

Development Consultation Forum

**Langstone Technology Park,
Langstone Road, Havant
21st May 2019**



Programme

- 17.30 Developers display in the Council Chamber.
- 18.00 Introduction – Councillor Leah Turner.
- 18.05 Explanation of process and outline of planning policy and planning history – Steve Weaver (Development Manager).
- 18.15 Presentation by Developers - Rapleys
- 18.35 Invited Speaker – Mr David Pattenden, Langstone Residents Association.
- 18.40 Consultation Comments – David Eaves, Principal Planning Officer.
- 18.50 Chairman invites Developer and their team to respond to any issues raised by invited speakers.
- 19:00 Chairman invites questions from Councillors.
- 19.30 Summary of key points and next steps – Steve Weaver.
- 19.35 Chairman closes Forum meeting.



The purpose of the Forum is...

- To allow developer to explain development proposals directly to councillors, public & key stakeholders at an early stage
- To allow Councillors to ask questions
- To inform officer pre application discussions with developer
- To identify any issues that may be considered in any formal application.
- To enable the developer to shape an application to address community issues



The Forum is not meant to...

- Negotiate the proposal in public
- Commit councillors or local planning authority to a view
- Allow objectors to frustrate the process
- Address or necessarily identify all the issues that will need to be considered in a future planning application
- Take the place of normal planning application process or role of the Development Management Committee

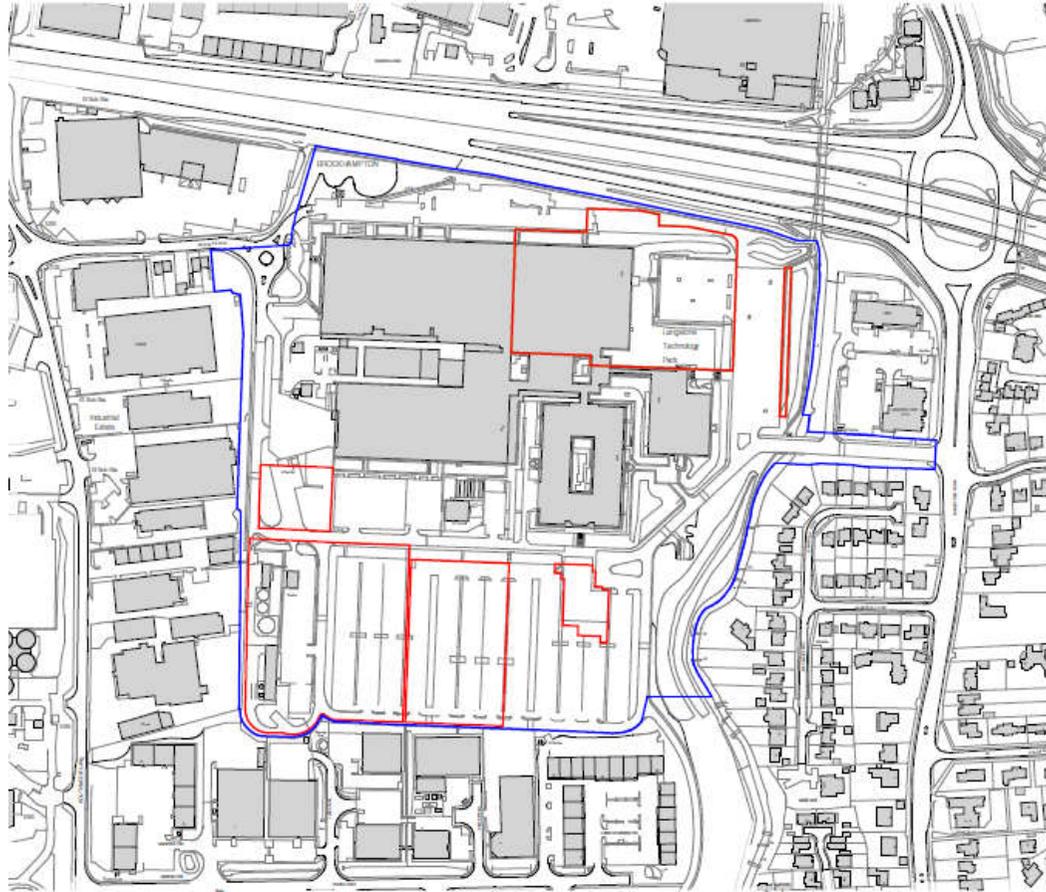


The outcome of the Forum will be...

