

8 Downley Road | Havant

Statement of Community Involvement



July 2024

Contents		Page
1	Introduction	1
2	Background	2
3	The Consultation Process	3
4	Consultation Feedback	7
5	Conclusion	12
	Appendix 1 – Leaflet	15
	Appendix 2 – Extracts from Website	16
	Appendix 3 – Letter to Ward Members	22

Prepared on behalf of:



Prepared by the following Consultants:



1. Introduction

- 1.1 This statement provides details of the programme of community engagement undertaken by Royal London Property Fund and Canmoor its development partner, in respect of redevelopment proposals at 8 Downley Road, Havant.
- 1.2 The vacant commercial premises has been occupied by various businesses since the 1960s. The applicant has plans to redevelop the site but seeks to open this up to a broader range of commercial uses, which will continue to provide employment opportunities for local people.
- 1.3 Royal London is committed to informing the community about their proposals and involving them in the development and evolution of its schemes.
- 1.4 This statement has been prepared by Fellows Planning Ltd on behalf of the Applicant, which includes taking an active role in the public consultation carried out on behalf of the design team.
- 1.5 This statement describes the process that was undertaken to ensure key stakeholders, nearby businesses and residents were made aware of the proposals in order for their views to be expressed.
- 1.6 It is Royal London's ambition to work with the local community and listen to its views and to respond appropriately. Although we believe our proposals will have minimal impact on our neighbours given the existing, established commercial use, we appreciated there may be some concerns and we were keen to hear them. The consultation was an opportunity to respond to these and explain in detail what would be involved before we finalise our plans.
- 1.7 This statement is a both a summary of the consultation work undertaken, comprising the use of direct mail, meetings via Microsoft Teams, phone calls, the online consultation itself, and the responses generated by the community.
- 1.8 This is an ongoing process, and this statement addresses only the stage up to the submission of the planning application. It is envisaged that further dialogue with stakeholders will continue throughout the planning application process as appropriate.
- 1.9 The Council will also undertake their own consultation once the planning application has been submitted, where stakeholders will have an opportunity to comment on the submitted scheme.
- 1.10 All of the responses received have been carefully considered and have directly informed the proposals and where relevant and practical to do so, are reflected in the current proposals.

2. Background

- 2.1 The 1.7 hectare (4.19 acres) site is located on the eastern side of Downley Road, within the New Lane Industrial Estate. The site currently consists of a mixture of outdated 1960s industrial buildings and associated two storey offices, along with service yard, car parking areas and limited soft landscaping. The total existing floor area is 9,933m² (106,923 sq ft).
- 2.2 The site forms a rectangular shape with extensive hardstanding areas. The railway embankment forms a strong defined boundary of the wider employment area with residential suburbs beyond to the east.
- 2.3 The site was last occupied by Dunham-Bush (HVAC), who were manufacturers of air conditioning and heating products. This would have fallen within a B2 General Industrial and manufacturing use class. The company went into administration last year where the majority of the company's estimated 87 employees were made redundant. It is clear though the current building has been deteriorating for some time, especially in the main factory areas to the rear where the sawtooth roof is failing. There are large areas that have been poorly repaired in the past and it is clear large areas of the roof are leaking. The building is poorly insulated and highly inefficient, reflecting a building of its time.
- 2.4 The site is located within an established employment area, with commercial buildings to the immediate north, south and west. There are many recent examples of redevelopment that have taken place to bring commercial premises up to modern day standards. This includes Spring Business Park on the corner of New Lane to the west of the site, Velocity on the corner of Downley Road and Stanbridge Road and the last-mile distribution facility that has recently opened at 32 New Lane, a short distance to the south. There is lots of inward investment into the area which is exciting given many of the surrounding premises are quite dated given they were built in the 1960s.
- 2.5 The premises have since been sold to the developers and the new owners have been utilising this time to bring forward designs for a new set of commercial buildings that are flexible enough to respond to current and future business needs. It is our intention that the site continues to provide jobs for local people and becomes a sustainable, vibrant employment area in the longer-term.
- 2.6 The principle of redevelopment of the site with new commercial premises which retains the current employment uses is considered to be acceptable in planning terms due to its location within the designated urban area boundary and well-established North Havant and New Lane Industrial Estate.

- 2.7 The site is sustainably located for employment use and will contribute positively to the aspirations of the Havant Local Plan to regenerate this well-established employment area. The redevelopment also offers an opportunity to make use of an underutilised brownfield site, the principle of which is fully supported by the NPPF.
- 2.8 The site is in both an accessible and a sustainable location. The site is located about 1 mile north-east of Havant town centre and railway station which has direct services to Portsmouth and London Waterloo. Main road access via Park Road and Petersfield Road provides access from the A27 dual carriageway 1.5 miles to the south which forms part of the main east-west route along the south coast linking into the M27 at Portsmouth, which is about 6.5 miles to the south-west. The A3(M) to the west of the town, provides access to London.
- 2.9 Whilst the above is positive, the Design Team understands the sensitivities surrounding the redevelopment of the site and it was vital to communicate our plans at the earliest opportunity to adjoining businesses and local residents. The Design Team wanted to explain their proposals and hear any views expressed.

