



Proposed Site Plan

Key

- Entrance to site
- Building entrance
- Sub-station
- Cycle stands
- Refuse
- Disabled Car parking

3.2 Proposed Layout

The Proposed layout has evolved from a broad analysis existing site conditions, constraints and likely occupier requirements has taken place in the developing the site layout for the proposed scheme.

The building is located along the eastern side of the site with the ancillary office elements, car parking and service areas fronting onto Downley Road. Aside of this being a good, clear, functional aspect, the development will provide a strong visual impression from Downley Road, this being important for potential tenants.

This orientation of the development also provides heightened security as the offices overlook the service and car parking areas. A further benefit is that the building will back onto the railway line and therefore the existing housing further to the east will be screened from both operational activity and any noise generated as a consequence. The frontage and rear boundaries have been softened with new landscaping, making an attractive working environment.

The design team has responded to the site’s constraints and opportunities identified and this has influenced the resulting design, scale and layout of the development. The proposals will add to the local diversity of businesses and facilities offered by the local area whilst the design will enhance the visual appearance of the existing site when viewed from its surroundings by the introduction of a modern, well-designed building, along with additional landscaping within the site.



3.0 Design Statement



Proposed Site Plan

3.3 Residential Amenity

The layout has been purposely designed so the buildings are located towards the rear of the site to screen any noise and activities within the service areas so these face the road, away from residents beyond the railway embankment to the east.

The application will not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances of some 30-40m or so and intervening mature vegetation/mature tree belt on the other side of the railway. The proposals also include a new landscape buffer to help soften any potential views and the mass of the rear façade has been broken up using differing cladding treatment.

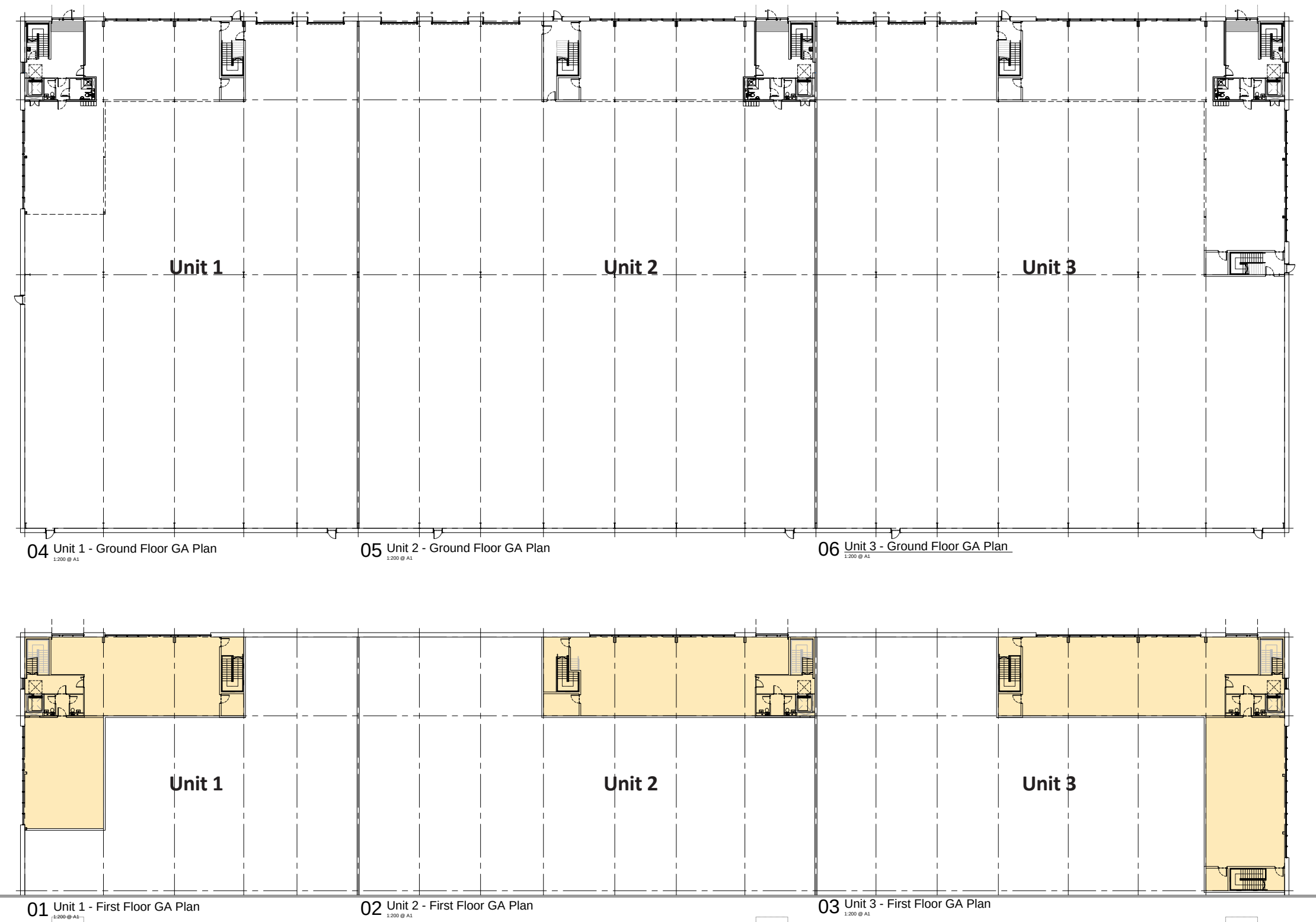
Please see the submitted sections for further details. This demonstrates that the rear is following a similar building line to other properties found to the north and south, with a 7.5m buffer created from the railway embankment, of which 5m of this will be used as a landscaping buffer.

The proposed Landscaping scheme has been designed to balance the need to soften the scheme at the rear whilst still complying with Network Rail requirements.



Proposed extent of tree & shrub planting to rear elevation c.5 to 10years of growth. Image indicative of size and coverage, exact species not shown, please refer to BEA Landscape planting plan.

3.0 Design Statement



3.4 Internal Layout & Area

The proposed internal floor plans have been designed to be accessible, including the first floor can be accessed by stairs or the internal lift. The layout also includes showers to encourage cycling and walking to work, as set-out in the Travel Plan prepared.

The total site area is 16,970m²/ 4.19ha.

The total internal floor area (GIA) of the development is 101,430ft²

AREA SCHEDULE (GIA)

Unit 1	27,395ft ²
Warehouse (Incl. Undercroft)	23,725ft ²
Office FF	3,670ft ²
Unit 2	35,535ft ²
Warehouse (Incl. Undercroft)	32,540ft ²
Office FF	2,995ft ²
Unit 3	38,500ft ²
Warehouse (Incl. Undercroft)	33,400ft ²
Office FF	5,995ft ²

The different type of spaces are set out as below:

Car Parking Spaces	136
Accessible Bays	6
EV Charging Bays	28
Car Sharing	7
Cycle Spaces	60
Motorcycle Bay	6

Over 20% of parking spaces will be equipped with EV car charging capabilities. The remaining car parking spaces will have the appropriate underground infrastructure installed, so that additional EV charging points can be added as needed in the future.

