating to construction and noise issues

Jobs

- Comments welcoming the provision of new and replacement employment
- Queries relating to the number of jobs that may be replaced or created
- Queries relating to particular companies and tenants

Traffic and Travel

- Comments welcoming the provision of internal road barriers
- Concerns relating to potential traffic generation as a result of the new development
- Concerns relating to potential traffic pressure on junctions and access points
- Concerns relating to the adequacy of parking provision and the potential for employee parking on neighbouring roads
- Queries relating to the number of parking spaces proposed
- Queries relating to footpath permeability
- Request for improvement to footpath 51b

Heritage, Design, and Scale

- Concerns relating to the scale of the buildings, particularly those on the boundaries with residential properties
- Comments raising the heritage value of Building 6000
- Request that the heritage of the Langstone Park site be acknowledged within the regeneration masterplan

Landscaping

- Concerns relating to the adequacy of landscaping proposed

Lighting

- Queries relating to the provision of lighting at night and outside business hours.

Carbon and Sustainability

- Queries relating to the carbon footprint entailed by demolition
- Queries relating to the carbon footprint and sustainability of the proposed buildings

4. Review of comments

4.1 Overall feedback received

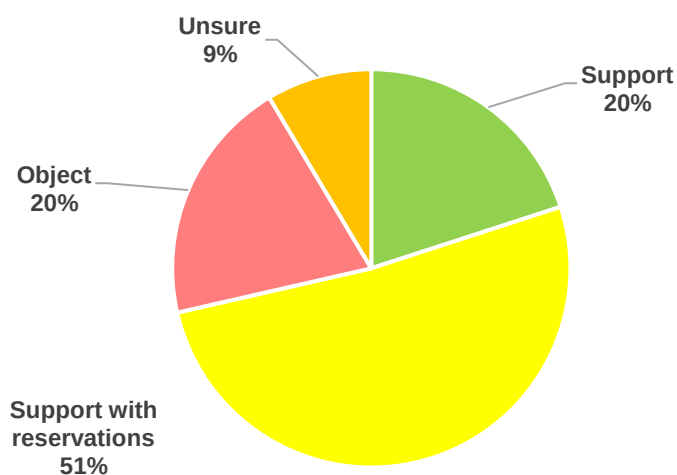
- 4.1.1 Further to correspondence with residents and stakeholders, a deadline of **midnight on Tuesday 4th January 2022** was set for feedback. This Feedback Analysis reviews all feedback received up to this date.
- 4.1.2 **35 items of feedback** were received during the consultation period. Of these, **27 were submitted via the consultation website**, with **8 submissions via email**.
- 4.1.3 As the email submissions did not respond directly to the questions asked on the feedback form, their response to the principle of the regeneration has been noted below, while general comments from these emails are analysed as part of Q5 on the feedback forms.

Website Submissions	Email Submissions	Telephone Calls	Written Letters	Total
27	8	0	0	35

Summary of All Feedback Comments

- 4.1.4 Below is a top-line breakdown of all 35 comments received from the 27 online feedback forms and 8 emails concerning XLB's proposed redevelopment of Langstone Technology Park.
- 4.1.5 Looking at all 35 items of feedback (27 website submissions and 8 emails), **71%** of feedback received was supportive of the principle of this regeneration proposal. **20%** offered full support, while **51%** offered support for the principle, while citing reservations.
- 4.1.6 A further **20%** of respondents objected to the principle of this regeneration masterplan, while **9%** were unsure as to the principle.
- 4.1.7 In the email correspondence, respondents' view as to the principle was apparent from their written comment. In website submissions, respondents' view as to the principle was clear from their response to Q2: *"Do you recognise the need for Langstone Park to be regenerated in order to safeguard the long-term economic potential of the site?"*

Support	Support with reservations	Object	Unsure	Total
7	18	7	3	35
20%	51%	20%	9%	100%



Most frequent positive Comments	Frequency
The current site needs regeneration / updating	11
The work environment has changed since the park's inception	3
The development will bring economic and employment benefits to the local area	3
Welcomed the environmental and sustainability measures proposed	2
The development will increase the aesthetic appeal of the site	2
Pleased that the development will be on brownfield and not green belt	1
Support for the phased 10-year plan approach	1