3. The Consultation Process

- 3.1 Early in the design process, pre-application advice was sought from Havant Borough Council. This helped inform the requirements of the planning application process and the detailed design.
- 3.2 In addition to this, the design team were aspiring to achieve a minimum sustainability rating of BREEAM 'Excellent'. To achieve this rating, we needed to provide evidence that a public consultation had been carried out before works commenced. This statement will be used as part of this separate BREEAM assessment, alongside the planning application process.
- 3.3 The public consultation included the following core elements:

1. Leaflets to Residents and Businesses

A leaflet was sent outlining the applicant's intention to submit a planning application to replace the existing commercial premises. Once redeveloped, the site would continue to support employment for local people, in line with Havant Borough Council's Development Plan.

The leaflet invited residents and local businesses to view the information via a dedicated website <https://8downleyroad.co.uk> (see Appendices 1 and 2 for details). This included a feedback form in which comments could be made.

Both the leaflet and website offered a contact email address inviting views on the emerging proposals. If after viewing the website anybody wanted to discuss the proposals over the telephone, we asked them to make contact, so we can make sure the appropriate person was available to discuss any issues.

Approximately 100 leaflets were hand delivered to business premises or residents in close vicinity of the site. The area covered is depicted in Figure 1 below. A copy of the leaflet distributed is attached in Appendix 1.



Figure 01 – distribution of leaflets

2. Stakeholder Meetings

A pre-application enquiry was submitted to Havant Borough Council in relation to the proposals in November 2023 under reference GEN/23/01036.

A site meeting was held with the Planning Officer, Kayleigh Taylor, from Havant Borough Council on the 10th January 2024 and the planning consultant. Subsequently a virtual meeting was held with Kayleigh Taylor and Steve Weaver and representatives from the design team on 12th January 2024, attended by Hale architects, Canmoor and our transport consultant from SLR.

Further dialogue with the Council and various consultees has been on-going since the pre-application discussions began in the spring.

A formal written pre-application response from the Council was issued to the applicants.

In summary, the Planning Officer confirmed that:

- The redevelopment of the site was acceptable in principle and that there was no harm to nearby residential dwellings due to loss of light, overbearing impact or loss of privacy.

There were concerns regarding the following:-

- A desire to have increased landscape planting including adding more trees, particularly along the Downley Road frontage.
- The number of car parking spaces proposed was not entirely reflective of the mix of uses proposed. It covers B8 storage and logistic uses mainly.
- A desire to have further articulation of the Downley Road elevation to more clearly identify each individual unit.
- A desire to provide further articulation to the rear facade facing the railway line and the housing beyond to the east.

The scheme drawings were subsequently amended to provide enhanced landscaping, particularly to the Downley Road frontage, along with greater articulation to more clearly define the frontage of each of the three units and as well as the rear elevation to the railway line. Kayleigh Taylor subsequently indicated that the revised proposals represented a positive response to the comments and further views would be sought from their respective Council consultees.

The Council indicated that a separate Pre-Application enquiry should be submitted to Hampshire County Council highways to illicit a response from them as the Council were not in a position to assess whether the amount of parking being proposed was acceptable.

A separate pre-application enquiry was submitted to Hampshire County Council's highways on 21st May 2024. This included a Technical Note from SLR, our transport consultants, particularly related to the provision of car parking.

A meeting then took place on 4th June 2024 with Sophie Osbourne from Hampshire County highways and Kaleigh Taylor, the planning officer from Havant Borough Council, in which it was suggested that SLR carry out a review of other recently consented similar schemes to ascertain the approved car parking provision as well as carrying out a survey of car use on similar schemes that were deemed appropriate.

This further car parking justification prepared by SLR has been submitted to Hampshire County Council and a further response is awaited. A parking survey of Velocity, a commercial premises a short distance from the site has been prepared too as part of the evidence provided in the submission scheme.

Since the pre-application responses were received, the design team have reviewed the elevations to see if this could be made more varied with the use of different coloured cladding. This helps to break-up the massing, particularly along the road frontages and railway line. The proposed site plan has also been updated to make an over provision of cycle parking spaces, rather than review this provision throughout the Travel Plan period and increase this as and when necessary. Investigation in how best we can meet biodiversity net gain, increase planting along the road frontage and still make the most efficient use of this brownfield site was also a priority in the submission scheme.

3. Website and Information on the Proposals

The website featured detailed information about the proposals, including visual impressions of how the development would look. The website was made available to view from Monday 3rd June 2024. Anyone that viewed the proposals was given an opportunity to provide their feedback using a dedicated email address or using the website's feedback form. A copy of the website material and the leaflet distributed has been provided in Appendices 1 and 2 of this statement. The closing date for comments was midnight on Monday 17th May 2024, so residents or local business had 2 weeks to provide feedback on the proposals.

4. Local Representatives

In addition to residents and local businesses, local stakeholders were identified who had not been involved in pre-application discussions to date. They were contacted via email with an accompanying letter which provided details of the online consultation being held. This included:

Havant Borough Council Councillors:

- Cllr Sharon Collings
- Cllr Jason Horton
- Cllr Munazza Faiz

- Cllr Phil Munday
- Cllr Gillian Harris
- Cllr Daniel Berwick

We also encouraged the above local representatives to make people aware of the proposals. It is also understood that the Havant Civic Society have posted about the scheme, so word has spread about the emerging plans.