Car parking and HGV/LGV movement is dealt with in more detail in SLR's Transport Assessment submitted with this application.

4.0 Appearance

4.1 Appearance - Elevations

The elevational treatment has been developed to provide a simple, well proportioned and contemporary appearance when considered as a terrace of three units.

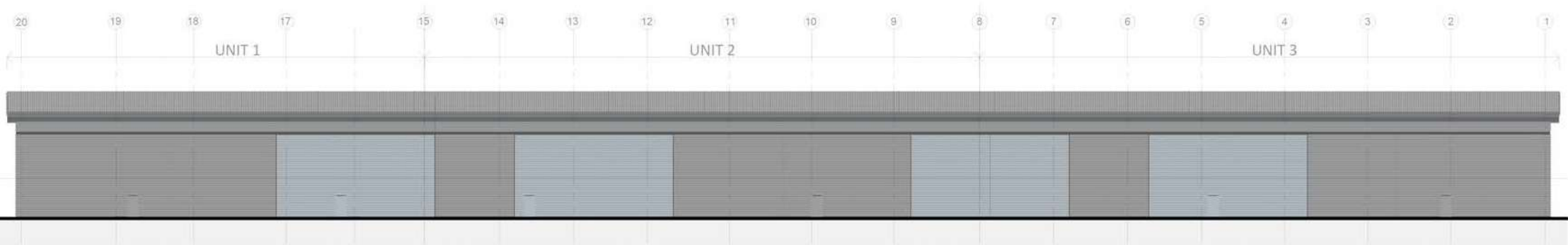
The proposed buildings will be constructed using high quality materials, which are both durable and appropriate to the context. These comprise a steel framed structure with profiled metal cladding to walls and roof synonymous with contemporary industrial construction, similar to others found within the wider Industrial Estate.

The elevational treatment will combine the use of contemporary materials using profiled metal cladding with crisp modern and simple detailing using a small number of cladding profiles and colours with a considered palette of light and dark greys to create a strong, clear and high quality appearance.

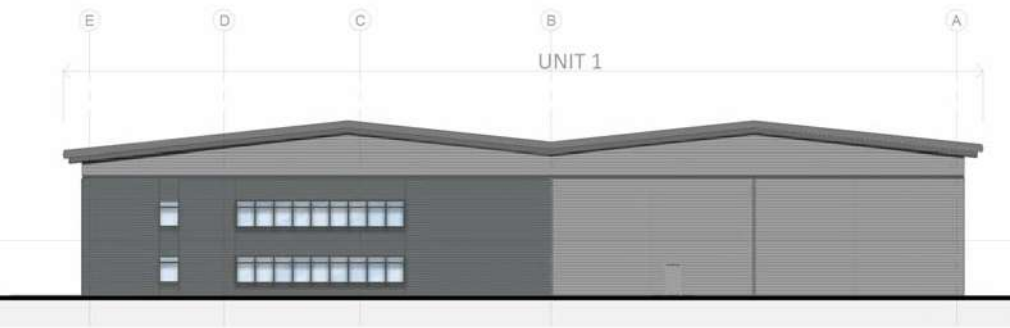
The cladding colours will vary around the office and loading elevations to demarcate the change in operational use with dark grey aluminium windows to the offices. The cladding used in a simple manner and will feature fine inverted fin detailing to the corner of the buildings and vertical fins within the horizontal cladding itself. This together with the details around the windows to the offices will create a finely detailed elevational treatment with a scale which is clearly discernible to the eye.

For the remaining façades, we’ve opted for a more restrained approach to harmonize with the existing surroundings. Vertical fins have been strategically integrated to visually divide the length of these façades, creating a more dynamic and visually interesting composition. Additionally, a distinctive feature band has been incorporated to break up the height of the units, further contributing to a balanced and aesthetically pleasing overall impression

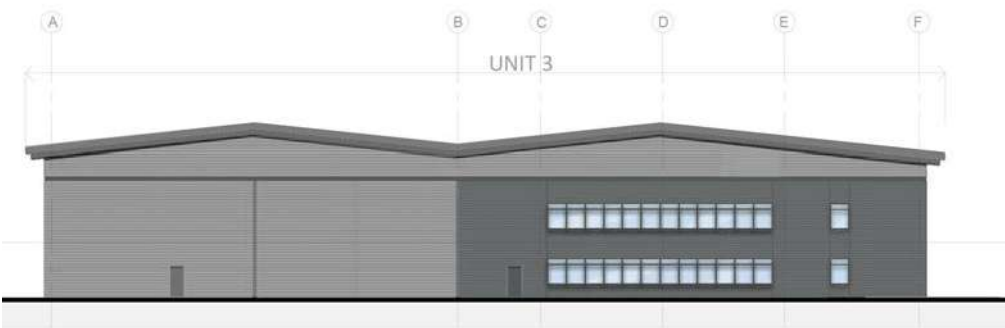
The overall height, scale and massing of the proposals have been influenced by its function. The unit heights and scale includes sufficient internal heights and volumes, which have principally determined the form and design of the proposed warehouse and office facilities.



