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1.0 Introduction

1.0 Introduction

Hale Architecture has been engaged by Canmoor Developments Ltd, to provide this Design and Access Statement to assist in the understanding of the design, planning drawings and supporting material submitted as part of this full planning application for a proposal at the former Bush Downham site in Downley Road, Havant.

The total site area of the site is 4.19acres / 1.7ha

The new development seeks to demolish the existing vacant buildings, car parking and service areas within the site and replace with a single industrial building, totalling 9,424m² gross internal floor area (101,430ft²), split into three units having a flexible set of mixed industrial uses. This includes use classes E (g) (iii), B2 and B8 along with ancillary offices, car parking, service areas and soft landscaping. This building replaces the existing old, outdated and vacant building with three modern industrial units which respond to modern day business needs both now and in the future.



Aerial view of site towards North

2.0 Site



Regional Aerial View



Site Location



2.1 Site 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.

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 as they were built in the 1960s.

2.0 Site



Aerial of surrounding site context

Key

SITE

RESIDENTIAL

INDUSTRIAL AREA

LEISURE & RECREATIONAL AREA

EXISTING COMMERCIAL & INDUSTRIAL

COMMUNITY/ SCHOOL CAMPUS

CEMETERY



2.2 Site Context

The proposed application site is 1.7 hectares (4.19 acres) in the area shown within the red boundary on the adjacent site plan. 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 (106,923ft2).

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 in April this 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 large areas of the roof are leaking. The building is poorly insulated and highly inefficient, reflecting a building of its time.

The site is part of the well-established New Lane industrial area which lies between New Lane to the west and the main Portsmouth to Waterloo railway line to the east. Access is from Downley Road which is a no through road and connects to New Lane to the west.

There are also existing residential areas further to the west of New Lane and beyond the railway embankment to the east of the site which forms part of the main Portsmouth to Waterloo railway line.



A View towards north along railway line



B View along west boundary towards south of site



C View along west boundary towards north of site



D Existing site entrance approach from south



E View towards northern boundary and car parking



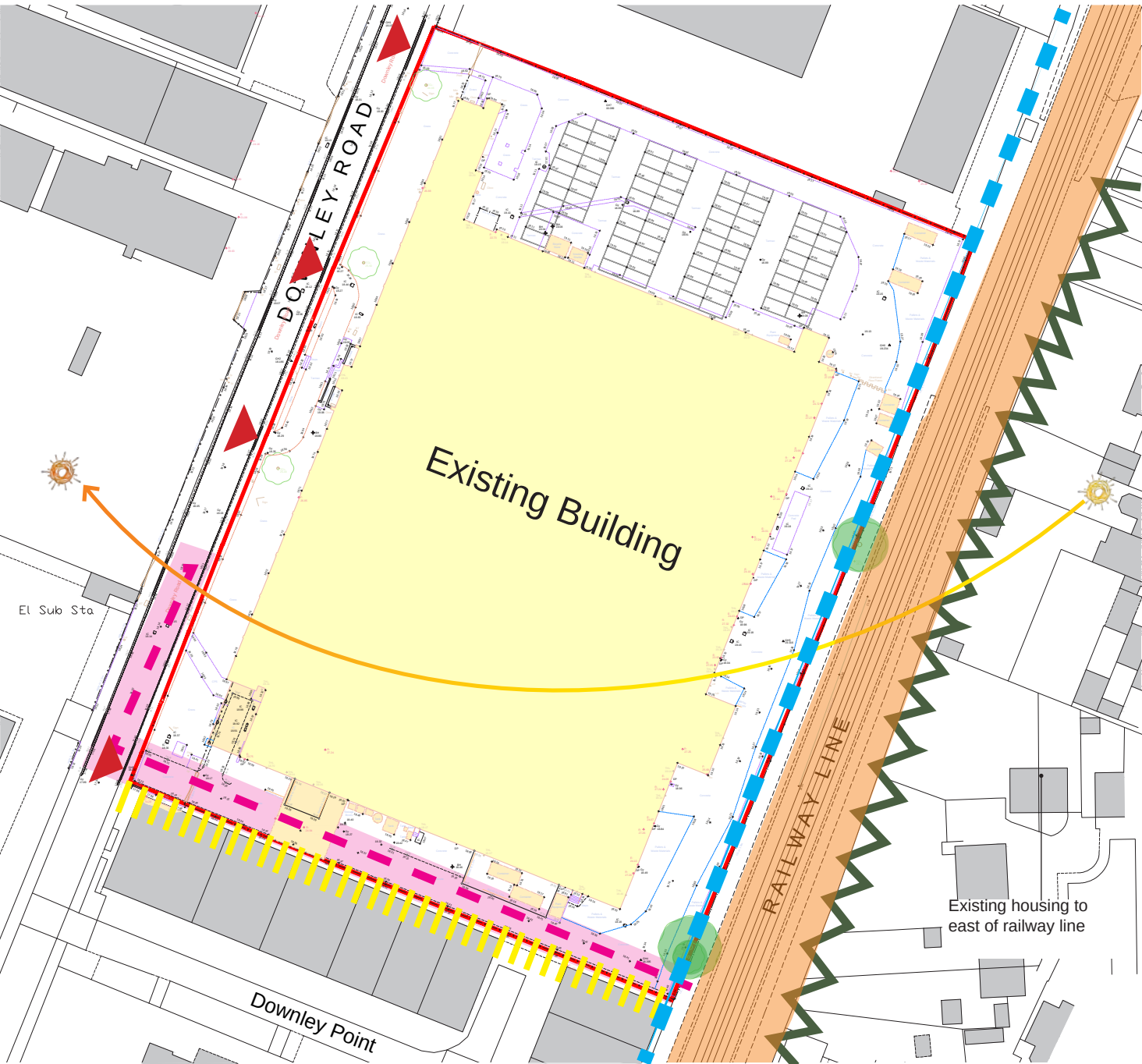
F View towards north along western boundary

