JB Architecture

Supporting Statement, Revision C

External Alterations To Unit 7

Unit 7, Langstone Park, Langstone Road, Havant, Hampshire, PO9 1SA

1.0 Introduction

1.1 This Statement accompanies the submission of a planning application for the installation of additional windows on the east and west elevations of the existing unit, along with three exhaust vents along the south elevation, Unit 7, Langstone Park, Langstone Road, Havant, Hampshire, PO9 1SA.

1.2 This statement will demonstrate that the proposal provides a well-designed and appropriate scheme which complies with Local Plan Policies and those of the National Planning Policy Framework (NPPF). It will also demonstrate the following:

a) The proposal provides a well-designed and appropriate scheme, which fits in well on the site and with the general character, appearance, and pattern of development in the area.

b) The proposal considers the amenity of the adjoining neighbours as demonstrated within this document and application drawings.

c) The pedestrian and vehicular access into the site has been given careful consideration, and no harm will arise from the development in terms of highway safety.

d) The site will provide appropriate levels of car parking and bicycle storage as outlined on JB Architecture drawings.

2.0 Assessment of the Site

2.1 The site is well located, with direct access to the M27 and to London via the M3, as well as connections to Portsmouth and Southampton to the west, and Brighton to the East.

2.2 To the north of the application site is an extensive mixed-use development comprising general industrial units and warehouses, as well as several retail facilities, including Tesco, Marks & Spencer, Sports Direct, and several restaurants and takeaways. Further north sits the Meridian Shopping Centre as well as a selection of retail units, and a series of residential estates are established to the north of the site amongst these facilities.

2.3 To the east of the site is a well-established residential estate, with a Premier Inn Hotel and restaurant. Further east, there is ample farmland and country parks.

2.4 Immediately to the south of the site is an industrial estate with an established building stock of various sizes. Southmoor Nature Reserve sits south of the site, leading to Bridge Lake, linking to the English Channel.

2.5 Langstone Road travels south to Hayling Island, a popular travel destination. To the West of the site is an industrial estate which primarily houses the Southern Water plant. General industrial units and offices surround the site to the West, with Broadmarsh Coastal Park further West. The surrounding area of the site is essentially E-class general industrial and ‘sui generis’.

2.6 The park currently provides circa 44,500 sqm of leasable employment space spanning across a series of buildings and use classes.

2.7 The site is situated in a highly sustainable area with good transport infrastructure. The site has adequate footpaths and cycle routes as well as bus services running throughout the immediate area.

2.8 The site is in proximity to Havant and Bedhampton train stations. The site topography is generally flat, with a marginal rise from the southern boundary to the north, reaching 1m across the site.