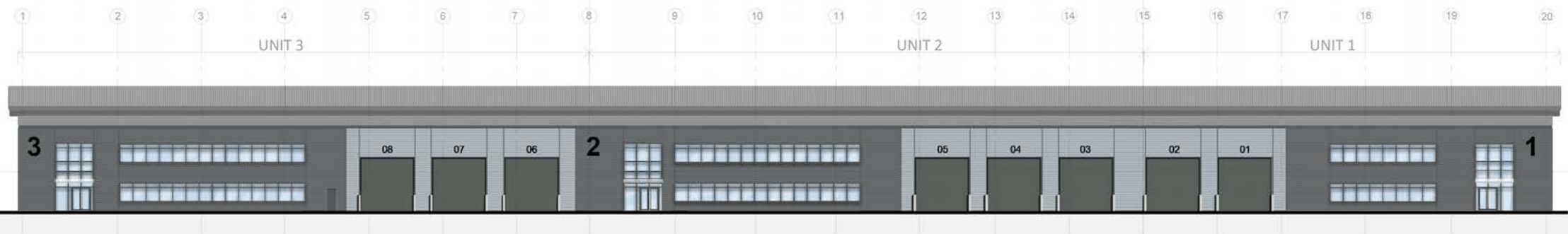
East Elevation



South Elevation

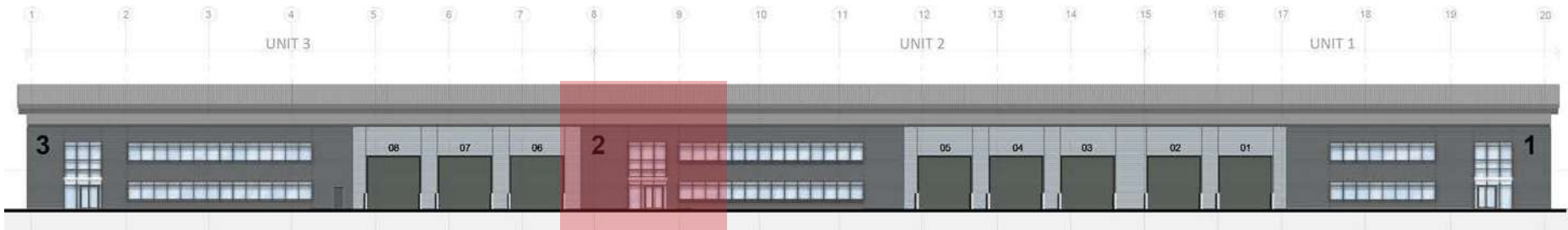


North Elevation



West Elevation

4.2.1. Appearance - Material Examples - Office Elements



West Elevation



High level cladding:
Trapezoidal reverse profile,
laid horizontally,
Colour: Orion



Horizontal feature channel:
Colour to match adjacent
cladding



Glazed Entrance Canopy



Zoomed in West Elevation render



Main body cladding:
Trapezoidal profile, laid hori-
zontally, Colour: Sirius

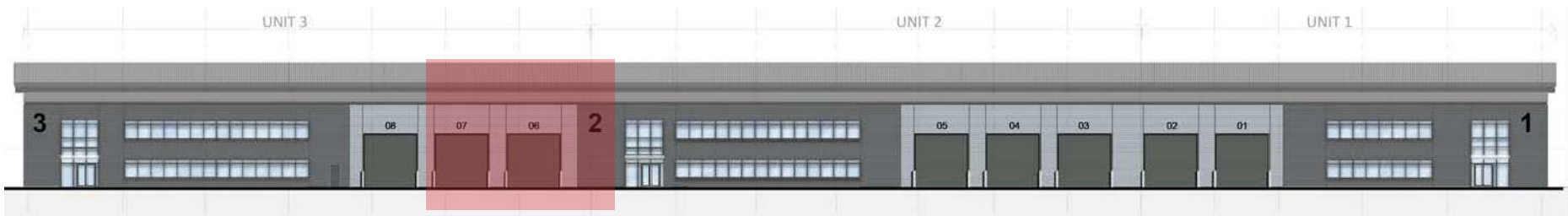


Ribbon Windows:
Colour: Anthracite



Entrance Curtain Walling

4.2.2 Appearance - Material Examples - Loading elevations



West Elevation



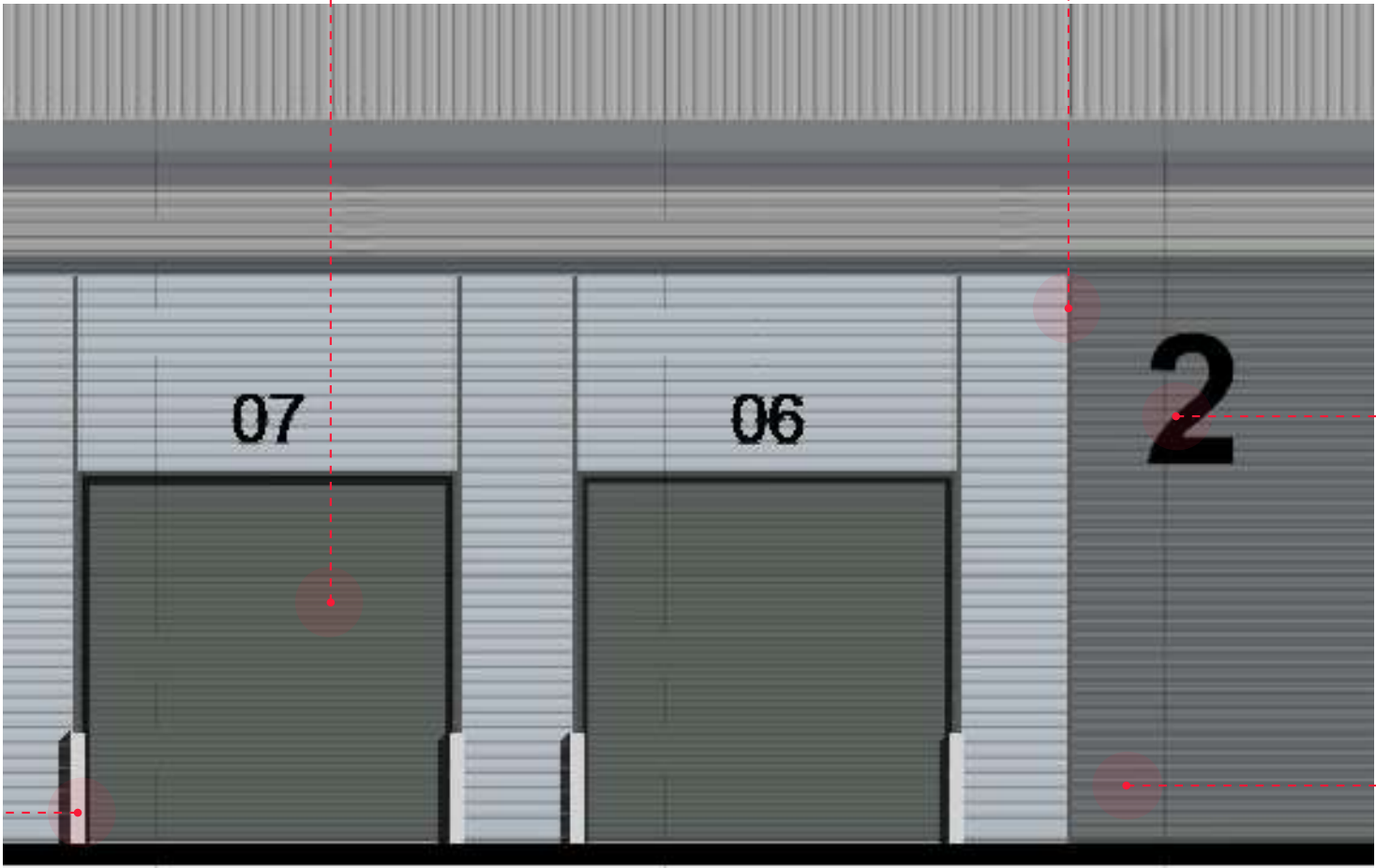
Loading Door
Colour: HSP200 (RAL 9007)



Personnel Door
Colour: to match adjacent
Cladding



Bollards



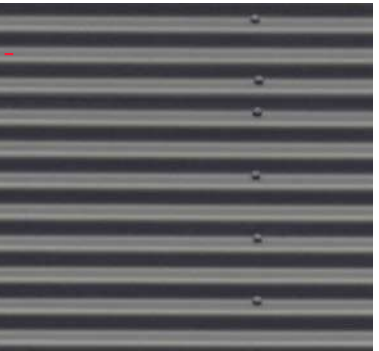
Zoomed In Elevation - Loading Door



PPC Metal fins
Colour: Zeus (RAL 7022)



Sign-age



Cladding Type - Sinusoidal
Colour Zeus



5.0 Access Statement

5.1 General access to the plot

Vehicle access will be facilitated through the existing northernmost and southernmost access points off Downley Road.