An example of a letter sent to Members is attached in Appendix 3.

4. Consultation Feedback

- 4.1 It was important that residents and businesses in the target area should receive as much information as possible to avoid misinformation, rumour and to hopefully allay any fears. To reduce the chance of any direct neighbours of the site not knowing about the proposals, a leaflet was hand-delivered. This initial introduction to the site made clear what was being proposed. People were then invited to look at the dedicated website for further information and provide feedback.
- 4.2 A total of four responses were received during the consultation period. One response was from a local resident on the other side of the railway line and the other three were local councillors.
- 4.3 The planning consultant also spoke to a number of individuals based in local business premises when delivering the leaflets. This included Bluestone Design and Construction Limited, Optivet Referrals, ComServ Property Services and some of the businesses in the Oakwood Centre.
- 4.4 Whilst the public consultation was considered to have a low response rate this could have been due to several reasons. Perhaps local businesses and residents weren't too concerned about the proposals given the existing use. The timing around the middle of June (popular holiday time) may not have assisted but the website and email address has been kept live to capture anyone that may have been away at the time.
- 4.5 Most responses kept an open mind and were generally supportive of the redevelopment, all of which are summarised in more detail on the following pages. There were questions raised around highway movements (traffic), noise during construction and concerns in relation to external lighting.

Residents – To the North, West and South

- 4.6 No comments were received from residents to the north, west or south. It was assumed that this is because there are generous separation distances to the nearest residential properties from the site which is surrounded by other large format commercial buildings, with the railway line or wooded areas beyond.

Responses from individuals based in Local Business Premises

- 4.7 We spoke to at least six individuals to the east, north and south of the site based in various business premises surrounding the site. The individuals were either owners of local businesses or employed by a company based in the industrial estate. Their comments received whilst carrying out the leaflet drop focused on the following topics:
- Welcomed investment and redevelopment of the site.
 - Interested in how the access arrangement into the site will work and the likely uses the site will contain.
 - Keen to know what employment opportunities there might be.
 - Rather unusually, no one mentioned the construction and demolition causing disturbance during works.
 - The storage premises opposite had been using the grass verge on the site frontage to park informally on as it was convenient when the premises were vacant. They were told that this can't continue given the site is undergoing a soft strip exercise and asbestos is being removed within the premises. They understood and were keen to take a few leaflets on the proposals.

Residents – To the West

- 4.8 One resident to the west commented a couple of times during the consultation period and the contractor has since make contact with them.
- 4.9 A copy of their response has been included below.

"This consultation arrives several weeks after excessive and unexplained noise and vibration has emanated from the site. Please be aware that the work already in progress has created a significant noise and vibration disturbance in houses opposite the railway line.

I am alarmed that the statement that development will take place 'to the rear of the site' to reduce impact on nearby residential areas seems to assume that the residential areas accross the railway line are not impacted. In fact we (Nutwick Road, Wisteria Gardens etc) are a lot closer than housing at the far side of New Lane. I am really concerend that we will

suffer the noise and disruption of building a few yards away whilst developers reassure themselves that properties further away are not impacted.

The same goes for propose light shading.

I do hope that consideration will be given to the impact of lighting on proerties accross the railway line.

Pleae come and visit when work is underway. We are very close indeed and do not wish to be illuminated by a new development designed to spare an more distant residential area.

I am dismayed that this offer to consult has come late in the day, but hope that developers will now keep residents in touch with proposals and be open to adapting plans in light of feedback.

Jobs, busainess and good working conditions are important to everyone, but relative peace and quiet at home also matters. We are retired, and whilst active, we would not be reassured by promises to keep disruption to the 8 till 4. (Though noise at the site so far has frequently begun before 8) That is still disruption. We are still home. We need to know that our wellbeing is also held in consoderation.

[Name]"

Local resident from Wisteria Gardens

4.10 We responded with the following:

"Dear [Name],

I would like to introduce myself as the planning consultant coordinating the emerging plans on behalf of Royal London. Many thanks for getting in touch.

The new owners are currently carrying out an internal 'strip out' process of the premises given the untidy way the previous business left the site. The 'strip out' process involves removing all non-structural elements of a property, including fixtures and fittings, carpets, ceilings and partitions. I understand that this should have largely taken place up until the end of last week. On the 17th June onwards, I understand that specialist contractors will be removing asbestos from the premises.

I'm not aware that the contractor has received any other noise complaints, so I am sorry to hear that this has caused some disruption. Please let me know if an issue occurs again. Most of the above was within the buildings themselves.

The design and layout of the replacement building has focused on residents on the other side of the embankment (where you live). Having the building at the rear means that there is no lighting needed at the back, unless for wayfinding in an emergency. We are currently designing the external lighting scheme to ensure that this rear area lighting is kept to a minimum to protect residential amenity.

The layout presented also enables all the yard areas and traffic to be screened by the building, facing the New Lane/Downley Road direction, as opposed to Nutwick Road or Wisteria Gardens for example. This is better than the current arrangement which has storage and yards areas facing you which can be untidy if not managed appropriately. This new arrangement would avoid this clutter being visible and reduce noise from activity on the other side of the building. There is also planting proposed along the rear to help soften the appearance of the back of the building facing the railway line, which has to adhere to Network Rail requirements too.