2.3 Site Conditions

The site is currently made up of existing warehouse and office, with hard-standing surrounding the unit which was used as yard area and car parking. There is a small area of soft landscaping to the front of the existing unit along Downley Road.



Site Location Plan



Existing Site Plan

Key

Site Boundary
(16,970m² / 4.19acres / 1.70ha)

Site Access Points

Existing railway line

Sun Path

Drainage - Foul Water

6m Foul Drainage Easement

Potential Noise sensitive boundary

Close proximity to neighbouring units

2.4 Constraints and Opportunities

The site is located on the eastern edge of the New Lane / Havant North industrial area.

The site is broadly rectangular in proportion with the longer sides fronting Downley Road to the west and the main Portsmouth to Waterloo railway line to the east. Downley Road has two existing site access points at either end of the site frontage.

The constraints to the site are the commercial premises to the north and south who’s outlook generally faces the west, Portsmouth main line railway to the rear and further to the east existing residential areas. These are some distance away (ranging from 30-40m) due to the intervening railway line, its embankment and adjacent trees. Any overlooking of these residential areas by new development will be avoided, alongside locating external operational service and yard areas away from the residential areas to the east.

The existing industrial buildings to the north and to the west across Downley Road are located away from the site



Aerial view looking North along Railway line separating commercial developments from residential developments along Proposed site Eastern boundary(rear)

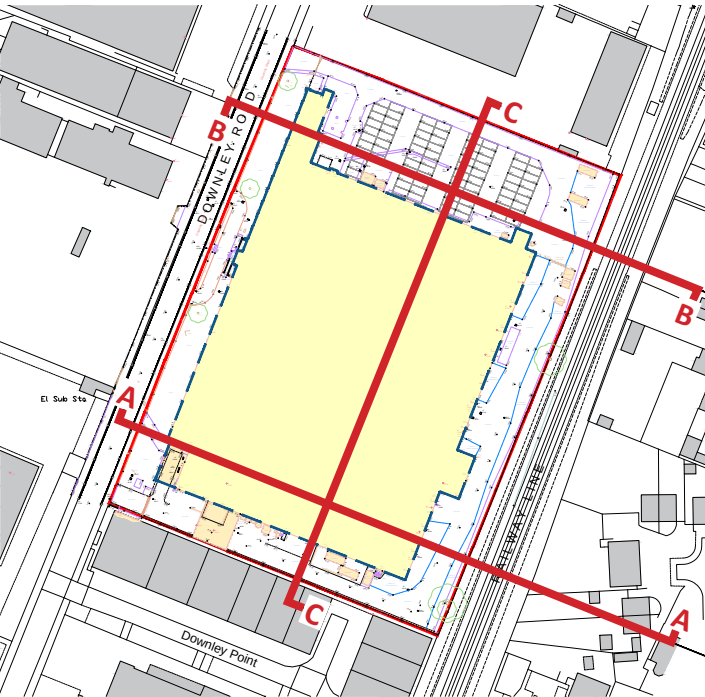
- Existing trees to the railway boundary.
- Notional built form to railway existing units

boundaries and therefore do not represent a constraint. There are some existing small industrial buildings close to the southern boundary of the site that are set beyond a retaining wall on slightly higher ground, but they present their rear façades to the site boundary.