- Developer will have a list of main points to consider
- Stakeholders and public will be aware of proposals and can raise their concerns
- Councillors will be better informed on significant planning issues
- Officers will be better informed as to community expectations during their pre application negotiations with developers



Site Location



Aerial Photograph



Proposals

Proposals for a Hybrid Planning Application which would comprise:

- Part demolition of northernmost building with revised elevations to retained and adjacent building
- Creation of new car park in the area of the partly demolished building
- Erection of new industrial units (use classes B1c, B2, B8)
- Rationalisation of associated parking to the south of the park



Planning History

- Extensive planning history - original planning permissions dating from the late **1960's** for IBM including - erection of buildings for assembly of electronic computer components.
- **1970's** further IBM related permissions included, systems assembly plant, office building, car parking, revised road layout and extensions to existing buildings.
- **1980's** continued to see expansion of IBM facilities including club house and sports hall, parking, plant buildings, footpath links, light industrial buildings / facilities and a new access to Southmoor Lane.



Planning History

- **1990's** Xyratex submitted applications including extensions, alterations and car parks. Other applications included buildings for B1 and B2 uses
- Since **2000** – LTP had Permission for new access & car park. Other applications for plant provision, nursery school and a change of use from store to gym.
- In addition in 2013 a hotel and family restaurant to the east of the Technology Park was permitted.



Policy background

- **National Planning Policy Framework (NPPF) 2019**

‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account....’



Policy background

Development Plan includes:

- Local Plan (Core Strategy) 2011
- Local Plan (Allocations) 2014
- Hampshire Minerals and Waste Plan 2013

Other Material Considerations include:

- Pre-Submission Havant Borough Local Plan 2036.
- NPPF 2019
- Residential Parking and Cycle Provision SPD 2016
- Borough Design Guide SPD 2011



Policy background

- Site lies in the urban area and there is a presumption in favour of sustainable development (CS17, AL2)
- LTP identified as a key project in HBLP 2036 to provide commercial development – reinforcing its position as a key employment hub.
- Specifically the original IBM plant is earmarked for modernisation and intensification of new industry, new technologies and low carbon options, particularly in the fields of digital, transport and communications.
- Policy KP6 identifies the site for comprehensive redevelopment including new or converted B1, B2 and B8 floorspace together with supporting uses and infrastructure.



Policy background - NPPF

- Clear presumption in favour of sustainable development
- *Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*
- *The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.*



Policy background - NPPF

- Planning Policies should *set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.*
- Planning policies and decisions should:
 - *recognise and address the specific locational requirements of different sectors;*
 - *make provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.*



Key Planning Issues

- Principle of development and links to the wider site aspirations
- Highway and access considerations including:
 - traffic generation and parking provision
 - sustainable links to the Town Centre & sustainable transport options
- Impact on the character and appearance of the area, including:
 - Impact on the existing 'campus' development and landscaping
 - Impact on residential properties
- Heritage impact
- Ecological impact
 - impact on protected Harbour designations and protected species
 - Tree protection – TPOs on and adjoining the site



Presentation by Developers



Invited Speaker – Langstone Residents Association

The first thing to say is that we do not object in principle to development and the creation of more employment opportunities in Havant. However, we will resist any proposal that appears to be detrimental to our local environment.

As an architect, now retired, I have some experience of the process with which we are now engaging. The site owners have ambitions to improve their asset and business, the developer wants to build something to make a profit and his designers want to create something to enhance the site and make a little magic. But, this process occurs as a microcosm and it generally lacks the consideration of the knock-on effect on its neighbours. Hopefully, this DCF will help to address that point.



Invited Speaker – Langstone Residents Association

The matters I wish to cover are:

- 1) The question of access, traffic generation and parking
- 2) The proposed damage to the iconic Arup designed Building 1000.

The matter of access is a worry for the local people and also those living on Hayling Island. The Transport Assessment for Hayling Island highlights the problems of the entire A3023 and the particular difficulties of the Langstone Interchange/roundabout.



Invited Speaker – Langstone Residents Association

The DCF briefing note outlines 8 objectives for the proposal. They are laudable and one would not challenge them. However, they assume the site is in a perfect location. The scheme seems to overlook the fact that this parcel of the land is virtually landlocked, relying on two rather restricted access points; the notoriously busy access road onto the A3023 and the limited use access onto Brookside Road in the north west corner. This connects to Hart Farm Way and onto the A3M/A27 intersection.

Both of these exits have problems now, so proposals to increase the use of the LTP by building 12 additional units within Classes B1C, B2 and B8 raises alarm bells.