Going back to the concern regarding construction. The Council will carry out consultation with you if a planning application is submitted in the summer. If the new landowner is granted planning permission or a prior approval to demolish the building is submitted, a construction management plan would need to be in place to control dust, noise, traffic and hours of work etc. I have asked the contractors to prepare this in readiness for the planning application upfront, as opposed to wait for this via a planning condition as I know this is a concern to local residents.

If you have any further questions, please do let me know.

Many thanks again for taking the time to comment,

Kindest regards, Natalie."

Natalie Fellows, Planning Consultant from the Project Team

4.11 The second response stated:

"Thank you Natalie

Information i always helpful and can make a difficult situation more bearable. I have to say though, that it is very noisy again today, and was yesterday. I wonder if the site is monitored for compliance with scheduled work? It certainly feels (i'e ground shaking) as if more than stripping out is taking place.

It was good to hear that the residential areas being referred to are indeed the nearest ones over the railway line. I wonder why we only received a document with details after several weeks of noisy work?

Having an idea what is going on goes a long way towards being able to tolerate and accept it!

I am surprised that no one else has complained about the noise, but people often don't, and in fairness there has been little opportunity. As mentioned, hopefully things like this will be monitored. The development of the Amazon site has not filled me with confidence in respect of agreements being monitored and enforced by the council, and I truly hope that the principles of good neighbours will be applied rather than relying on a volume of complaints. The lack of complaints I sincerely hope is not seen as reflecting the veracity or importance of my own feedback.

Best regards [name]"

Local resident to the east of the development

4.12 We responded with the following:

"Dear [Name],

I will make the landowners aware as I hoped you were going to have a quiet week from what I was told.

I will also see if I can share the contractor details as they will be up to date on the progress being made.

As this is outside of the planning process it isn't governed by a Construction Management Plan frustratingly. Normally contractor details are placed at the site entrance which hasn't occurred on this occasion given it is outside of this process. I will see if I can encourage this as having a point of contact is beneficial as you say. In the meantime, please feel free to contact me.

Kind regards, Natalie.

Natalie Fellows, Planning Consultant from the Project Team

4.13 A further comment was received from the same resident again a couple of weeks later complaining about noise before 8am. It is understood that she sits in a wooden cabin at the end of her garden by the railway line. The planning consultant Natalie managed to arrange the Director of Metro, the contractors responsible for the strip out process and asbestos

removal to talk directly to the local resident. She was very happy that comments were being responded to promptly and hoped that dialogue would continue.

Local Ward Councillors

- 4.14 Three of the local ward councillors responded to the letter sent to them. None of the neighbouring ward councillors that represent the residents on the eastern side of the railway replied.
- 4.15 Some initial questions were raised from a few of the local community representatives. They were keen to know who the occupiers of the commercial premises might be and what the highway implications are. They referenced how unpopular the Amazon scheme is and that it is not even operating at half its capacity but acknowledged that new jobs would be nice to have.
- 4.16 We responded to say that the potential occupiers are unknown at this stage but are likely to be similar to those at the nearby Velocity scheme or within Spring Business Park. The ward members were also quite newly appointed, and they were encouraged to engage with the variety of business located in Spring Business Park for example.
- 4.17 Reassurance was also given that this is quite a different scheme to the Amazon 'last mile' distribution centre, which is not of the same nature or scale.
- 4.18 We also indicated that the likely traffic movements will reduce given the proposed replacement building is smaller than the current commercial premises. The redevelopment of the site will bring job opportunities, both during the construction phase and once occupied, which is especially important given the previous occupier went into administration last year.

Other groups

- 4.19 It is clear that the Ward Members or residents made Havant Civic Society aware of the public consultation and other community contacts. The Society posted details of the consultation after it had been held rather unhelpfully but even so it is clear that residents were made aware of it. The comments indicated that this change was 'inevitable', they felt the design was typical of a functional commercial use and they hoped that this would be compensated for by the quality of the local employment the premises provide. They will watch the scheme progress with interest.

5. Conclusion

- 5.1 The public consultation for the redevelopment proposals for 8 Downley Road was designed to be proportionate to the nature of the proposals, easily understood and as inclusive as possible.
- 5.2 Since providing leaflets to businesses, residents and local stakeholders inviting them to provide input, the design team have received a handful of responses. It does appear that the immediate area was hard to engage with, despite discussing the initial plans with the businesses and residents when the leaflet drop was carried out alongside other community representatives.
- 5.3 Generally most of the responses received can be characterised as positive, recognising the fact that the employment site has always been there and it was in need of investment. They saw the benefit of the commercial complex being replaced.
- 5.4 Only one local resident responded and they lived on the other side of the railway line. The resident wanted to make sure that residents on the other side of the railway embankment would be listened to, rather than those along New Lane to the west that are further away. Issues raised were around noise during construction and disturbance from external lighting. Also that some noise could be heard from the internal strip process that was taking place.
- 5.5 It was explained that the design and layout of the replacement building has focused on residents on the other side of the embankment (where they lived). Having the building at the rear means that there is no lighting needed at the back, unless for wayfinding in an emergency. We were also currently designing the external lighting scheme to ensure that this rear area lighting is kept to a minimum to protect residential amenity.
- 5.6 The layout presented also enables all the yard areas and traffic to be screened by the building, facing the New Lane/Downley Road direction, as opposed to Nutwick Road or Wisteria Gardens for example. This is better than the current arrangement which has storage and yards areas facing them which can be untidy if not managed appropriately. This new arrangement would avoid this clutter being visible and reduce noise from activity on the other side of the building. There is also planting proposed along the rear to help soften the appearance of the back of the building facing the railway line, which has to adhere to Network Rail requirements too.
- 5.7 In relation to the concern regarding construction, a construction management plan would be in place to control dust, noise, traffic and hours of work etc. However, since then, the

contractors have been in direct dialogue with the resident regarding the asbestos removal that is taking place. No other comments were received from local residents.