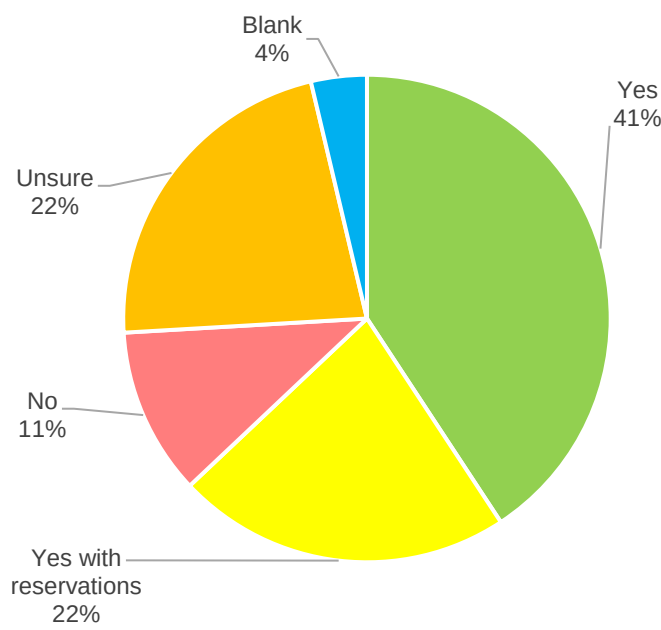
Most frequent constructive comments and reservations	Frequency
Concern around access and traffic impacts	14
Concern about the adequacy of parking provision and the risk of cars parking on neighbouring roads	6
Concerns about the environmental impact of the proposals	5
The buildings should be adapted rather than demolished	5
The current buildings serve their purpose	3
Concerns about potential light pollution	3
Comments on Covid-19 altering employer needs	2
Concerns about potential noise pollution	2

4.2 Online Feedback Form

Below is a breakdown of the responses received in response to the feedback form questions (an analysis of the 27 feedback forms only).

Question 1: Do you agree that the working environment and requirements of the corporate employer today have changed from when Langstone Park was built?

Yes	Yes with reservations	No	Unsure	Blank
11	6	3	6	1
41%	22%	11%	22%	4%



4.2.1 **41% of respondents agreed** with the statement that the working environment and requirements of the corporate employer today have changed from when Langstone Park was built. A further **22% agree with reservations**, with just **11% opposing** the statement.

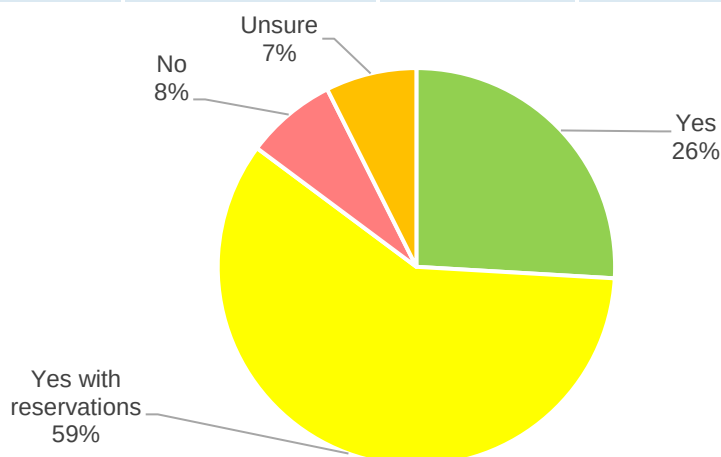
Example Positive comments	Postcode
Yes with reservations. Whilst accepting that the working environment and requirements of the corporate employer has changed, I personally feel that the Park has failed to adapt and evolve its property portfolio to an changing market requirement. Look at how former IBM North Harbour F West site has successfully evolved.	PO9 1QJ
They have changed, but Langstone Park, as it is, still has the capacity to deliver quality needs of any employer.	PO9 1NP
In light of technology and the current world, Langstone Park is in need of modernisation and needs a flexible approach to building design, layout and use to accommodate modern business practices.	PO9 1RE

<i>Not only have the impacts of covid changed the way we work, but we've also got a much more blended approach to working.</i>	PO9 1AQ
<i>Compared with the 1970's when IBM created the facility, it is unarguable that the environment and the requirements of corporate employers (indeed any employers) have changed radically.</i>	PO9 1QX
<i>Langstone park was built by IBM to house and manufacture computers, not to be run as a business park. Therefore the buildings aren't designed for current use and the parking is disproportionate to the building layout.</i>	PO91DA

Example constructive comments and reservations	Postcode
<i>The exhibition includes statements at several points to support the developer's argument that the site is not attractive to the business community. However, there are no statements or analysis to support this conclusion.</i> <i>* What percentage of enquiries for rental space come to fruition?</i> <i>* How does that percentage compare with other local sites, and nationally?</i> <i>* What reasons are given by potential clients for failure to pursue their interest?</i> <i>* What is the reason that occupancy rates have fallen 'considerably' since 2019, leaving 'almost' half the site vacant? Where did those companies move to? Was it facilities, location, price...what made them leave?</i> <i>* Have the reasons gathered from former tenants been used to shape the ambitious redevelopment plans?</i>	PO9 1SS
<i>Although I have left the work place I have not seen any visible advertising for vacant units. It maybe I have missed them but there is considerable number of vehicles passing either locally or on the main A27.</i>	PO9 1AR
<i>The IBM building was very advanced and luxurious for the time at which it was built. It seemed glamorous; a desirable place to work.</i>	PO9 1RL
<i>Coronavirus has clearly left the site disused but any redevelopment needs to consider the types of workers going into office now.</i>	PO9 1RN
<i>They have changed, but Langstone Park, as it is, still has the capacity to deliver quality needs of any employer.</i>	PO9 1NP

Question 2: Do you recognise the need for Langstone Park to be regenerated in order to safeguard the long-term economic potential of the site?