Each unit will be assigned appropriate car parking spaces based on the unit size and in close proximity to it. Details of the car parking strategy are outlined in the Transport Statement document.

Promoting car sharing, use of public transport, walking and cycling is important to the proposals. A Travel Plan has been prepared by the transport consultants SLR for the site. The proposed site layout includes three pedestrian accesses to each of the premises that are clearly demarcated, cycle parking is provided at the front of the premises so it has good surveillance and showers are provided within each of the premises. There will also be a cycle repair station provided within the site as a range of measures to help encourage walking and cycling to the site.

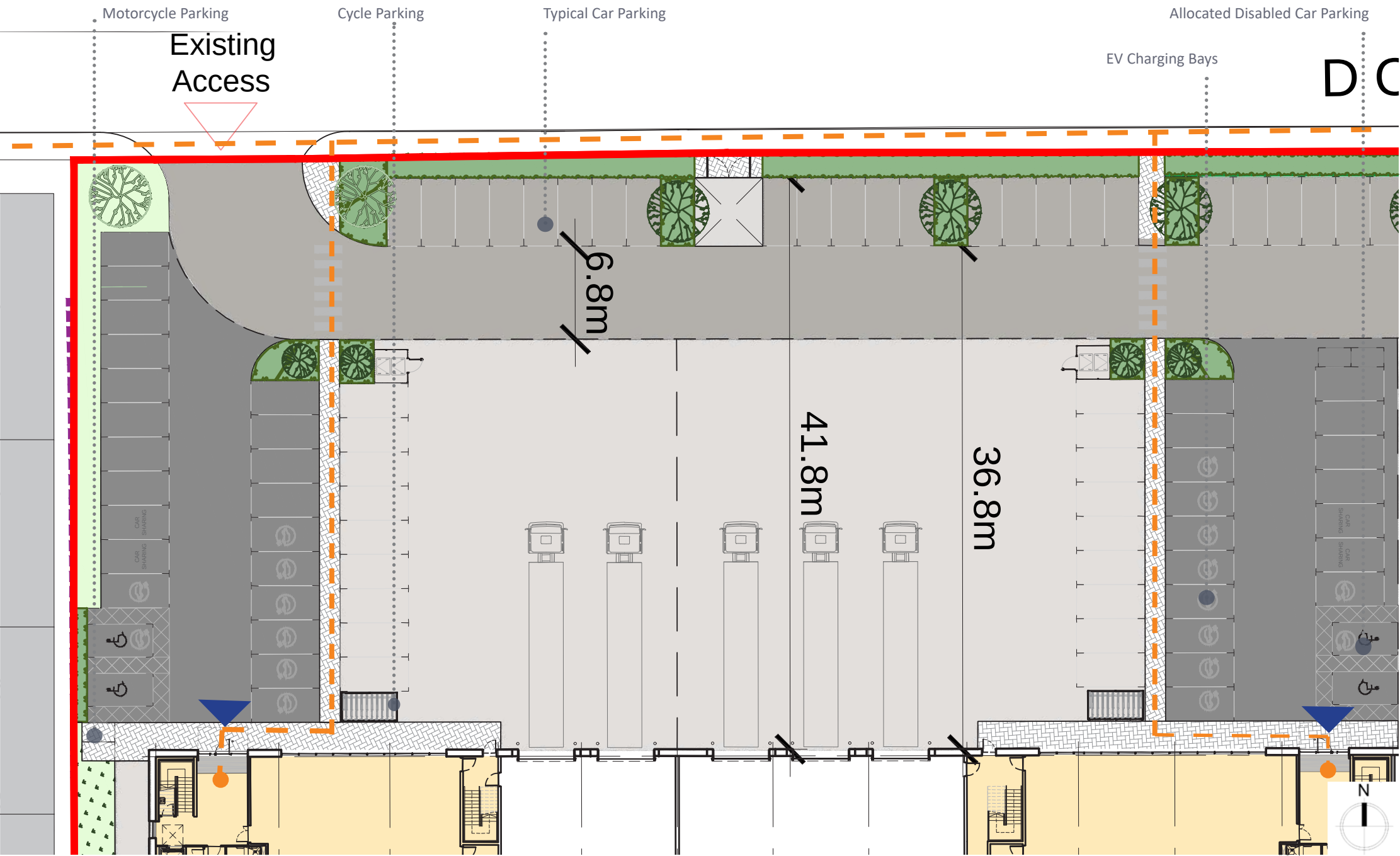
EV car charging points will also be provided to 20% of the car parking spaces and underground infrastructure provided to the remaining car spaces.



Proposed Site Plan

Key

- ① Cycle stands
- Ⓡ Refuse
- ⓓ Disabled Car parking
- Ⓢ Sub-station
- Main Access Road to Site
- Pedestrian Access to Site



Proposed Site Plan - Unit Entrance & Parking

- Key
- Site Entrance
 - Unit Main Entrance
 - Pedestrian Access to site

5.2 Inclusive Level Access

Level access will be provided to all ground floor entrances. Dedicated wheelchair accessible parking bays will be provided close to the main entrance of the building. External surfaces will be specified to facilitate safe and easy access.

The building will be designed and built to comply with Building Regulations Approved Document M.

5.3 Emergency Access

Adequate Emergency access has been designed as part of the scheme design in accordance with Part B of the Building Regulations. Fire Vehicle access to the exterior of the building is an integral part of the design and the proposal.

6.0 Supplemental Reporting

6.1 Geo-Environmental Assessment

A geo environmental site investigation prepared by TRC is included with the application.

The initial Tier 1 assessment concludes based on the available information for the Site, a number of potential geotechnical hazards are anticipated associated with the proposed development. These are Made Ground, buried obstructions, ground's aggressiveness to buried concrete, running sands, shallow groundwater, volume change potential soils and adjacent third party assets.