- 5.8 In terms of addressing the pre-application responses, the proposed elevations are also articulated more to break-up the appearance of the modern commercial buildings, especially along the road frontage and the rear. This is alongside additional planting shown within the scheme along Downley Road. The scheme also seeks to achieve a biodiversity net gain of some 10%. This was a challenge as it is always important to make an efficient use of the brownfield land available. Due to the parking requirements being much higher nowadays, the building is proposed to be smaller than the current premises. This will reduce transport movements associated with the site. Other design changes include the number of car and cycle parking spaces being increased. There will be an over provision of cycle parking spaces achieved, as we are trying to encourage either car sharing, cycling, walking, or the use of public transport to the site throughout the travel plan period.
- 5.9 The applicant would like to thank all local businesses, residents and stakeholders who have contributed to the consultation process. All comments have been carefully considered by the design team in preparation of the final documents. Where issues have been raised, these have been reflected within the information provided forming part of the planning application, including in relation to ecology enhancements, tree information, sustainability measures, transport, lighting and the detailed design. Additional car and cycle parking has also been provided in response to the comments received from the Council, but there is a careful balance to be made on the efficient use of land.
- 5.10 Local businesses and residents will have the further opportunity to comment directly to Havant Borough Council during the planning application consultation process and the team will remain available to discuss any issues arising as appropriate.

APPENDIX 1

Copy of the leaflet distributed to local businesses and residents (Printed at A5)

8 Downley Road | Havant Former Dunham-Bush Premises



Introduction

We are writing to let you know about our future plans for the commercial building known as 8 Downley Road, within the New Lane Industrial Estate, and invite you to have your say. The premises were previously occupied by Dunham-Bush until the business went into administration last year. Given their age, it is very evident that the vacant buildings are dated and not flexible enough to respond to current business needs. Therefore, the new owners Royal London and their developer partner Canmoor are proposing to bring forward designs for a replacement set of buildings, which will continue to provide employment for local people.

What is our proposal?

If our plans are approved, we intend to redevelop the site with a set of purpose-built sustainable premises designed to respond to the practical needs of commercial businesses. This includes using energy efficient and high performing sustainable construction techniques to achieve a BREEAM 'Excellent' sustainability rating as a minimum. Measures include solar panels, air source heating, provision of electric vehicle charging, new Grade A office accommodation and enhanced landscaping. The site will be used in a similar way to the existing premises, but will relocate the new buildings towards the rear, near the railway embankment and new landscaped buffer area. This new position will help to screen noise and activities in the yard area, so it is further away from residential properties.

Royal London invite you to visit our consultation website, where you can find out more information about our proposals for the site. This information will be viewable from the **3rd June 2024 onwards**.

For more information about the proposals
please visit our website <https://8downleyroad.co.uk>

8 Downley Road | Havant <https://8downleyroad.co.uk>



Aerial Photograph of the Site

Who are we?

Royal London have been managing real estate since 1988 and have great experience of delivering high quality commercial premises. We are working to bring much needed improvements to the Havant Employment Area.

How to have your say

The views of local businesses and residents matter to us.

We invite you to visit the website for more information, and to make comments if you wish. You can do this through the website, or email comments directly to: info@8downleyroad.co.uk

If you would like to discuss any part of the proposal over the phone, please email us with your telephone number so we can make sure the right person contacts you.

We will be welcoming comments until midnight on Monday 17th June 2024. Further comments can be made during the planning process when the Council carry out their own consultation in the Summer.

CANMOOR

APPENDIX 2

A Copy of the Dedicated Website: <https://8downleyroad.co.uk>



Public Consultation for 8 Downley Road | Havant | Hampshire | PO9 2JD



Thank you for visiting our website, where you can find out more information about our proposals to redevelop the commercial premises at 8 Downley Road, which is in the heart of New Lane Industrial Estate.

This is an exciting project to maximise the sites potential given the current office and warehouse premises have been vacant since the single occupier Dunham-Bush went into administration in April last year. Dunham-Bush were manufacturers of air conditioning and heating products, falling within a B2 General Industrial and manufacturing use class. Until that time, the business employed approximately 87 staff who were subsequently made redundant.

It is clear though the current buildings have been deteriorating for some time, especially in the main factory areas to the rear where the sawtooth roof is failing. The buildings reflect a period of time and are considered of poor quality not fit for modern business needs. In light of this, the new owners Royal London seek to redevelop the site for purpose-built, flexible set of storage and commercial warehouse premises. This will follow the same principles of the recently constructed commercial schemes in Spring Business Park and at Velocity. This is a short distance from the site and both are now fully occupied.