Yes	Yes with reservations	No	Unsure	Blank	Total
7	16	2	2	0	27
26%	59%	8%	7%	0%	100%



- 4.2.2 XLB welcome the responses to Question 2, where **85% of respondents** either selected Yes or Yes with reservations, recognising a need for the regeneration of the site in order to safeguard long-term economic potential. **8%** of users responded no to the question, with **7%** of users stating that they were unsure.

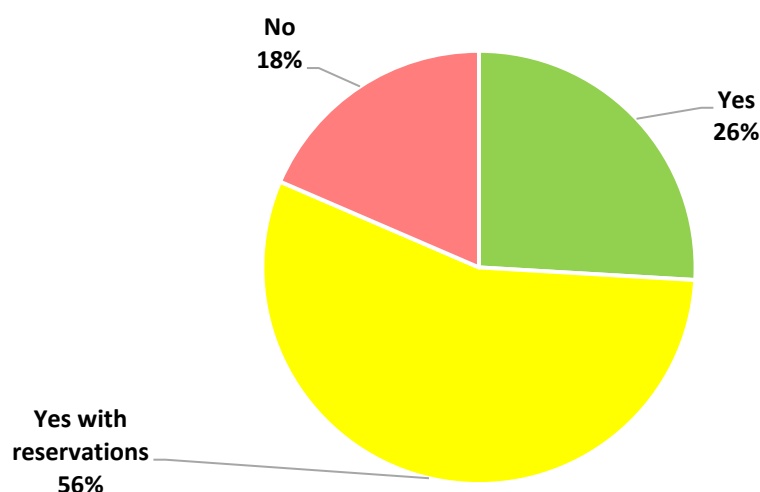
Example positive comments	Postcode
<i>The site is obviously not fulfilling its potential at the moment but care need to be taken not to overdevelop it.</i>	PO91RJ
<i>"We badly need more employment in the Borough. It needs to be decently paid. The place of work and conditions should be good. We expect to have Members of a modern society working in pleasing modern buildings with pleasant green surroundings. It is pleasing to note that some of the buildings are already carbon neutral."</i>	PO9 1RL

Example constructive comments and reservations	Postcode
<i>This should not be at the expense of local amenities and quality of life, ie should have regard to transport, parking, minimising impact on the natural environment, aiming to be carbon neutral.</i>	PO91QX
<i>"Entirely supportive of regeneration. My reservations are that the developer is too focussed upon the ""inside"" of the redevelopment and insufficiently cognisant of the surrounding area."</i>	PO9 1RU
<i>"I agree the site needs to be modernised but not to the inconvenience of local people. The Langstone road to Hayling is at times heavily congested and having another 1,500 people using this route would make it intolerable to traffic. There is to date building work taking place on Hayling and Langstone with proposals for another large plot to be developed . The road is not designed for this amount of traffic."</i>	PO9 1RW

<i>There is another access to the site but with new development there is again traffic problems."</i>	
<i>The whole site was predicated on a very old set of assumptions. I would ask what other potential uses this site could be put to to enhance the living standards of the local community. What other scenarios have been evaluated and what were the conclusions?</i>	PO9 1RB
<i>"One of the issues facing all local development plans is the impact on local infrastructure and support services. *The 'Park' will not be greener when 'up to' 1,585 employees turn down the Langstone Road and queue to turn right into the site. * They will not all cycle to work, or use electric vehicles. * Neither will they find anywhere to park : when you build on the main car park, and the car park opposite the Premier Inn, the where will all of the employees park their cars ? In recent years the Park has not been a good neighbour, and failure to provide adequate parking resulted in the local residential area being clogged up with cars parked in the various side streets all day, which then led to the (frankly) unsightly yellow lines which make the area feel like an overflow car park. The exhibition states that car parking will meet the council's parking standard : what is that standard ? Why not quote it so people can understand what the impact is likely to be. State clearly what the expected car usage will be of the existing workforce plus 1,585 additional workers, and then state what the parking provision will be.</i>	PO9 1SS
<i>It needs to take account of its place in the local area.</i>	PO9 1RT
<i>It needs regeneration but must remain sympathetic to the surrounding, most especially we shouldn't be pumping extra people into the site considering the transport links are so poor onto the main roads. Access is appalling.</i>	PO9 1RN
<i>All sites will need regeneration at some point due to the age of the buildings etc. Again Langstone was built very well and was a cutting edge design which has stood the test of time well. The site will benefit from regeneration that is carefully thought through, not only from the owners, but from the clients, both resident and potential, and the surrounding residential areas.</i>	PO9 1NP
<i>Clearly the site needs to be regenerated to make appropriate use of the area and to be a useful asset to the borough as a whole. How this regeneration is managed will require careful planning. The current outline proposals are quite sketchy and I am not convinced that there is sufficient detail to enable me to support the proposal at this point.</i>	PO9 1QX
<i>Any redevelopment must be sympathetic to the beautiful harbour whilst also being commercially viable as a business hub. Would recommend offering at least one area for hot desking etc to accommodate the WFH community. Much larger income than renting out big offices.</i>	PO91DA