Opportunities arise with the redevelopment of the site to locate a new building closer to the eastern boundary to the railway line which would act as both a visual screen of external operational activities connected with the new development, as well as a being a screen to any external noise emanating from these activities towards residential properties to the east. The building can be set away from the railway boundary such that new tree planting and a landscape buffer can be provided between the site and the boundary to the railway line. This will also enable the retention of two groups of existing mature trees and create a more established wildlife corridor, which is sparse in some sections of the site.

Such an orientation of the new development would also result in the simplest and easiest access being provided to the car parking and service areas from Downley Road. The existing site access points are well located to provide two access points at either end of the Downley Road frontage. The entrance of the site can also be enhanced through soft landscaping, and hard-standing areas broken up with tree planting.

The site may also contain possible contaminated land given the previous industrial uses but the full application will review this more fully. The site lies within a Groundwater Source Protection Zone and therefore careful consideration of the foundations will be considered.



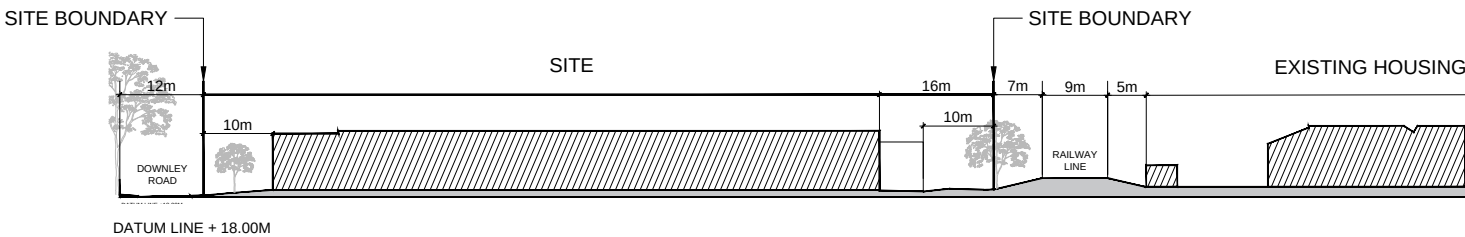
Proposed Key Plan - Section Reference Plan



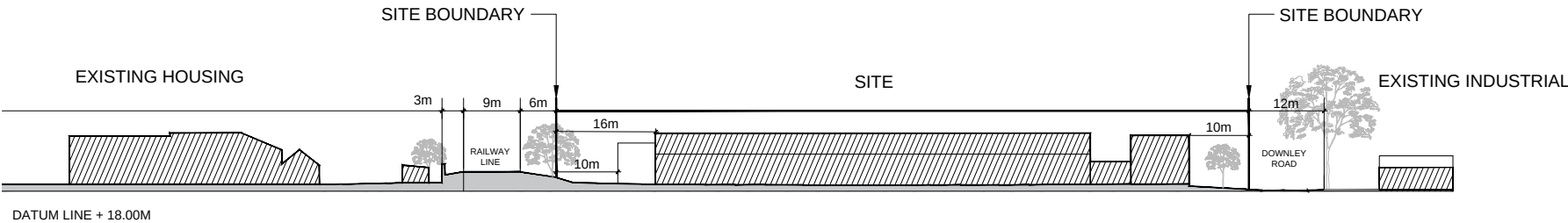
View towards northern boundary along railway line



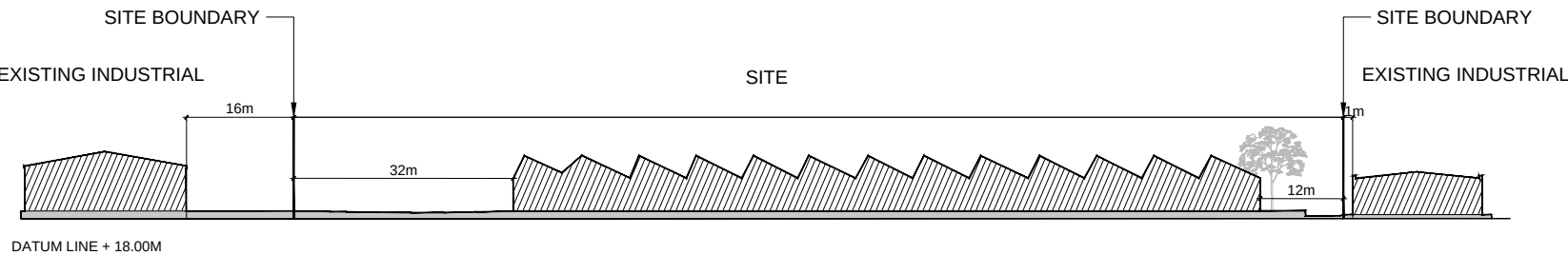
View along west boundary towards north of site