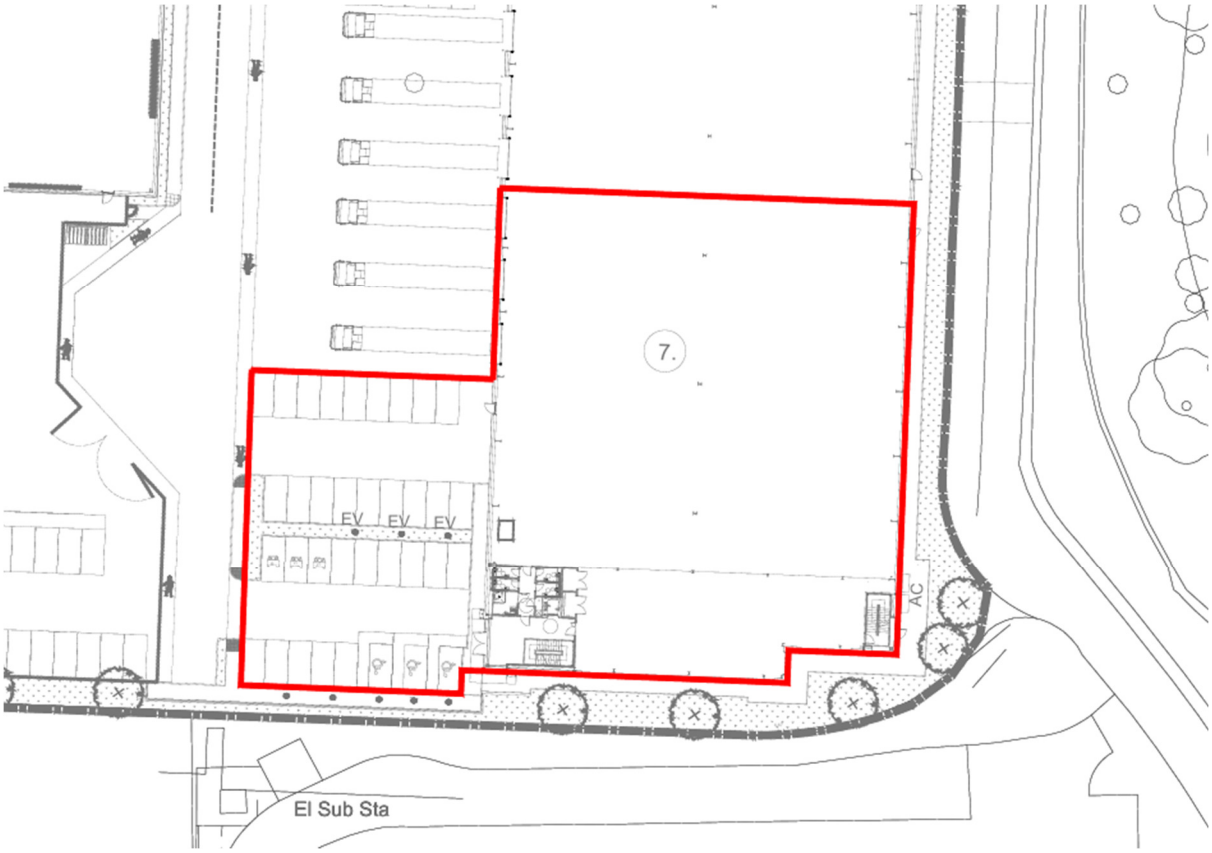

Image 1: *Extract from JB Architecture drawing number PL.940.25.01 indicating the application site in red.*

2.9 The boundaries, in the main, comprise newly planted beds as per image 2 below and metal fence, post and panel installation securing the site from surrounding areas.

Photographs of the site are shown below:

Image 2: *View of east elevation planting, allowing for further screening of the site from properties within Brookmead Way.*

Image 3: *View of east elevation at location of proposed 11 window installations, five at ground floor level and six at first floor level.*

Image 4: *looking south along unit 6 & 7 east elevation and existing planting, bund and newly planted beds to soften elevational treatment.*

Image 5: *Looking north at the setbback section (escape stairwell) to the south elevation.*

Image 6: *Looking along the south elevation of the instructional unit.*

Image 7: *Looking at the west elevation at the main entrance and loading bays.*

3.0 Development of the Design

3.1 The site lies within an industrial zone as noted above in the *"Assessment of the site"* section of this document.

3.2 To follow up on the high-quality elevational treatments of the newly completed industrial units 5, 6 & 7, making up the southeast corner redevelopment. It is proposed that matching the proposed window installations to the east and west elevations with the aluminium installations through the existing units. This will enable a seamless transition between the existing and proposed plans.

3.3 The window installations on the first-floor level to both the east and west elevations are to be positioned at 5.550m from finished ground level externally. Heads of the windows will be positioned 6.9m above finished ground level, as indicated below, and JB Architecture drawing number PL.940.25.05.

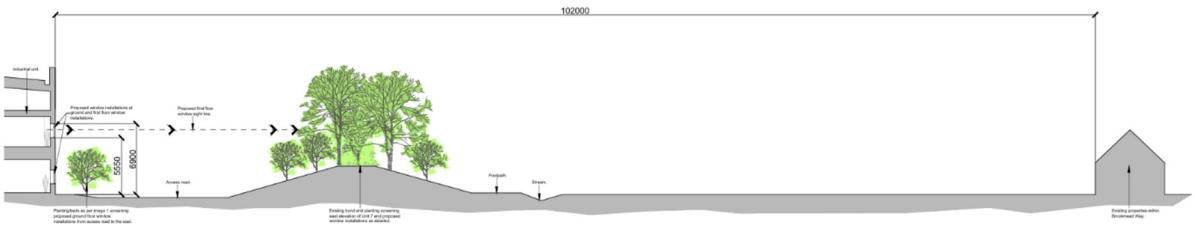

Image 8: *Extract from JB Architecture drawing number PL.940.25.05 (site section A-A).*

3.4 The window installations on the first-floor level to both the east and west elevations have been carefully considered, allowing for natural light to enter the industrial unit and not overlooking surrounding properties. Image 9 outlines the view from the escape staircase, looking out onto the existing bund and foliage/tree installations between the industrial unit and properties within Brookmead Way. Please refer to JB Architecture drawing number PL.940.25.05. for further information.