Question 3: Do you support the phased redevelopment of Langstone Park to provide business accommodation that is better suited to meet the needs of today's occupiers?

Yes	Yes with reservations	No	Unsure	Blank
7	15	5	0	0
26%	56%	18%	0%	0%



- 4.2.3 XLB is pleased that **82%** of feedback form respondents supported the principle of phasing redevelopment in order to secure better accommodation for business, with **26%** of respondents offering full support and **56%** offering support with reservations. **18%** objected to this principle.

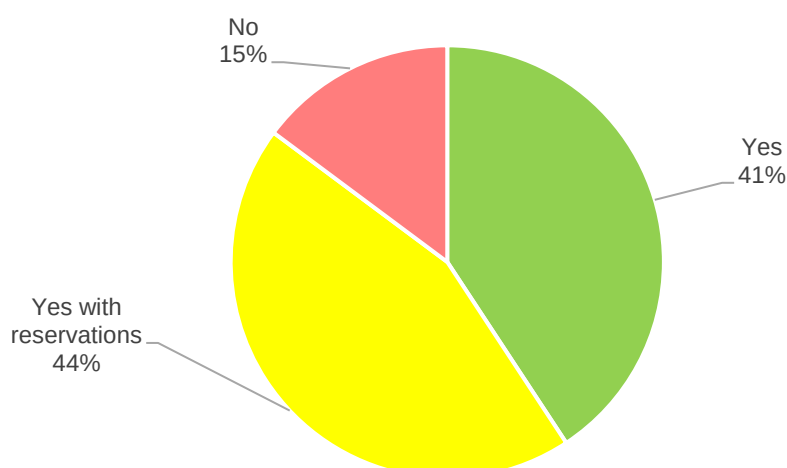
Example positive comments	Postcode
<i>The 10 year plan is a good idea which will hopefully allow a softer impact to the area as a whole, and not disturb the day to day running of existing business. I can only say the site does meet many needs of the businesses it has, and I believe that the Covid outbreak may not bring many companies back who have now benefited from home working and proved it does work.</i>	PO9 1NP
<i>Yes, of course, but please get the infrastructure of roads, rail, power, water, air, waste disposal properly into focus and dealt with as a whole. The redevelopment needs to be balanced by equal investment by those responsible for this infrastructure. Particular points I have not seen explored and explained include: Noise abatement Control of Smells and other atmospheric effects Waste disposal Renewables Contribution by the developers into needs of the community for appropriate transport links, noise abatement, Atmospheric control. (We presently suffer from escape of smells, chemicals and noise outside the development that have both immediate and unknown long-term effects upon the surrounding population)</i>	PO9 1RU

<i>Phase development is obviously the only viable approach. But the pre-requisite to that is design, funding and delivery of a major highways infrastructure project - see previous response.</i>	PO9 2JJ
<i>Absolutely 100%.</i>	PO9 1AQ

Example constructive comments and reservations	Postcode
<i>No. Only partial redevelopment is needed. Most of the existing building stock could be adapted and modified to meet future demands. There is scope for new units to be built on the existing southern car park. Site parking could be condensed by a multi-tiered parking system, thereby releasing development space.</i>	PO9 1QJ
<i>Again it needs to fit in with the local environment</i>	PO9 1RT
<i>Flexibility is key for the future viability of the park. The redevelopment must be flexible enough for changes in working practices (such as current WFH) and also take into account vehicle charging, move to last mile transportation etc.</i>	PO9 1AR
<i>Concerned that construction workers vehicles will impact the local roads</i>	PO9 1AR
<i>We are current occupants of the building. We would like to understand the impact on our current premises and if we will be required to relocate or temporarily relocate during the regeneration of the site. In the virtual consultation, observing slide 4 for the 'Regeneration Masterplan', we are located in polygon 9. What are the intentions for this area and when would any regeneration like occur?</i>	PO9 1SA
<i>I do understand the need for the redevelopment. My big concern is the parking. How many parking spaces are there currently and how many are planned? What % of the total current workforce and what % of the planned workforce?</i>	PO91FB
<i>No. Only partial redevelopment is needed. Most of the existing building stock could be adapted and modified to meet future demands. There is scope for new units to be built on the existing southern car park. Site parking could be condensed by a multi-tiered parking system, thereby releasing development space.</i>	PO9 1QJ

Question 4: Do you support the sustainability strategy within this regeneration masterplan to deliver a greener Langstone Park?