The proposals aim to re-invest in this important employment site by better utilising the space available which can promote new job opportunities for local people. The design will reflect the other large format commercial floorspace found within the wider industrial estate and include a mixture of light industrial and commercial uses. In light of these changes, we are keen to engage with any nearby businesses or local residents on our emerging plans.



Welcome

This website has been created for local stakeholders to review and make comments on the emerging proposals for 8 Downley Road, Havant.

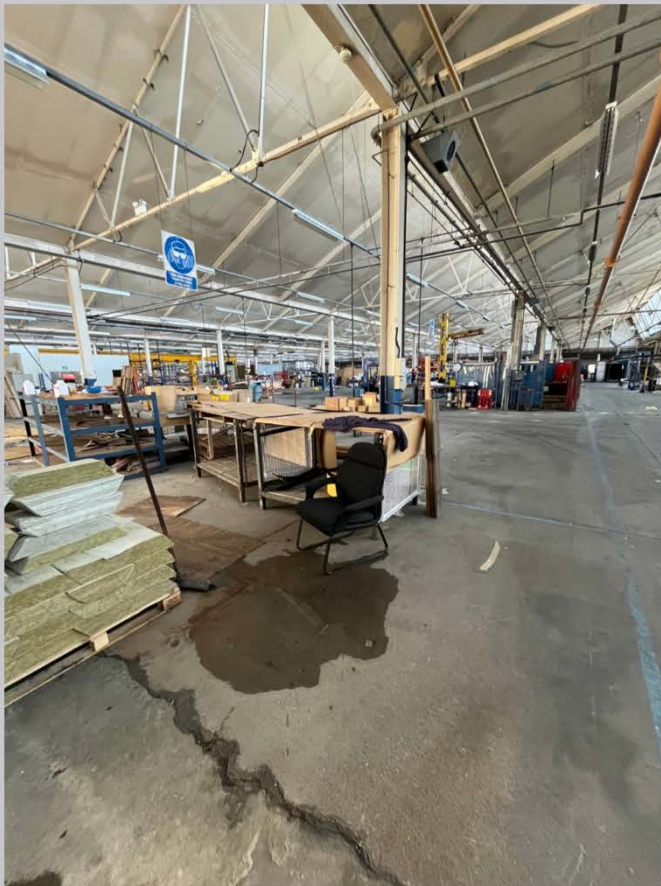
We are keen to hear your feedback once you have read through the proposals. This first phase of consultation is running from **Monday 3rd June 2024 until Monday 17th June 2024**, with details of how to make comments provided at the bottom of this webpage. There will be a further opportunity to make comments directly to the Council when the planning application is submitted later this summer.

8 Downley Road, Havant: The Site

8 Downley Road was originally designed and built in the early 1960s. It consists of a two-storey office building, with brick elevations and a flat roof which faces the road frontage. Attached to the rear is a large factory premises and loading bay, constructed from brick with a sawtooth roof design. There are large areas of the roof that have been poorly repaired in the past, with many areas leaking. The building is poorly insulated and highly inefficient, reflecting a building of its time. Beyond the buildings are extensive areas of hardstanding that are used for external storage and to the north is a large staff car park.

The 1.7 hectare site is located on the eastern side of Downley Road in the well-established New Lane industrial estate. The site lies between New Lane to the west and the main Portsmouth to London Waterloo railway line to the east. The commercial premises has two existing vehicular accesses along the road frontage which leads to various car parking areas for staff and visitors, yard areas at the rear or the loading bay to the south of the premises.

The site needs reinvestment to ensure the employment area remains competitive and fully occupied. The proposal therefore seeks to redevelop the site, with a new industrial building that is split into three units that are more sustainable and suitable for a variety of commercial uses. Each of the new warehouses will have ancillary office space at upper floors which are designed to overlook the yard and car parking areas. The existing entrances to the site will be improved for both commercial vehicles, staff and pedestrians, with opportunities to increase planting on its road frontage and at the rear facing the railway embankment.



Background And History

Royal London and its partner developer Canmoor

Royal London has a great experience of managing and delivering high quality, dynamic commercial workspaces since its inception in 1988.

Royal London is working closely with their development partner Canmoor on this project, and aim on bringing further investment into this important employment area. For examples of the type of projects and assets currently managed by the businesses, please go to <https://www.canmoor.com> for further details.

Both are looking forward to improving the overall sustainability of the site and bringing back employment uses on this vacant parcel of land.



Consultation

Royal London and Canmoor take the views of the local community seriously. We will make alternative provisions if you would like to speak with a member of the design team on a particular issue if this is preferred. Shortly, a leaflet will be distributed to nearby residents and businesses outlining our proposals. We will also be advertising this website in the local media and have already met with Havant Borough Council alongside other stakeholders. Please do forward these details to anyone that you think may also be interested.

If you are aware of someone that is unable to get online, then please let us know and we will post a copy of the plans to them or talk them through the scheme on the phone. This means that all residents can view the proposals and have their say.

Please provide your feedback to us via the email address provided at the end of this website.

The consultation is open until midnight on Monday 17th June 2024.

Further comments can be made during the planning application process when the Council carry out their own consultation later in the Summer.