Section A-A



Section B-B



Section C-C

2.5 Level & Boundaries

The existing site is relatively flat given the high density of the existing warehouse and supporting hard standing. There is a very slight steady decline from the north to the south of the site. To the East of the site to the railway line there is the start of the embankment which continues to rise beyond the boundary to the railway line.

The boundary to the railway to the east of the site has a few trees within the site boundary however more densely packed trees and vegetation exist beyond the boundary line to the railway.

To the north and the south of the site there are existing industrial premises with yards and parking, the closes neighbouring unit to the south, is c. 1m off the shared boundary line, while to the north there is 16m from the neighbouring unit to the shared boundary.

To the west along Downley Road the site is open with a small grass strip separating the existing office façade from the road. There are 4 existing access points along this road, the northern most and southernmost points provide a ring road around the existing warehouse for service vehicles and access to the car parking at the north. Two further access points are provided to the centre of the western boundary and formed a 'drop off' lay-by to the entrance of the building.

2.6 Planning Context

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.

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.

The proposed development has the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and an attractive environment, assisting in job creation and reducing out-commuting.

The Development Plan for the site includes the Adopted Havant Core Strategy (2011) and the Site Allocations Plan (2014). This will remain in place and guide development until the emerging Havant Borough Local Plan is progressed further. This emerging plan has been delayed due to Nitrate Neutrality issues within the region.

Other relevant guidance includes Havant Borough Council Parking Supplementary Planning Document (updated 2019) and Havant Borough Design Guide SPD.

Havant Core Strategy (2011)

There are several policies in the Havant Borough Core Strategy Local Development Framework (March 2011) which are relevant to the proposals including:

- Policy CS2 Employment
- Policy CS3 Skills and Employability
- Policy CS6 Regeneration of the Borough
- Policy CS8 Community Safety
- Policy CS14 Efficient Use of Resources
- Policy CS15 Flood and Erosion Risk
- Policy CS16 High Quality Design
- Policy CS17 Concentration and Distribution of

- Development within the Urban Areas
- Policy CS20 Transport and Access Strategy
- Policy DM3 Protection of Existing Employment and Tourism Sites
- Policy DM6 Coordination of development
- Policy DM10 Pollution
- Policy DM11 Planning for More Sustainable Travel
- Policy DM14 Car and Cycle Parking on Development (excluding Residential)
- Policy DM16 Freight Transport

The Core Strategy highlights Havant's excellent transport connectivity, namely the M27/A27 and the A3(M) routes to London which meet in Havant and link the south coast towns and their expanding ports. It is well placed to attract business with its easy access to the coastline and has high accessibility by road and rail.

A decline in the traditional employment base for the Borough has resulted in a number of problems including unemployment historically above the rest of Hampshire and out-commuting which the plan seeks to address. Policy CS2 Employment seeks to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:

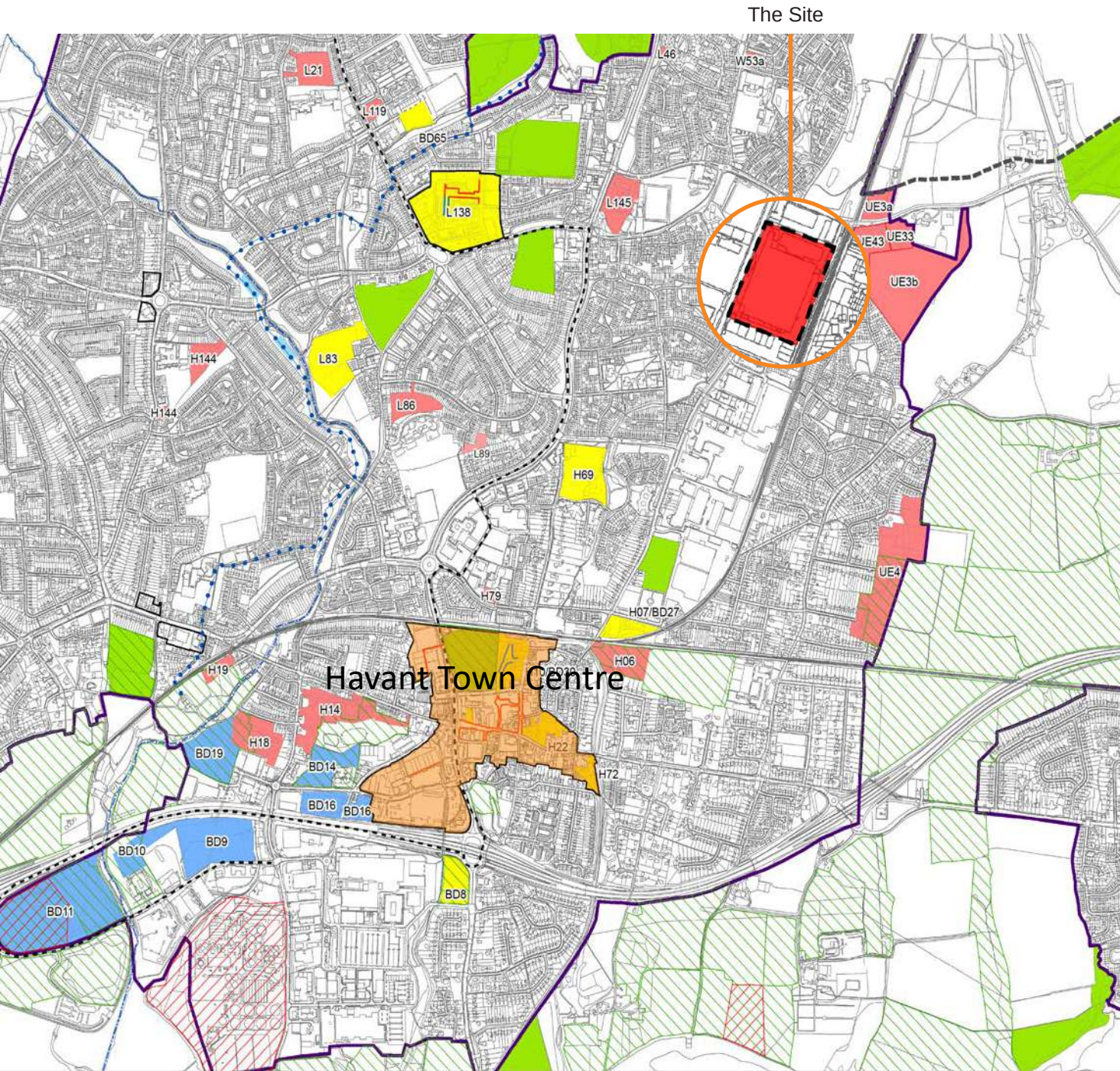
- 75,000 square metres of B1 Offices
- 45,500 square metres of B2 Manufacturing
- 41,500 square metres of B8 Warehousing

Policy CS2 Employment states that planning permission will be granted for development proposals that:

1. Prioritise the use of previously developed land for the provision of new employment floorspace.
2. Favour town centre locations for the provision of B1a offices and other town centre uses.
3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.
4. Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.
5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment

6. uses.
Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.
7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses.
8. Encourage smart economic growth and promote advances in information and communications technologies.

The redevelopment opportunity complies with the above policy, by creating purpose-built employment floorspace that will be attractive to a range of businesses. It will replace outdated buildings that are in poor state of repair and currently vacant.



Havant and Bedhampton Policies Map

Key

Site Location

Borough Boundary

AL2 Urban Area Boundaries and Undeveloped Gaps Between Settlements

AL3.1 Town, District and Local Centres

AL6 Havant Thicket Reservoir Pipeline (Route)

AL6 Havant Thicket Reservoir Pipeline (Underground Water Storage)

HB3 Havant & Bedhampton Mixed Use Allocations

HB2 Havant & Bedhampton Employment Allocations

HB1 Havant & Bedhampton Housing Allocations

Havant Town Centre

AL7 Hermitage Stream

AL8 Local Green Spaces

2.7 Planning Policy

Havant Borough Local Plan Allocations (July 2014)

The Havant Allocations Plan sets out detailed proposals and policies required to allocate land to help deliver the development strategy for new housing, employment opportunities and diversification for the period to 2026. It also includes a number of development management policies in addition to the core policies in the Core Strategy.