Yes	Yes with reservations	No	Unsure	Blank
11	12	4	0	0
41%	44%	14%	0%	0%



4.2.4 XLB is encouraged that **85%** of respondents offered either full or partial support for the sustainability strategy behind this development, **41%** indicating full support and **44%** indicating support with reservations. Just **14%** of respondents opposed the sustainability strategy within this masterplan.

Example positive comments	Postcode
<i>This is mandatory if our children and grandchildren and all the people in the World are to have a decent future.</i>	PO9 1RL
<i>We think this would assist us with our own environmental objectives.</i>	PO9 1SA
<i>It would only be greener if it can redact the work already done on upgrading it with all the machinery etc onsite.</i>	PO9 1RN
<i>I welcome the energy efficiency and low carbon footprint proposed for the new development.</i>	PO9 2TB

Example constructive comments and reservations	Postcode
<i>I would hope that the redevelopment would generate far less light pollution than the existing facilities.</i>	PO9 2TB
<i>I hope that surface drainage will be considered carefully in order to reduce risk of pollution of the adjacent stream.</i>	
<i>The strategy seems lacking in detail, especially about how it would be delivered, eg "increasing biodiversity". We have already lost all the local swallows from old buildings being destroyed.</i>	PO91QX

The effect on local transport links, especially the A3023, by the "new 1585" jobs potentially created has been grossly underestimated. There is already gridlock backing onto the A27 at peak times in the summer. Where is the parking going to be "relocated"? If it is difficult to park on site, employees will simply revert to parking in local residential streets as they did previously.	
The strategy outlined is aspirational and very short on detail. Achieving the sustainability objectives which have been listed will require material capital investment. Such investment will need to generate an adequate return to warrant proceeding. How this return will be generated and detailed costings of the work to be done are not at all clear. Without doubting the sincerity of the current owners of the site to wish to improve the situation, it is important to ensure that the aspirations outlined are realistic.	PO9 1QX
Let's be honest the drive for the redevelopment is commercial. The "nod" to environmental concerns is welcome but would benefit from greater use of solar and wind turbines etc.	PO91DA
One of the issues facing all local development plans is the impact on local infrastructure and support services. *The 'Park' will not be greener when 'up to' 1,585 employees turn down the Langstone Road and queue to turn right into the site. * They will not all cycle to work, or use electric vehicles. * Neither will they find anywhere to park: when you build on the main car park, and the car park opposite the Premier Inn, the where will all of the employees park their cars ? In recent years the Park has not been a good neighbour, and failure to provide adequate parking resulted in the local residential area being clogged up with cars parked in the various side streets all day, which then led to the (frankly) unsightly yellow lines which make the area feel like an overflow car park. The exhibition states that car parking will meet the council's parking standard: what is that standard ? Why not quote it so people can understand what the impact is likely to be. State clearly what the expected car usage will be of the existing workforce plus 1,585 additional workers, and then state what the parking provision will be. * And at some point during the working day, the employees will need to use the facilities, and it should be widely known by now that Southern Water is singularly incapable of coping with the current levels of sewage it is tasked to process. So will there be more adverse environmental impact from this development through the additional strain placed on Southern Waters local resources?	PO9 1SS

Question 5: Do you have any other comments regarding these plans for Langstone Park?

4.2.5 This section details the responses in answer to Q5 on the feedback form, as well as general comments from these emails, as these are not direct replies to any particular question.

Example positive comments	Postcode
<i>Please expedite development so that new businesses can move into the area and employment opportunities can be created. This will also smarten up the landscape in the Langstone Park area.</i>	PO9 1RE
<i>I am pleased to see a proposal for increased use of a brown field site, rather than a green field site.</i>	PO9 2TB
<i>I agree that Langstone Park needs to be regenerated to suit current business requirements. I am pleased that the proposals recognise the need to achieve carbon net zero.</i>	PO9 1RT
<i>I welcome the regeneration of this site which could create up to 1,585 new jobs.</i>	Address not stated