Invited Speaker – Langstone Residents Association

- These uses, business, general industrial use and storage or as a distribution centre suggest unpredictable patterns of vehicle use and larger vehicles and a greater demand for parking. The briefing note does not refer to traffic generation at all, but it clearly is an issue for Langstone. Is the existing Section 52 Agreement still in force? Its aim was to put a limit on the use of the main access road. This access is inadequate and many employees, to avoid queuing to turn right, travel a few metres south and execute 'U' turns in Langbrook Close. The new employment units are illustrated in the south west corner of the site. Can the service road onto Brookside Road not be made the primary means of access?



Invited Speaker – Langstone Residents Association

These points need to be clarified in the context of the Local Plan 2036. That requires new development to be of high quality design and Policy E1 in particular requires the proposal to be well connected with its surrounding area. Another point, but one worth noting is the requirement in Policy E12 that new buildings are of low carbon design meeting stringent BREEAM standards.

The second worry is the proposed demolition of a part of the Building 1000 to enable car parking there to replace that lost to the new employment units.



Invited Speaker – Langstone Residents Association

Why demolish a perfectly sound building to create a car park, so that new industrial units can be built on an existing car park!? I can guess the answer, but the question must be asked. This iconic 1966 design by Arup Associates won the Financial Times 1972 award for industrial architecture and included reference to the Courtyard Gardens in the sister block by James Russell, the acclaimed garden designer. This particular frontage is magnificent and embodies the spirit of that time. If some demolition is necessary have the Designers considered the other end of this building. More car parking, perhaps two storeys, could be just as close to the new buildings, but essentially, closer to Brookside Road and the connections west.



This scheme may have many merits, but its failure to address the fundamental infrastructure issues will result in strong opposition.

Response to speakers

- The part of the building to be demolished is no longer fit for modern purpose. The internal accommodation is considered too dark and provides unattractive floorspace to potential occupiers. It is likely the space will remain if retained in its current underused state.
- The proposal is not to demolish the entire building – around half will remain. New façade will be carefully considered by our architects.
- Building 1000 was built in sections in the 70's and 80's. There is a lack of insulation and it provides a poor quality space.
- The Courtyard in building 6000 is to be retained. This building can split into smaller office accommodation
- Arap building was designed in a specific way which was fit for purpose at the time but now out of date. The building is around 75m deep with small windows – not a flexible space and not sustainable. We have tried to re-image the building, keeping the material palette, enhancing space to modern technologies & keeping the external alterations to a minimum.



Response to speakers

- The buildings will be highly insulated
- There will be water retention systems on site and photovoltaics
- There are heritage consultants on the team and they will address the comments received

HIGHWAYS

- With regard to the impact of the 12 additional units, this must be put into the context that it is replacement of existing floorspace.
- Trip generation – this has been challenging but we have identified trip rates for each part of park. These will be shown in Transport Assessment which will be open to public scrutiny.



Response to speakers

- Sensitivity tests have been undertaken for each type of use to assess unpredictable nature of mixed uses.
- HCC raised potential need for contributions to address highway matters.
- The Section 52 agreement in relation to traffic routing– is still in place but Highway Authorities find this impractical to control
- U-turns – our preference would be a u-turn ban on local roads.
- Brookside road will be the sole point of access for goods vehicles. All staff and general cars could use both access points which will help to disperse the flow of traffic



Consultations



Planning Policy

- Policy background already provided

Other considerations:

- **Minerals Safeguarding** area (western part of site) – HCC to provide advice
- **Heritage** – Policy KP6 in HBLP 2036 highlights request for former IBM building to be locally listed as a building of interest
- **Low carbon design** – Policy CS14 requires BREEAM – very good standard - Emerging policy requires BREEAM – Excellent
- **Parking** – to meet parking standards with sufficient parking retained for any phased development – Emerging policy expects 10% electric charging points



Planning Policy

- **Transport** – Emerging LP supported by two Transport Assessments, Mainland and more detailed assessment covering Hayling Island & Langstone:
 - Work ongoing - Councils intention to publish a second version of study which will further assess mitigation measures
- **Pre-App proposals** perhaps more modest than Council envisaged – however the proposals are supported by emerging Plan.