The following policies in the Allocations Plan are also relevant:

- AL1 Presumption in Favour of Sustainable Development
- AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements
- DM17 Contaminated Land
- DM18 Protecting New Development from Pollution

The site itself lies within the defined urban area boundary (UAB) of Havant and Bedhampton (please see Inset Policies Map to the left), where the principle of the proposed development is supported by Policy AL1 and AL2 which seeks to concentrate development within the urban areas. This is a key component of delivering sustainable development in Havant, protecting and enhancing the undeveloped gaps which often include nature and landscape designations.

2.8 Planning History

There is limited recent planning history applicable to the site, the most recent being the construction of a new plant room to the eastern elevation measuring some 14m in length, 6m wide and 7m in height. This was granted permission in 2015 under reference APP/15/00062. This projects out towards the railway in the eastern yard area. A further

application under reference 02/67435/000 was granted permission which allowed alterations and an extension to existing workshop unit incorporating increase in height and re-cladding of all elevations. There was permission for various minor alterations in the 1990s and a scheme which diversified the use for car storage and created a new access, but this appears to relate to the parcel of land opposite.

The current premises benefits from an unencumbered 24-hour use with very few restrictions. The only one being a restriction on the plant room granted permission in terms of its maximum noise levels and operation times.

DM23 Important Sites Brent Geese and/or Waders

AL3.3 Primary Frontages

DM23 Uncertain Sites Brent Geese and/or Waders

AL5 Indicative Cross Borough BRT Route

AL3.4 Secondary Frontages

2.9 Pre-application Submission and Engagement

A Pre-App submission was validated by the Council on 22/11/2023 under ref GEN/23/01036.

This was based on a re-development of the site following the demolition of the existing vacant building resulting in 9,424sqmetres of new gross internal area based on a single building split into three industrial units having E(g)(iii), B2 & B8 uses, 114 car parking spaces and 36 cycle spaces. At this

stage the development is speculative.

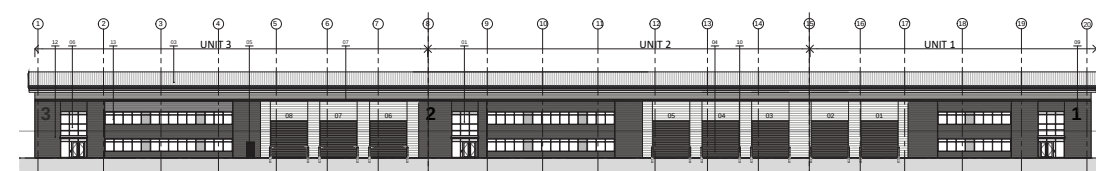
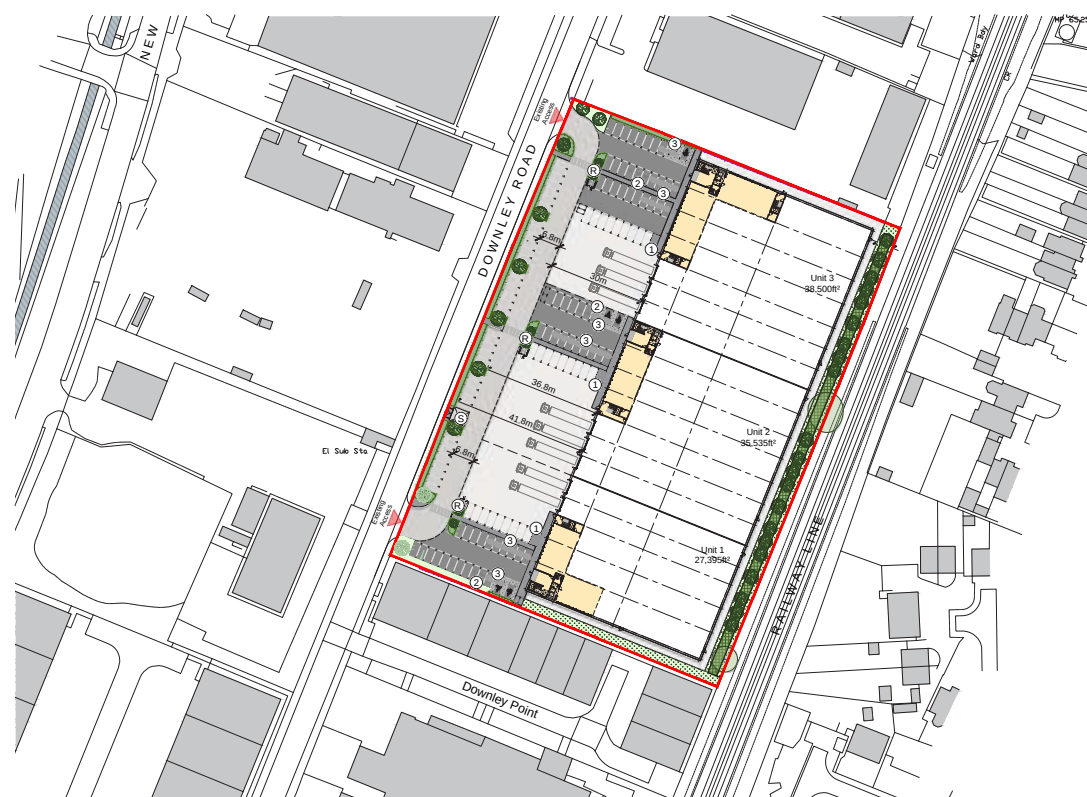
A site visit took place with the planning officer(s) and our planning consultant, Natalie Fellows, on 10/01/2024.