Example constructive comments and reservations	Postcode
<i>I consider the sustainability argument flawed; the true environmental cost of the scheme is grossly understated and should be re examined.</i>	PO9 1QJ
<i>You need to provide more details as the present plan is very open ended. Many things can be covered under your request from a massive 24hrs distribution hub with all its noise, traffic and pollution problems. Or it could be light industry or offices. Please specify what the indented use is. Fine to redevelop but not to create problems for local residence.</i>	PO9 1SS
<i>The access appears very minimal although depends on type of occupancy, a distribution hub would overwhelm the already busy junction which is a nightmare at times.</i>	PO9 1AR
<i>While recognising the redevelopers own constrictions, I perceive a need for major investment by the responsible local authorities and regional organisation and indeed central Government. It needs to be supported by a co-ordinated plan that fits into national industrial intentions. Absent this, the redevelopment will fail to support any of the objectives of the UK Governments Ten Point Plan for regeneration of the country as a whole and will sink back into a by-passed area of decay without economic benefit to anyone.</i>	PO9 1RU
<i>Parking must be sufficient for all of the people employed on the site. Just saying that the redevelopment will meet the local council rules is not good enough. Many times local residents have had to put up with parking all over the local area and this has caused some local roads to have restrictions placed on them. This impacts on the local people.</i>	PO9 1FB
<i>This must not be another shed. It could be quality office space.</i>	PO1
<i>You cannot claim that over 1500 new jobs, plus the construction traffic etc, will not greatly increase local traffic. As a resident of Langstone for over 20 years, I can assure you that local public transport is not good enough to be the means of transport for most people. Cycle routes only work for the very local. Car sharing is difficult to organise.</i>	PO9 1QX

<i>* It feels like this proposal is seen as a shoe-in : no need to offer a full consultation period (although that has been extended). Everyone will want provision to attract new businesses and bring employment to the borough. There can be little argument with that, but unless more information is provided about demand and reasons for tenants not choosing the site, then it's all just wishful thinking. Instead of 50% occupancy in the existing site, you could end up with less.</i>	PO9 1SS
<i>These building were designed and built for a minimum of 60-100 years. they have plenty of life in them. It is not very sustainable to rip them down and build something else when they can easily be adapted for other uses. The same building type exists at Lakeside built at a similar time for the same previous client and this is a thriving business Park.</i> <i>Who is really behind this development?</i> <i>Who is going to make the most money out of it?</i> <i>When was the current concept drawn up?</i> <i>Have the local community been asked what they would like to see on this site?</i> <i>How can the traffic analysis conclude that there is no impact when it is obvious to all who live nearby that traffic in the locality is a problem?</i> <i>My conclusion is that this whole concept needs to be rethought for the 21st century.</i>	PO9 1RB
<i>Whilst it's somewhat sad to see the end of the IBM buildings, they're not going to win any awards. Let's hope that this new approach will boost the local economy whilst also not impacting the local beauty and ecology of the harbour.</i>	PO9 1DA
<i>I am not convinced that significant biodiversity net gain can be achieved, particularly as there seem to be no extra areas allocated over and above the existing areas of native vegetation.</i>	PO9 2TB
<i>Nothing seems to have been included in these proposals about the affect of the redevelopment on local residents, particularly as regards the access roads. As previous surveys have shown the effect of traffic accessing the site to and from Langstone Road is very significant. It is currently extremely difficult for residents to turn right out of Woodbury Avenue, opposite the site entrance, especially at peak periods when cars are waiting to turn in or out of the site. Doubling the amount of traffic using the site will therefore make it almost impossible. This situation cannot be ignored. Further consideration should therefore be given to installing traffic lights at this very busy junction before the site is redeveloped further.</i>	PO9 2JJ
<i>The main access points are very problematic and would need to be considered more than anything else, especially with the addition of c1500 extra jobs or people on the premises.</i>	PO9 1RN
<i>it is disingenuous, possibly obfuscatory to suggest the developer is ONLY doing this because it cares about local citizens. The only reasons developers do exhibitions like this is to tease out local opposition and to adjust it's plans to make it more palatable and to reduce opposition during the formal planning process.</i>	PO9 1GY
<i>Further vehicle access could be granted by the SSE building, enabling reduced traffic impact at rush hours on the current 2 entry points (Hayling Island gets particularly bad in the morning, and Harts Farm Way in the evening).</i>	PO9 1QN
<i>Your mention of relocating the car parking, what are your projected numbers for the amount of vehicles that will come with all the new business planned? I would hope all proposed new site spaces have sufficient allocated parking for all, without any overspill onto local residential roads which has happened in the past with very bad feeling between the business and local residents.</i>	PO9 1NP
<i>We are local residents at [Redacted]. Given the scale of the redevelopment proposals your virtual exhibition didn't give much detail on the proposed massive redevelopment, particularly in relation to Plot A. We have seen enough to have serious concerns but</i>	PO9 1RS

would need a lot more detail before any comment could be made. Indeed there is very little information of the purpose of all the new units. As local residents we need to see more concrete proposals before we can fully comment, given the widely differing impact of noise, nuisance, habitat impact and likely hours of operation with differing options you may be planning for.