These potential geotechnical hazards were investigated further through Tier 2 assessment, this assessment concluded the following:

1. Soil: There were no exceedances of the GAC in soils for the proposed residential/commercial end use and there is not considered to be a potential risk to human health receptors.
2. Groundwater/Soil Leachate; There was an elevated concentration of copper (dissolved) in excess of the EQS within the single groundwater samples analysed. However, based on the results of this assessment it is considered unlikely that the Site poses a significant risk to controlled waters.
3. 3Ground Gas, Radon and Organic Vapour; Based on the results of this assessment the Site would be classified as Characteristic Situation 1 (very low risk) and no ground gas protection measures or organic vapour protection measures would be required for the proposed development.

However, the site is located in an area where basic radon protection measures would be required. Due to the potential risk of radon gas, a detailed BGS GeoReport should be commissioned to establish requirements for radon protection for future buildings.

Based on the above findings it was concluded that contamination has not been identified in relation to a proposed commercial/industrial end use and remediation is not required, however the following mitigation measures are recommended:

- Basic radon protection measures
- Capping of soft landscaped areas to facilitate planting
- Installation of buried services in corridors of clean soil

The selection of appropriate water supply pipework should be confirmed by the local water supply company.

While no significant sources of contamination have been identified during this investigation further sampling and testing beneath the former above ground storage tanks and beneath the existing buildings would be prudent following demolition to confirm the findings of this investigation and assessment.

Materials destined for off-site disposal to landfill may require further assessment in accordance with WM3 'Guidance on the classification and assessment of waste' (1st edition version 1.2 GB 2021) to determine their waste classification. If materials are to be re-used on site or imported from another development site, a materials management plan may be required in accordance with the CL:AIRE Definition of Waste: Development Industry Code of Practice in order to demonstrate that the material is not a waste.

The further site investigation required under the slab level once the buildings are demolished can be controlled via a suitable planning condition.

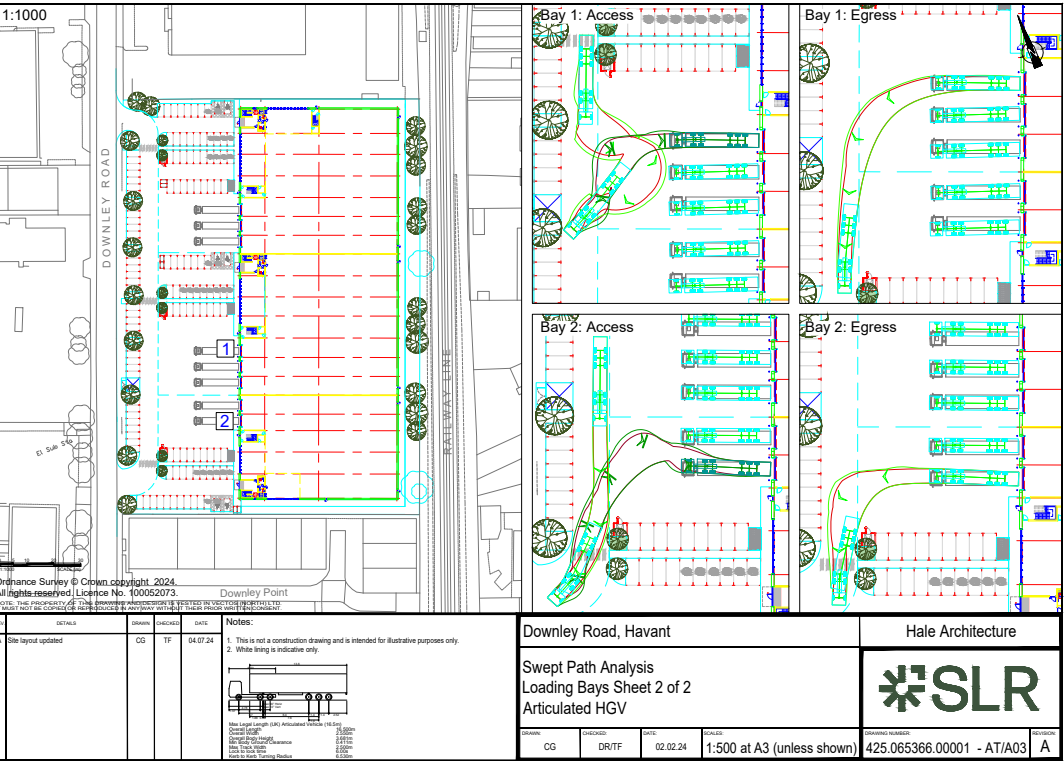
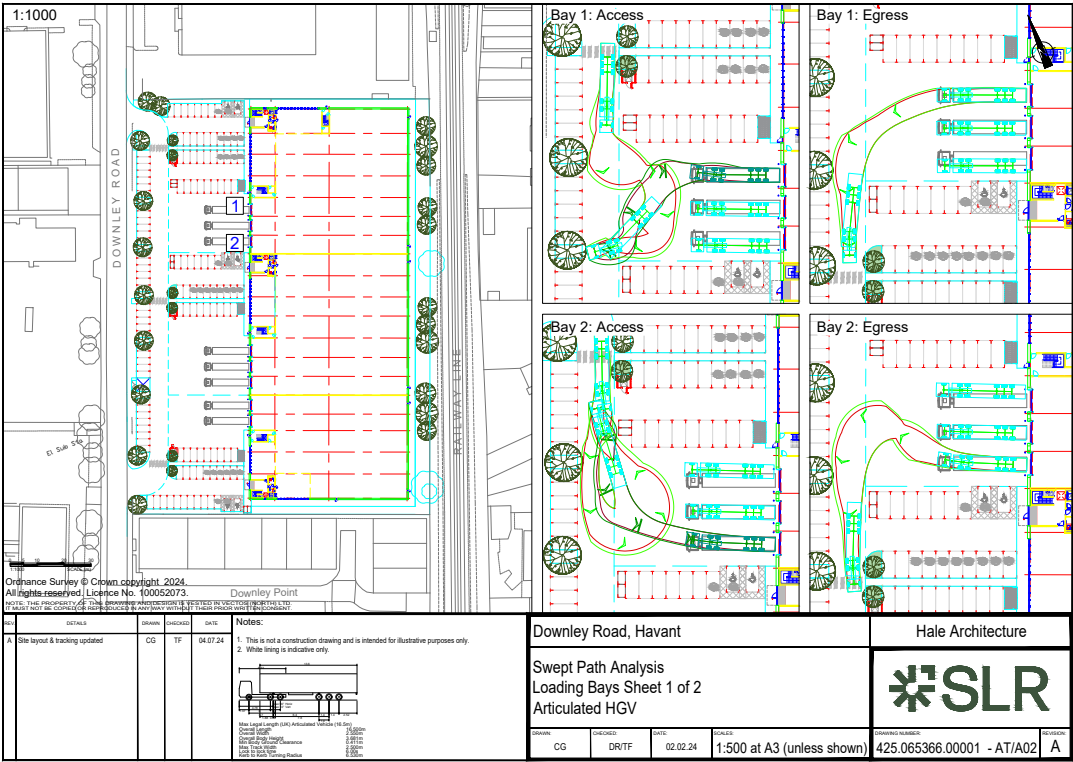
6.2 Drainage Strategy & Flood Risk Assessment