Download The Leaflet



Our Proposals

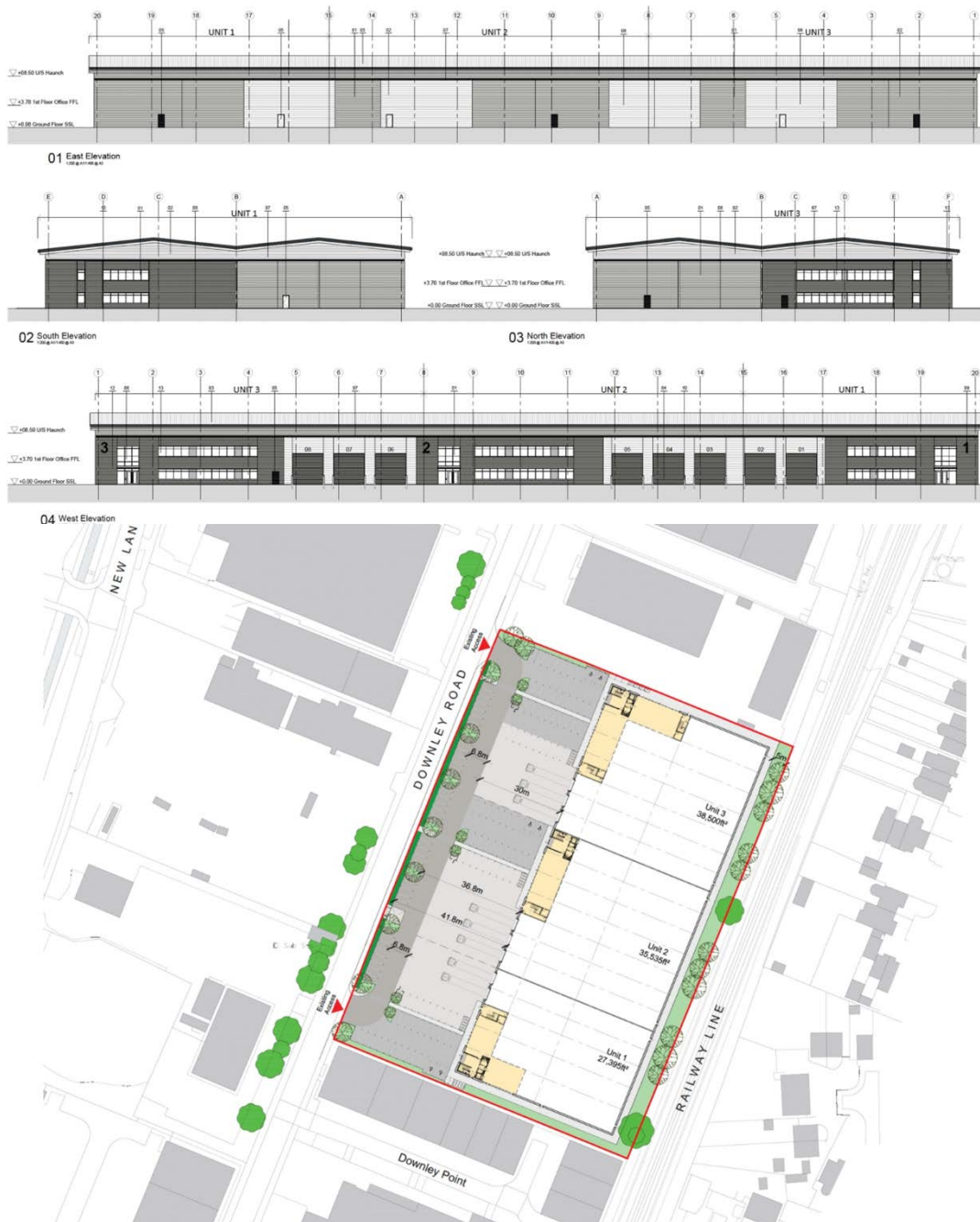
The proposals seek to redevelop the site in order to attract and retain existing local businesses in the area.

The proposal seeks to make effective use of a previously developed site on which commercial uses have been established since the 1960s. The proposals ensure the new buildings are fit for purpose and reflects modern business needs. The proposals will also continue to provide employment, during the construction phase and once the project is complete, in line with Havant's adopted and emerging Local Plan.

If our plans are approved, the purpose-built sustainable premises will be designed to be energy efficient and will achieve BREEAM 'Excellent' sustainability rating as a minimum. This sustainability assessment tool will ensure the development from procurement, the design, construction and operation stages, all makes efficient use of resources. Measures include solar panels on the roof, air source heating, provision of electric vehicle charging points, new Grade A office accommodation, upgraded external works including designated yard areas and enhanced landscaping.

The emerging design have chosen to relocate the new buildings towards the rear, near the railway embankment and new landscaped buffer area. This new position will help to screen noise and activities in the yard area, so it is further away from residential properties. It will also help shield any external lighting. The new buildings will be used in a similar way to surrounding premises and would operate under an approved Travel Plan which seeks to promote sustainable travel to the site. The scheme will also include Biodiversity Net Gain measures which seek to enhance the opportunities for wildlife and plant trees along the frontage.

The applicant is very conscious of nearby businesses therefore a Construction Management Plan will also be in place during the demolition and construction phases if planning permission is granted.



The Scheme

A careful review of the existing site conditions, constraints and likely occupier requirements has taken place in the developing the site layout for the proposed scheme.