Regeneration Master Plan

Insufficient information is supplied about Plot A in the South East section to evaluate the proposal. Potential concerns are proximity of buildings to residential area, number of buildings, height of buildings, use of buildings, loading bays, rubbish bins, parking, lighting, noise, screening with evergreen trees. I live in Brookmead Way; this is a major concern. Please provide more information.

The site plan and images seem to show a boring design; box buildings in rows with a token amount of greenery. The Park needs a feature building and shapely buildings, The building heights should gradually increase from a low point in the South East near residential areas to maximum height in the North West. This also provides a sunny feel to the whole site. Avenues of dense evergreen trees need to separate the buildings and surround the whole park.

Buildings close to residential areas should have a low profile and be used for administration with normal office hours.

Storage and distribution should be restricted to buildings in the North and West of the Park. HGVs should not be allowed on the roads during the day nor the night near residential areas.

Design and Materials.

Significant solar panels and green roofs are very welcome. However the buildings in the images look like boring boxes. A leading edge park would have more exciting buildings. Some buildings could include parking underneath as well as around the buildings.

Landscaping and Ecology

Ecological area on the East by Brookmead Way and Langbrook Close needs to be larger and include evergreen trees and bushes to reduce noise and light pollution etc for residents.

The two planned ecological areas and amenity areas on the North of the site next to very busy motorway makes no sense. People do not want to walk or sit next to the fumes of a motorway. These two locations could be used for two feature buildings, e.g. small Helix office towers or car parks. They would be landmarks and demonstrate to all people passing the leading edge brand of the Park.

The small number of trees shown on the plans do not give the Park a green feel. Further clusters of trees in a central park and in avenues would make the Park greener and make the site less over powered by the buildings.

Highways and Transport

Travel Plans to promote sustainable transport achieve nothing. If you are a family with children then you drop the children off at school while driving to work. If you live in say Gosport then public transport to Langstone Park is not viable in a reasonable time. The planning permission needs to recognise that employees will drive. The Park needs to have ample parking for all employees. In previous years we have had employees from other local employers parking all day in Langstone, Bedhampton, etc. Parking under the planned buildings or on the ground floor, e.g. Havant's Tesco Extra, maximises office/industrial space and parking capacity. Alternatively a multistorey car park with solar panels could be included in the West of the site or offsite to the West.

Vehicle volumes exiting onto Langstone Road should be restricted. HGVs must only access the Park from the West. Vehicle access to the West should be improved to cater for the additional number of planned jobs. Prior to the pandemic employees leaving Langstone Park and neighbouring industrial units already suffered traffic log jams and

PO9 1RT

the proposal is creating an additional 1585 jobs. I am amazed by your statement "The TA established ... no discernable impact on the highways network". A new entrance and/or exit could be created from the Park to the Havant bypass to significantly improve vehicle access. For example, the exit from Portsmouth cross channel ferry terminal has an exit onto the M275 slip road. Community Benefits and Next Steps If this development will create upto 1585 new jobs, what will be the total number of jobs at the park. How will the proposed site plan manage the parking for all these additional drivers. Prior to the pandemic the car parks were already full. I would like to know how many parking spaces are planned.	
Your plan needs to address vehicular access to the park. Entrances from both sides need serious attention/alteration to ensure already overloaded roads are not further impacted by extra vehicles entering and leaving site. Havant does not need any further out of centre shops. Empty units by Tesco's are not being filled and putting shops outside Havant centre will not help regenerate it! Current sewage system is almost at capacity, with approved housing taking it over its maximum capacity. An increase in the current population on Langstone Park will push it way above this level. Any plans will therefore require a plan to increase local water treatment capacity.	Address not stated
The history of the IBM/LTP site has been one of considerable inconvenience to local residents. Early assurances that IBM employees would be encouraged to use the western entrance to the site were meaningless as huge queues formed at the Langstone Road entrance. This was coupled with aggressive behavior of drivers attempting to turn right into the site plus others racing south along Langstone Road and making dangerous U-turns before coming back to make a left turn into the site. Later, under LTP stewardship, parking onsite was inadequate to meet the demand, resulting in excessive and inconsiderate parking in local roads. Attempts by LTP to reduce the volume of cars accessing the site or parking in the local roads were futile. A car sharing scheme, with financial inducements, was a complete waste of time with employees arriving in a number of cars, parking in local roads and then all getting into one car to drive to the site whereby they could then claim their car share bonus. While any attempts to increase employment in the locality should be encouraged, how, given the history at this site, can anyone assure us that the development will not result in more inconvenience to local residents and massive increase in traffic in the already overloaded Langstone Road?	PO1 1RL
Will any of the units be for sale or for rent only?	Address not stated
However I dispute your statement that there would be "no discernible impact on the highways". 1585 jobs will bring a lot more traffic to the area even allowing for car sharing and use of buses, trains and pedal cycles. I moved to Southbrook Close 7 years ago and between viewing the property and moving in, parking restrictions had been introduced. The residents welcomed these measures to combat parking of cars belonging to staff of the Langstone Park which had become unbearable. The situation eased again when SSE moved it's call centre to Reading.	Address not stated