A Flood Risk Assessment and Drainage Strategy has been prepared by I&L to support this application. The assessment can be summarised as follows:

- The site is located in Flood Zone 1.
- The site is at low risk of flooding from all sources.
- The proposed development is classified as 'Less Vulnerable' and suitable for this location.
- The proposed development work would not increase the risk of flooding from any sources;
- A drainage strategy is proposed in consideration with the local and national standard and would not increase the flood risk.
- The site is located within 'Zone 1- Subsurface Activity' Ground Water Source Protection Zone, which is designated as most at risk from contamination and development activities. Therefore, infiltration is not proposed as a suitable solution for this site
- The site is a Brownfield site with existing drainage in place and no formal restrictions on discharge rates. The existing site is 100% impermeable. The proposal is to limit the discharge from the redeveloped site for from 1 in 1 year to 1 in 100-year return periods, including climate change allowance (45%) to the Qbar (urban) rate for the site of 16.5 L/seconds.
- The new drainage system will incorporate proprietary systems to removing pollutants from runoff from the site.
- The site lies in an area of potential groundwater vulnerability which has been considered in the drainage strategy proposed
- In conclusion, the proposed development work will not increase the risk of flooding to the site or surrounding areas in accordance with the provisions of relevant national and local planning policies.

The full report is submitted in support of this application.

7.0 Supplemental Reporting



Vehicle tracking for units 1 to 3

6.3 Transport Assessment

A Transport Assessment (TA) and Travel Plan (TP) has been prepared by SLR in order to support this application. The assessment has been prepared off the back of pre-application engagement with Havant Borough Council and Hampshire County Council to agree trip rates and transport aspects of the development.

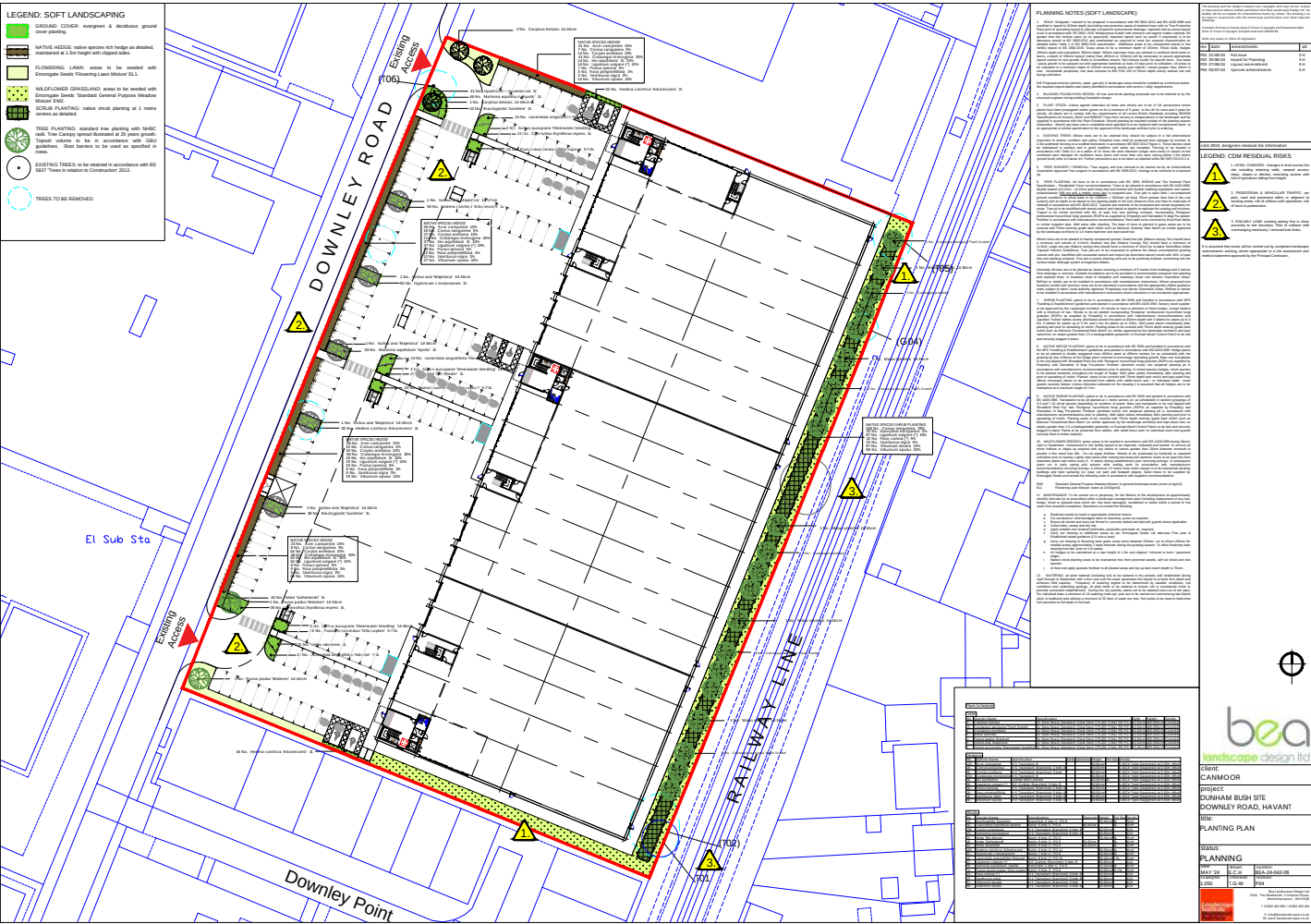
The report can be summarised as follows:

- SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.
- The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.
- The Crashmap database has been interrogated for the area in the vicinity of the site, and it has been demonstrated that the number of recorded collisions is considered to be low with an average of less than one collision occurring per year along Downley Road, Stanbridge Road and the section of New Lane in the vicinity of the site.
- The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian and cyclist infrastructure. There are frequent bus services which operate in the vicinity of the site, and ample opportunities for multi-modal trips to the site by rail and walk / cycle / bus.
- Using the industry-standard TRICS database, a trip generation exercise has shown that the proposed

development would result in a reduction in the trip generation of the site when compared to the existing situation and therefore, it would not affect the operation of the highway network in the vicinity of the site.