Subsequently a virtual meeting was held on 12/01/24 with planning officers Steve Weaver and Kayleigh Taylor to discuss the proposals following which an initial Pre-App Report, dated 26/01/24 was issued by the Council.

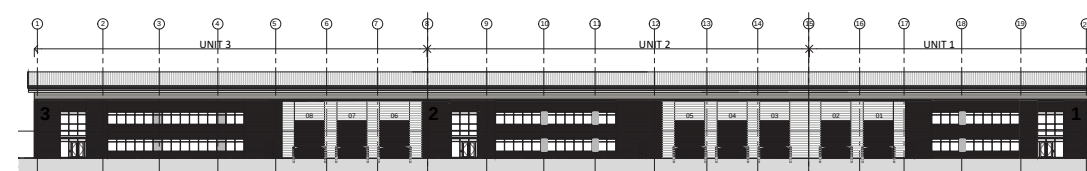
This report concluded that the re-development of the site was acceptable in principle and that there was no harm to nearby residential dwellings due to loss of light, overbearing impact or loss of privacy. There were concerns regarding the following:-

- 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
- 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.



Pre-app Submission



FULL Application Submission

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.

Re the car parking concerns the Council indicated that a separate Pre-App should be submitted to Hants CC 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-App was submitted to Hants CC highways on 21/05/24. This included a Technical Note from SLR, our transport consultants, particularly related to the provision of car parking.

A meeting then took place on 04/06/24 with Sophie Osbourne from Hants CC highways and Kaleigh Taylor, the planning officer, 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 Hants CC and a further response is awaited.

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.



Copy of leaflet distributed to local businesses and residents

2.10 Public Consultation

Royal London and the developer Canmoor are committed to informing the community about their proposals and involving them in the development and evolution of its schemes.

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.

A public consultation was then subsequently held from the 3rd June to 17th June 2024. This was primarily for key stakeholders, nearby businesses and residents so they were made aware of the proposals in order for their views to be expressed.

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.

This is an ongoing process, and it is envisaged that further dialogue with stakeholders will continue throughout the planning application process as appropriate.

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.

The public consultation included a leaflet being distributed to over a 100 local residents and businesses. The leaflet invited stakeholders to view the information via dedicated website <https://8downleyroad.co.uk> which included a feedback form.

Both the leaflet and website offered a contact email address inviting views on the emerging proposals. If after viewing the website anybody who 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.

Only one 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.

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.

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. 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.