Traffic along Langstone Road has always been heavy and is worse in the summer with people visiting Hayling Island.
 The council realises the problem as it has done several surveys and allowed a large amount of development on Hayling, which the government are now querying due to the poor access routes.
 The bridge needs repairs and everyone would benefit from another bridge or widening the existing one, to two lanes in each direction
 The Havant Roundabout is often congested due to the attractions of Havant retail and Hayling Island.
 Entrance to the Langstone Park via Harts Farm Way is also well used, as can be seen by the road which is busy but slows traffic due to the rise and fall of the road.
 This road is in need of improvement and may benefit from becoming two lanes wide in both directions.
 This would not only benefit Langstone Park, but also the industrial site and recycling centre along this road.

Your Masterplan is an indication of a proposal for the site, but it does not describe the business plan driving the scheme, it simply states the existing award-winning accommodation is outdated, underoccupied, and unattractive to potential occupants. It rehearses statements about the positive aspect of the site, as perceived by the Owners, and ignores the negatives.

A particular point of contention must be the statement about a Transport Assessment describing the scheme as having "no discernible impact on the highways network." Existing users generate significant difficulties on the A3023 daily to the East, and Brookside Road/Southmoor Lane/ Harts Farm Way to the West, so the prospective creation of up to 1585 new jobs can only exacerbate those problems for the local community and existing businesses! Reference to a "travel to work plan", buses, trains, cycleways etc are laudable aims but quite unenforceable!

Concerns about heritage, ecology, and the quality of design must be addressed but initially the major failing of the scheme is a lack of its real integration with Havant and the absence of any realistic appreciation of the effect the insertion of all this, albeit much needed hi-tech employment opportunity, would have on the overstretched infrastructure of this part of the Town. The fear amongst the local community is the long-term effect such a massive densification of this site, and its means of access, will have on Langstone. The term Langstone "Park" will no longer be appropriate.

As a local resident I am concerned about the increase in traffic. I live in Park Road South and the traffic is often at gridlock at peak times , main reasons are one road access to Hayling Island, the queue for shops in Solent Road or an accident on A27 or just too many cars trying to return home.

At certain times of the year I have to make a decision on going out in my car because I may have a long wait attempting to return home which can cause distress if I need medication or to use the toilet.

This plan will bring about an increase in traffic flow to an area where there is already a high volume of traffic.

Address not
stated

PO9 1HN

5. Response to comments

5.1.1 All comments received within the consultation window have been reviewed by the project team. All of the issues raised are covered in the application documents which accompany this response.

5.1.2 In particular, XLB would like to respond to four frequent concerns raised during the consultation:

- Concern about the potential traffic impact of these masterplan proposals

The proposals seek to deliver a comparable scale of floorspace to the Site as it stands today. However, permission for a much broader range of employment uses is sought, with a significant reduction of office floorspace. This will influence employment numbers and we are confident that overall trip rates will be less (or comparable to) the existing situation. Our analysis in this respect will be closely scrutinised by the Council, Hampshire County Council as highways authority for local roads and National Highways as highways authority for the A27 as part of the determination of the application.

- Concern about the adequacy of parking provision and the risk of cars parking on neighbouring roads

Parking provision within the site is controlled by the Council's parking standards which are linked to land use (as opposed to employment numbers). These are expressed as maximum values which we are not able to exceed. As we are seeking a degree of flexibility over use, we have applied the higher rates where possible in order to maximise provision across the site. Surrounding streets are subject to on-street car parking restrictions designed to deter commuter car parking which combined with the maximum provision of car parking on Site will act to minimise the risk of cars parking on neighbouring roads.

- Concerns about the environmental impact of the proposals

The existing buildings are hugely inefficient contributing to a carbon footprint of 4,500 tonnes of CO₂ per annum. The proposals offer an opportunity to drastically improve energy efficiency and reduce operational carbon emissions on the Site moving forwards. The proposals also seek to maximise sustainable transport options and to deliver new landscaping aimed at enhancing the environment for its users and those overlooking it, and will also secure biodiversity net gains. We acknowledge that there may be short-term impacts associated with the demolition/construction phases, but these will be managed and minimised and will ultimately be offset.

- The view that the buildings should be adapted rather than demolished

As noted above, the existing buildings are hugely inefficient and the bespoke nature of the design of the buildings are not capable of being adapted or converted to a standard which meets with the requirements of modern operators (and investors) in operational terms but also in terms of energy performance and sustainability credentials.