- Significant work has been undertaken to demonstrate that the proposed provision of parking is suitable for the proposed development and that it will not lead to overspill parking in the neighbouring areas.

In conclusion, it is therefore considered that there are no material reasons as to why the proposed development should not be granted planning consent on highways and transportation grounds.



Proposed Planting Plan by BEA Landscaping



Illustrative Model of Proposed Landscaping to front of site.
Planting shown at year 5 to 10, see BEA Landscaping planting plan for species types

6.4. Arboricultural Assessment, Tree Protection Plan , Method Statement and Landscaping Strategy

A Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan, Method Statement and Landscaping Strategy have been meticulously prepared by BEA Landscape to support this application.

The survey identified a limited number of existing trees, most of which were considered to be of fair to low value. Importantly, all trees of good value have been proposed

for retention, ensuring the preservation of valuable natural assets. The proposed planting plan seeks to significantly enhance the overall biodiversity of the site. This is achieved through the incorporation of native hedge planting along the western boundary and native shrub planting along the eastern boundary adjacent to the railway.

A key feature of the proposal is the addition of 31 new trees,

thoughtfully distributed throughout the site.

Furthermore, shrub planting is strategically included at the front of the units and amongst the proposed parking areas, creating a welcoming and green entrance for residents and visitors alike.

This comprehensive landscaping strategy marks a substantial improvement over the existing conditions. By

enhancing the green infrastructure, the proposal not only supports biodiversity but also ensures that the development harmoniously fits into the surrounding environment. Importantly, careful consideration has been given to avoid any adverse impacts on the railway line to the east, ensuring the safety and functionality of this critical infrastructure.



Site Location Map For Noise Impact Assessment by Hoare Lea

6.5 Acoustic Assessment

A Noise Impact Assessment was undertaken by Hoare Lea in support of this application. A Noise survey was carried out at the site over 8 days commencing Friday 24th May 2024. The aim of the survey was to determine the prevalent noise levels around the site in order to set maximum noise egress limits for the plant and machinery associated with the development and assesses these with respect to the existing noise climate at the nearest residential properties.

The assessment concluded that the noise climate in the vicinity of the proposed development site is mostly attributable to the road traffic noise in the local area. Assessment of the activity noise levels indicates that noise from the proposed development would always achieve a condition of ‘low impact’ at the nearest existing residential properties and would be unlikely to give rise to noise disturbance.

Further information can be found in the assessment which is submitted as part of this application.

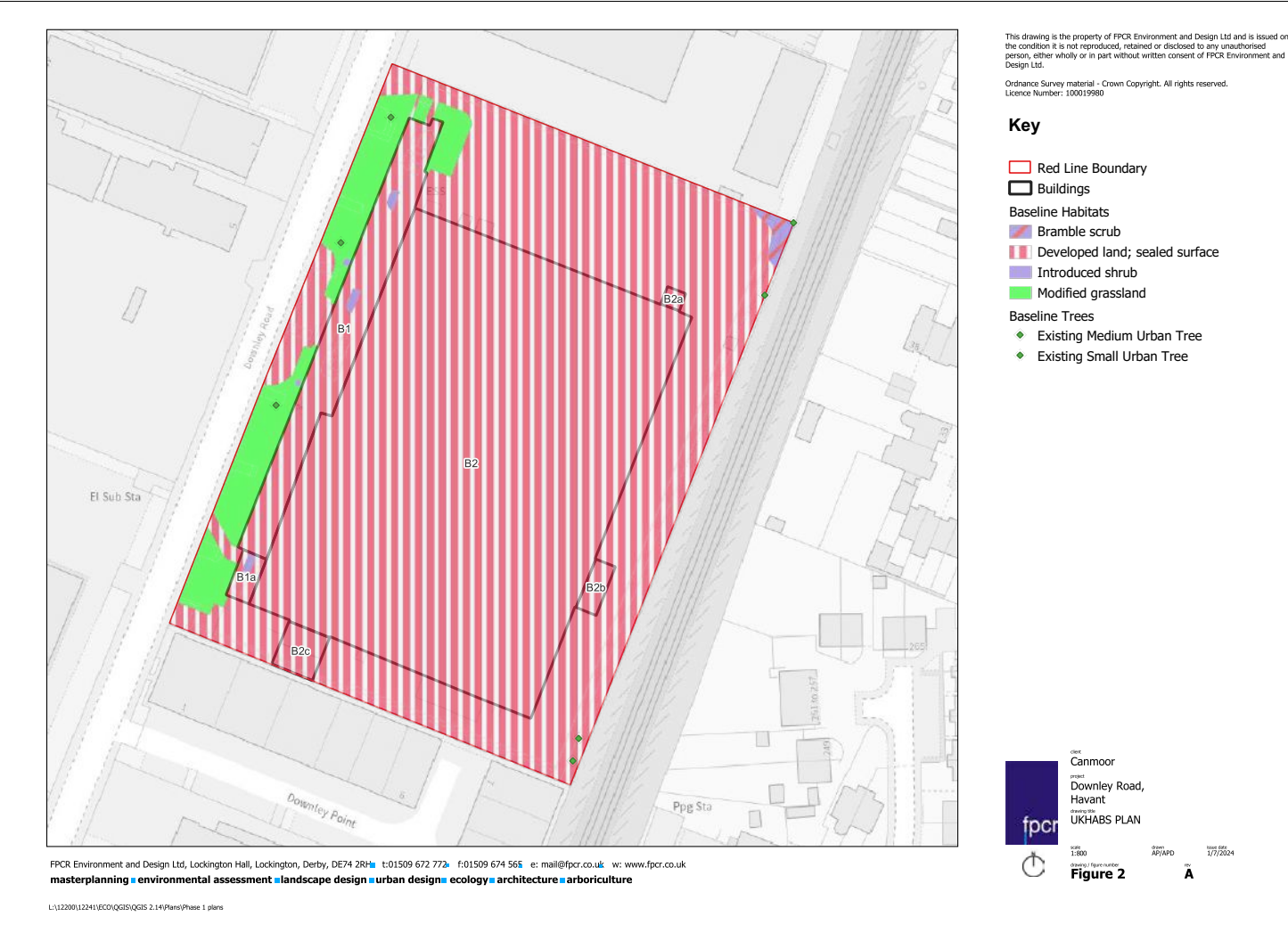
6.6 Air Quality Assessment

An Air Quality Assessment was undertaken by Hoare Lea in support of this application. The findings of the assessment are as follows:

- The baseline assessment has shown that the Application Site is not located within an AQMA. The air quality monitoring data and Defra predicted background concentrations in the vicinity of the Application Site show there are no predicted exceedances of the AQOs for all pollutants. There are no sources of industrial or waste emissions expected to influence the Proposed Development;
- A qualitative assessment of the potential dust impacts during the construction of the Proposed Development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be ‘not significant’. All dust impacts are considered to be temporary and short-term in nature;

- The results of the operational phase traffic screening assessment indicate that traffic generated by the Proposed Development is likely to be below the screening criteria set out in the IAQM and EPUK planning guidance and the effects are not predicted to be significant, therefore further assessment is not required;
- The Proposed Development energy strategy is all electric. As no combustion sources are proposed for the primary energy supply, no local air quality impacts are anticipated and a detailed assessment of impacts of combustion emissions from the energy plant has been screened out of this assessment; and
- A qualitative Site Suitability Assessment has been undertaken to assess the suitability of the Application Site for the proposed industrial use. Based on the assessment results, there are no predicted exceedances of the annual mean or 1-hour mean NO2 AQOs at the Application Site, and it is considered suitable for industrial use without additional air quality mitigation measures.