Image 9: *View from first floor level off rear escape staircase, Image location 4 detailed on JB Architecture drawing number PL.940.25.05.*

3.5 Parking allocated for use by Unit 7 has been carefully considered for the 40-45 staff members, a total of 35 spaces onsite indicated with a yellow cross-hatch below and 15 additional spaces to the north-west corner of the site in a purple cross-hatch.

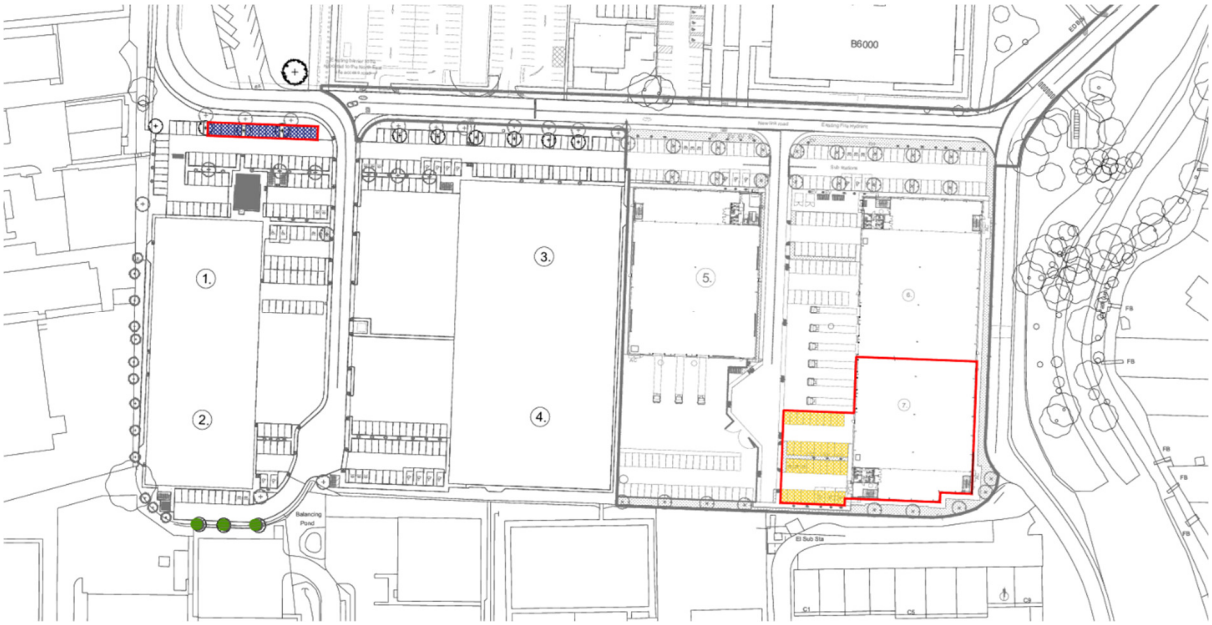

Image 10: *Parking allocation, 50 spaces for 40-45 staff.*

3.6 The extraction system outlets installed along the south elevation will only typically be activated during office hours when people are working in these rooms. They are designed to prevent the buildup of fumes from preservatives used in the sample collection process as sample material is extracted.

3.7 Externally, the extraction system should have no detectable output of smell or smoke, and any fumes will be diluted to an extent that they pose no harm to human health, with flow rates between 4000 and 6000 m^3/h.

3.8 The planned extraction systems have a dB level of <80dB.

3.9 The unit will be operated during normal working hours *(Monday to Friday)* with no working through the night or 24-hour operation. This allows the lighting to remain as existing externally, with no light pollution during the evening and early morning outside of operational hours.