This orientation of the development has sought to locate the commercial premises towards the rear of the site, near the railway embankment with the creation of a landscaped buffer in between. The new building along the eastern side of the site would have some upper floor ancillary office accommodation and warehouse space below. The car parking and service areas face the road frontage, overlooked by the offices above giving heightened security. A further benefit is that the building will back onto the railway line and therefore the existing housing to the east would be screened from both operational activity and any noise generated as a consequence. The frontage and rear boundaries would be softened with new landscaping, making an attractive working environment.

In Summary:

- The scheme proposes one commercial building that is split into 3 flexible, highly sustainable storage and industrial units. They have been designed to reflect the market demand for a variety of E(g)(iii), B2 and B8 uses, slightly varying in size for a mixture of commercial uses.
- Redevelops an established brownfield site, replacing existing structures with new facilities more closely suited to current employment trends and with a renewed lifespan.
- Complements and adds to the local diversity of businesses and facilities within the local employment area.
- Provides an improved landscape and ecology strategy that seeks to deliver an overall biodiversity net gain.
- Delivers local employment opportunities on a current vacant site.
- Adopts a high-quality design approach, using appropriate materials to deliver a smart contemporary elevation treatment suitable for a variety of business.
- Provides parking and cycle provision for visitors and employees alongside servicing vehicles.
- Incorporates sustainability measures to ensure a minimum of BREEAM 'Excellent' sustainability rating is achieved. BREEAM is the industry standard to measure the environmental performance of buildings.
- Does not adversely impact highway capacity, traffic, safety, flood risk or air quality.

Next Steps

Once the consultation process has completed, we anticipate a planning application being submitted later this summer. If the application is approved, **the build would commence in the Spring 2025 and subject to programme, the construction would complete by Spring 2026.**

In the intervening period, the developer may consider demolishing the buildings in advance of this date. This will be subject to a separate prior approval application which will be submitted to the Council. We will keep you informed if this is the case.

Feedback

The views of local businesses and residents is important to us. If you would like to provide your feedback, you can do so by emailing this through the website or using following email address:

info@8downleyroad.co.uk

We welcome comments until midnight on Monday 17th June 2024.

Should you wish to discuss any particular aspect over the telephone please let us know your query by email so that we can make sure the right person contacts you.

We look forward to receiving your comments on the proposals. Further updates on the progress of the scheme will be published on this website, including when the planning application is submitted to the Council.

Residents will be given a further opportunity to make formal comments to Havant Borough Council who will carry out their own consultation exercise once the application is submitted later this Summer.

Your Name

Your Email

Your Feedback

Please prove you are human by selecting the **key**.



Submit



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APPENDIX 3

Copy of a letter sent to Havant Ward Members



The Studio | 62 Carmarthen Avenue | Drayton | Portsmouth | PO6 2AQ
Tel: 07375 490164 Email: natalie@fellowsplanning.co.uk

Cllr Munazza Faiz
C/o Havant Borough Council
The Plaza
Civic Centre Road
Havant
PO9 2AX

5th June 2024

Via Email Only: cllr.munazza.faiz@havant.gov.uk

Dear Cllr Munazza Faiz,

**Town and Country Planning Act 1990 (as amended)
Public Consultation – Redevelopment of 8 Downley Road (former Dunham-Bush premises), Havant, PO9 2JD**

As you are probably aware, Dunham-Bush went into administration last year and as part of this process, the site was recently sold to Royal London. For many years, the manufacturing facility employed over 87 members of staff but is currently vacant.

The new owners are currently carrying out an internal 'strip out' process of the premises given the untidy way they have been left. The 'strip out' process involves removing all non-structural elements of a property, including fixtures and fittings, carpets, ceilings and partitions.

However, given the age of the industrial and office buildings, both Royal London and their development partner Canmoor, are seeking to redevelop the site and replace it with more modern commercial premises. The design team are currently coordinating a planning application in order to achieve this ambition which will no doubt create local jobs in the construction process and once occupied.

We have advised the local planning authority that we are in the process of conducting a public engagement exercise with stakeholders in the local community, with the purpose of informing them of the proposals as well as inviting any comments on the draft proposals. These comments can be made until midnight on Monday 17th June 2024.

We have distributed leaflets to local residents and businesses outlining our proposals over the last couple of days directing them to the following website address: 8downleyroad.co.uk. This will give the opportunity for local stakeholders to read the information provided and raise any questions they may have on the contact form provided. Alternatively, they can contact info@8downleyroad.co.uk and someone from the design team will respond. A copy of the leaflet distributed is enclosed.

As part of the consultation process, we will be writing to other Ward Members for Havant Borough Council and Hampshire County Council. We have also engaged in pre-application discussions with both Authorities on planning and highway matters.

As a Local Ward Member, we considered you would wish to be informed early in the process, but should you require any further information, please contact me by return. Equally if you would prefer a virtual meeting to discuss the proposals, please let us know and we will arrange this.

Yours sincerely



Natalie Fellows BA (Hons) MSc MRTPI
Director at Fellows Planning Ltd.
Email: natalie@fellowsplanning.co.uk
Tel: 07375 490164



Prepared by Fellows Planning Limited.



Fellows Planning Limited

Director Natalie Fellows BA (Hons) MSc MRTPI

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