Based on the information above, it is considered that air quality should not be viewed as a constraint to planning and the Proposed Development conforms to the principles of National Planning Policy Framework and the Havant Borough Core Strategy.



Existing habitats map by FPCR



Images of existing site conditions.

6.7 Ecological Survey

An Ecological Appraisal was undertaken by FPCR in support of this application, to aid in identifying ecological constraints and opportunities regarding the proposal. A UKHab survey and desktop study were completed by FPCR to inform this assessment. The survey included a walkover and potential roost assessment of buildings at the site on 15th December 2023 mapping all habitats present, along their potential to offer suitable habitat for protected and notable species.

Key findings

- There are several national and internationally designated sites within 10km of the Site. The only internationally designated site(s) which the application Site falls within the recognised zone of influence (Zol) for is Chichester and Langstone Harbours SPA.
- The Site was predominately hardstanding with buildings, with small areas of modified grassland, scattered trees and bramble scrub. These were of no more than local importance as they represented common/widespread habitats supporting limited botanical diversity.
- The Site provided some degree of suitable habitat for protected/notable species including breeding birds and reptiles.
- The biodiversity net gain assessment has established the baseline habitat units to total 0.95, increasing to 1.31 net change post development, resulting in a percentage net gain of 38.39% in habitats and an increase of 0.45 units in linear features.
- The site is for business purposes only, will result in no additional overnight accommodation and is not a high water use type proposal, and therefore assessment of

nutrient neutrality in relation to the Solent Protected Sites is not required.

Constraints and opportunities

- The development proposals will result in the loss of small areas of modified grassland, introduced shrub and bramble scrub. However, these losses will be compensated for by the provision of additional native planting within the landscaping scheme.
- New habitats have been proposed within the GI, such as wildflower grassland, native hedgerow, scrub planting and small urban trees.
- Two of the onsite trees have been retained within the scheme. During the works, these features will be protected through the implementation of appropriate root protection areas (RPA's) and protective fencing in accordance with BS 5837 (2012) Trees in Relation to Design, as indicated by the Arboricultural Survey and Impact Assessment (BEA Landscape & Design, 2024).
- Six bird nest boxes are proposed, in addition to planting to enhance biodiversity over the baseline level

Further recommendations

- Birds: A pre-demolition survey to check for nesting birds is required, should demolition commence within the active nesting period (March – September). This would be outlined within a CEMP.

Therefore it is considered that the proposal will result in a net positive improvement to the site's biodiversity.



6.8 BREEAM

A BREEAM Pre-assessment prepared by ESC is submitted in support of this planning application and details the credit strategy to achieve the targeted BREEAM rating of ‘Excellent’.

6.9 Energy Statement

An Energy Strategy has been prepared by ESC and is submitted as part of the application. The report can be summarised as follows:
The development aims to mitigate any negative impacts it might have on the environment and minimise and consequential risks whilst maximising efficiencies and opportunities to deliver an intrinsically sustainable building.

- The Proposed Development has established the following aims:
- Meet the challenges of climate change.
 - Conserve and enhance the natural environment.
 - Prevent and minimise pollution.
 - Reduce energy use and greenhouse emissions.

Energy consumption reduction objectives have been established to meet the long term aims and include actions throughout the planning, design, construction and operation phases of the development.
The objectives will be delivered through the implementation of:

- Approved Document L2 of the Building Regulations (2021).
- Air Source Heat Pumps and PV have been included on the roof in order to generate 20% of the energy requirements from renewables.

Sustainable development aims to meet the needs of the present without compromising the ability of future generations to meet their own needs.

The proposed development aims to mitigate negative impacts and target opportunities relating to the environment. The development has been designed to incorporate several sustainability measures to address the aims and objectives established so that an intrinsically sustainable building is delivered.

6.10 Sustainability Statement

A sustainability statement has been prepared by ESC in order to explain how the proposed development will address sustainable development issues, relevant policies and meet current best practice standard by ensuring social, economic and environmental issues are dealt with in an integrated and balanced manner and the sustainability of the design construction and management has been considered and assessed.

6.11 Lighting Strategy

A lighting strategy has been prepared by ESC and is submitted as part of this application the report details the proposed methodology and design standards considered in respect of the external lighting installation as well as the methods used to mitigate the effect of the external lighting on the surrounding areas.

7.0 Conclusion



The proposed development will deliver three high-quality employment premises contributing to Borough's long-term goals of regenerating poor quality, older industrial accommodation within its well-established Industrial Estates where these do not reflect modern business needs.

The site is sustainable, and benefits from good accessibility both by road, public transport, walking or cycling with local facilities nearby for employees. Two sets of safe vehicular accesses are proposed, with adequate parking and cycle provision provided for both visitors and employees alongside servicing vehicles. The design is responsive to its context and identified planning constraints, whilst still providing an efficient use of land.

The application will not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances and intervening mature vegetation/mature tree belt.

In summary, these proposals represent a sustainable development, securing employment generating and economic uses of a vacant site. It would result in significant improvements to economic productivity without materially impacting on highway capacity, highway safety, biodiversity, arboricultural, flood risk, air quality, or other amenity interests.

The proposal warrants support by the Council and is considered acceptable, having regard to the relevant Policies within the Havant Borough Core Strategy: Local Development Framework (2011), the Site Allocations Plan (2014) and all other material planning considerations.

8.0 Drawings

8.0 DRAWINGS

PL001 -Site Location Plan

PL002 -Existing Site Plan

PL003 -Proposed Block Plan

PL004J -Proposed Site Plan

PL005A -Extg_Prop Outline Plan

PL010 -Existing Site Sections

PL011D -Proposed Site Sections

PL015D -Unit GA Plan

PL016D -Proposed GA Elevations

PL018 -Proposed Roof Plan