Highways Authority - HCC

- Need to take account of the **Hayling Transport Assessment**
- Understood additional 4031sqm floorspace
- **Traffic impacts** assessed including trip generation
- **Highway Network** – Further work required to demonstrate:
 - Impacts on Highway network
 - Traffic Distribution - Need to understand the distribution between the two accesses (Langstone Road or Brockhampton Road/Southmoor Road/Harts Farm Way)
 - Traffic from site puts these junctions under strain in peak periods
 - consideration to be given to improved access arrangements - junction modelling required.



Highways Authority - HCC

- **A27/Langstone Roundabout** of key strategic value and needs to be considered in the Transport Assessment. Proposals resulting in traffic blocking back onto roundabout or reducing capacity of roundabout would require mitigation.
- **Vehicles approaching from south** and impact of u-turning at the junction with Langbrook Close needs consideration.
- **Road Safety** data to be reviewed
- **On site parking** - be assessed against HBC parking standards
- **Travel Plan** required to accompany the Transport Assessment
 - **Bus links** from Langstone Road – attractive method of sustainable transport
 - **Rail** Havant Station 1.4km, pedestrian/cycle route audit required
 - **Pedestrian and Cycle routes** – need review / improvements



Highways - HBC

- Walking, cycling, public transport and vehicular traffic to site to be maintained and where issues arise improved.
- Should ensure larger commercial vehicles only enter / exit the site from Brookside Road.
- Issues in AM peak with right turn congestion back to Langstone Roundabout and U turning to junctions particularly Langbrook Close. Traffic Survey required.
- HBC carrying out feasibility study to improve access to LTP along with improvements to A3023, Langstone Roundabout & Park Road South. A contribution to implementation would improve access to site.
- Improvements to walking and cycling from the south and north of the site to be addressed.



Highways England

- Strategic Road Network a critical national asset
- Concerned with proposals that have potential to impact the safe and efficient operation of the A27
- Given the small increase in lorries and the small number of extra parking spaces the impact on the A27 Langstone roundabout is predicted to be minimal – subject to review of the Transport Assessment submitted with any application.
- Transport assessment to set out increase in movements in peak hours together with predicted flows at A27 Havant Bypass / Langstone Road / Park road South junction.
- Travel Plan & Construction Management Plan expected with future application.



Hampshire – Rights of Way

- Havant footpath 50 runs along northern site boundary and links to footpath 51 along eastern boundary and northwards through underpass to Solent Road
- Welcome proposal to appraise existing conditions and identify mitigation measures - developer contribution requested towards enhancing right of way network
- Contribution towards:
 - Surfacing footpath 51 adjacent to river to improve pedestrian access linking to Havant Town Centre, Langstone Harbour and wider routes.



Environmental Health

Environmental Control Officer

- No in principle objections.
- Some opportunity for high quality design features which contribute towards low carbon and emissions reduction (air quality)
- Contamination a material consideration - however this can be addressed by condition or intrusive investigation.

Environmental Health

- No objection in principle
- In relation to B class units would want assurance heavy goods vehicles not accessing this site from Langstone Road as relatively close to residential properties

Acoustic report required



Natural England

- Natural England considers the proposed development will not have significant adverse impacts on statutorily protected sites/landscapes.

County Ecology

- Site unlikely to be of particular ecological interest
- Buildings to be demolished/refurbished may exhibit features suitable for supporting roosting bats and nesting birds – application requires an ecological assessment
- Site relatively close to SPA etc (Langstone and Chichester Harbours). Direct impacts unlikely, however large scale developments can result in indirect impacts which need to be assessed.
- Redevelopment should seek ecological enhancements



Conservation Officer

- The current buildings because of their design/construction, provenance and social history significance should be considered collectively as non-designated heritage assets. Therefore any proposed building would need to have some gravitas in its own design.
- Site is extensive which does not rule out the potential for development or re-development.
- Given the poor quality of the setting to the south with further industrial development there should be scope for both the proposed development alongside increased car parking without the necessity of demolition – possibility of a double decked car park in the south-eastern part of the site. Subject to further detail and design.