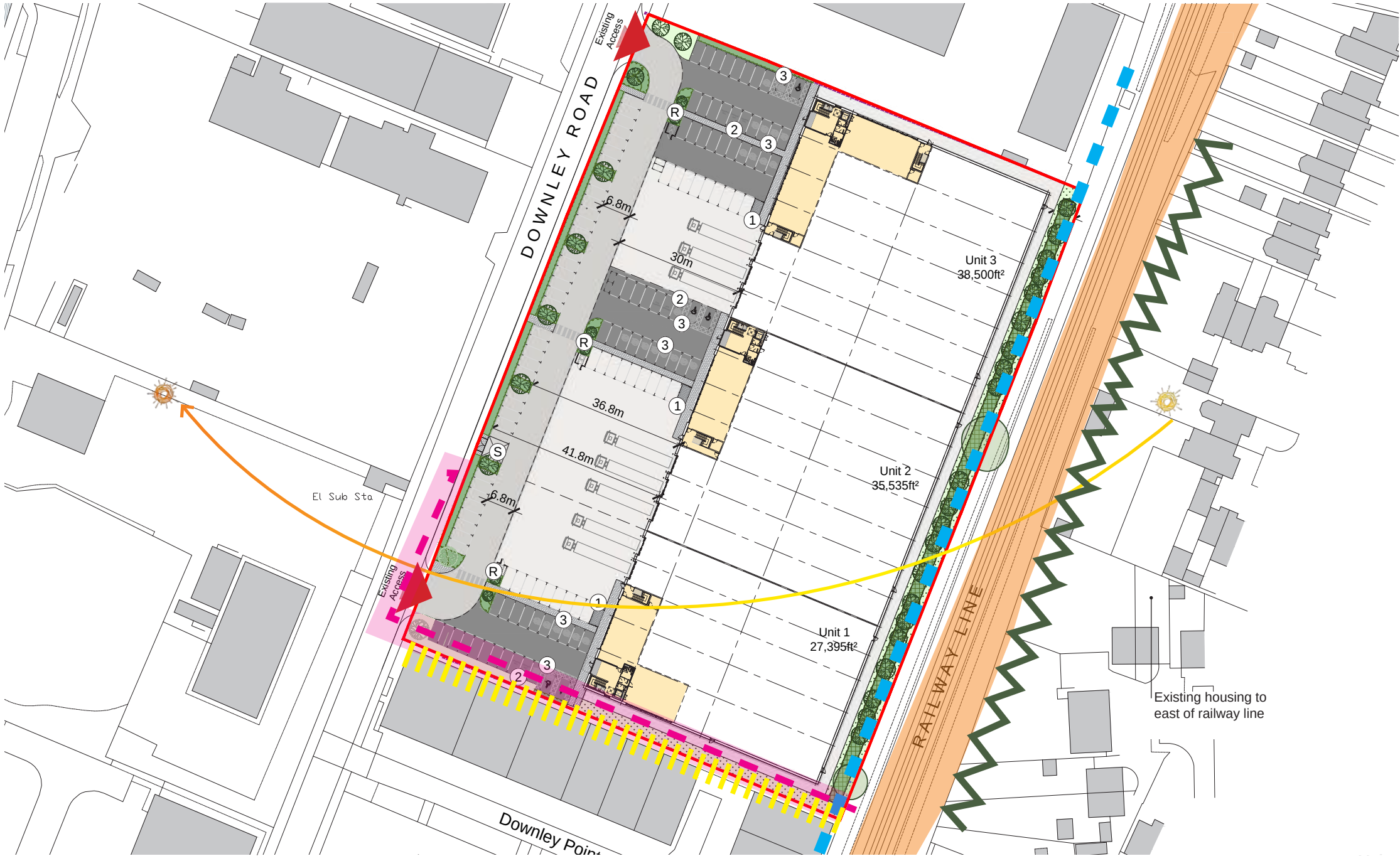
The local and neighbouring Ward Councillors were also written too and initial questions were raised from some of the community representatives. They were keen to know who the occupiers of the commercial premises might be and what the highway implications are. They referenced

how unpopular the Amazon scheme is and that it is not even half its capacity, but acknowledged that new jobs would be nice to have.

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. 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 construction and once occupied, which is especially important given the previous occupier went into administration last year.

Stakeholder virtual meetings have also been held with both Havant and Hampshire Council Highway officers and this dialogue continues.





Proposed Site Plan

Key

- | | | | |
|--|---------------------------|---------------------------------------|---|
| Site Boundary
(16,970m ² / 4.19acres / 1.70ha) | Sun Path | Potential Noise sensitive boundary | Existing/Proposed Planting to the railway boundary. |
| Site Access Points | Drainage - Foul Water | Close proximity to neighbouring units | Notional built form to railway existing units |
| Existing railway line | 6m Foul Drainage Easement | | |

3.1 Proposal

The Proposed development is for a single speculative industrial building, consisting of three units with flexible Eg(iii)/B2/B8 use classes together with ancillary offices, loading areas, car parking, soft landscaping and associated infrastructure.

The three units vary slightly in size to reflect the difference requirements of the tenant market and the opportunities of the development site.

The scheme has been developed through a broad analysis of the site constraints and opportunities along with discussions with Havant Borough Council through their formal pre-application process.