Southern Water

- Critical foul and surface water sewers within development site – buffer zones required
- Assessment of appropriate point of connection to foul and surface water sewerage network required to protect existing premises from sewage flooding
- Surface water advice provided

Environment Agency

- No environmental concerns at this stage



Main Points of Discussion: Councillors

Q. Are all units currently occupied on the site?

A. Currently approx. 70% of floorspace is occupied

Q. Will there be encouragement for staff to car share?

A. There will be a measure included in the travel plan. Due to multiple occupiers on site we will produce a draft travel plan framework. Will be in discussions with HCC – will produce a tool kit of measures – the onus will be on each individual occupier to encourage their staff to car share

Q. Do you see proposed re-building as regeneration of site?

A. Yes – primary reason for the proposal is to regenerate 30% of empty space



Main Points of Discussion

- Q. Are you aware that Harts Farm Way road is in very poor condition and will you contribute towards improvements to this route?
- A. The obligation for this type of application is what cause and impact we will have. If the proposal is agreed, the development will add no additional traffic, and therefore there will be no added obligation on us to make a financial contribution
- Q. There are not many buildings of local merit in Havant. How can you maintain architectural integrity?
- A. We plan to follow function and form by matching the existing concrete with the new development. Propose a zinc metal format to entrances
- Q. Are you confident you can let the 12 units for full occupancy?
- A. Yes that is why we are proposing the changes
- Q. Would the proposal result in the loss of the conference centre?
- A. Yes but this facility is not frequently used.



Main Points of Discussion

Q. Have you considered special access for lorries and delivery vans?

A. The current route through the park is unhindered but in future goods vehicles will be unable to get from one side to the other – cars will be able to by travelling through the car park. Goods vehicles will have to leave through the west (probably 95% west – 5% east).

Q. Will the proposal result in an increase in traffic and heavy goods vehicles

A. The plans will reduce traffic overall – regarding HGV movements the daily estimates go from 110 to 140 (more if use is B8). Looking at 1 extra vehicle per hour.



Main Points of Discussion

Q. Are the traffic figures based on 100% occupancy?

A. Yes

Q. How do you get these figures with only 70% occupancy now?

A. By using historic data

Q. If the site is only 70% occupied now, why do you want to expand on a site that is not fully utilised?

A. The available space has been marketed since it became vacant. Feedback is space does not fit requirements of modern occupiers. The aim is to ensure desks are sited within 9m of window or façade. The current space is deep and some parts receive no natural light. Our vision is to retain as much of Building 1000 as possible, by demolishing and rebuilding with glazing will make a better work environment. We are focused on providing best space.



Main Points of Discussion

A. Cont.

Our investment in the park could be around 25 million – we need to fight to retain existing occupiers as well as attract new. We are also looking to improve the amenity block. We are confident that with investment we will find occupiers. The market has changed – and there is an increase in demand for B1, B2, B8 units. 3500 to 25000 sq ft units. Current occupiers like the amenities and location and with investment we would be in a better position to keep them. The site has had limited investment in last few years. This is one of the key employment sites in Havant and we need to attract new occupiers.



Main Points of Discussion

Q. Have you any large firm interested in moving in? What kind of employment will you offer to the people of Havant? Are the firms currently there staying? We have had issues with traffic for many years – People want to use cars to get to work. There is no space for any increased parking in roads at Langstone.

A. We need to provide a modern site to attract businesses. We are in discussions with a number of potential occupiers. We are confident that we will attract new occupiers, and believe in our business plan

Q. Have you considered redesigning the building with light from roof – green roof, preserving current building?

A. We have looked at a number of options but the amount of work it entails does not justify the result. The building has a thin roof and was built to requirements for the time. We would need to re-enforce building. The changes would be so significant it would alter fabric of the building in any case.



Main Points of Discussion

Q. If you say the two bays on the eastern end cannot be sustained, how can the western end be? It would be more in-keeping with the architectural heritage to keep the north east aspect.

A. I understand the western part of the building is occupied by a longstanding tenant on long lease. The empty part is on the eastern end and whilst we appreciate the feeling within the room we have to deal with the facts on the ground as site owners and developers. It is not in anyone's interest to have empty units on the site.



Main Points of Discussion

Q. Were you were aware of constraints when you took on the building?

A. When acquired the building was fully occupied – we had an expectation that xyrotex would stay, however, they have now moved to Romania. Originally this was a manufacturing building. A modern B8 unit of this size would have 15 – 20 loading bays. We have looked at whether we could make alterations to make adequate servicing areas but feasibility study carried out showed this was unviable. A height of 6m with beams within the building leaves 4.2m clear height. Modern buildings would have a minimum 8m. The building in its current form is not fit for purpose and we need to look at other options.

Bay 5 at western side is brighter. To the east in bay 4 there is a data centre that serves occupiers on site. Behind this there are some labs. The objective is to maximise light in the part of building to be retained



What Happens Next?

- Summary notes published on website
- Officers will discuss outcomes with developer
- Developer will continue to develop proposals and consider issues raised by Forum
- Decision as to form of application and timing of submission rests with developer.

