

STATEMENT OF COMMUNITY INVOLVEMENT

DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF SITE
COMPRISING ERECTION OF DISTRIBUTION WAREHOUSE (CLASS B8)
WITH ANCILLARY OFFICES AND RELATED FACILITIES, VEHICLE
STORAGE DECK, NEW ACCESS, LANDSCAPING AND ASSOCIATED
INFRASTRUCTURE

32 NEW LANE, HAVANT, PO9 2NG



JANUARY 2021

Luken Beck

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Prepared on behalf of:

Havant Property Investment LLP

Supported by the following Consultants:



1. Introduction

- 1.1 This statement provides details of the programme of community engagement undertaken by Havant Property Investment LLP, a partnership project between Kingsbridge Estates and Bridges Fund Management in respect of development proposals at 32 New Lane Havant.
- 1.2 The site is currently occupied by Pfizer and is used as a cold chain packaging, storage and distribution facility. The applicant has plans to redevelop the site, once Pfizer have vacated, retaining its existing use as a storage and distribution facility, and continuing to provide employment opportunities for local people.
- 1.3 Havant Property Investment LLP is committed to informing the community about their proposals and involving them in the development and evolution of its schemes. This reinforces previous engagement with stakeholders undertaken through the Havant Task Force group in conjunction with the current occupier Pfizer. This group was established once Pfizer's relocation plans were made public some years ago, details of which are provided later in this statement.
- 1.4 This statement has been prepared by Fellows Planning Ltd on behalf of Luken Beck, which includes taking an active role in the public consultation carried out on behalf of Havant Property Investment LLP. We have also worked collaboratively with the current occupier Pfizer and the potential end-user during the consultation process.
- 1.5 This statement describes the process that was undertaken to ensure key stakeholders and residents were made aware of the proposals in order for their views to be expressed.
- 1.6 It is Havant Property Investment LLP'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 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 social media, 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 are reflected in the current proposals.

2. Background

- 2.1 The site and the surrounding industrial estate were developed in the 1960s. A large factory building occupied the site originally, quite close to the New Lane frontage, with later developments in the 1970s which saw an increase in buildings on the site further east towards the railway embankment. By 1975, this area, now known as Havant North Industrial Estate, had expanded towards West Leigh and southwards towards Havant. The residential suburb to the west also was expanded during this period, but it was not until the late 1980s that the Nutwick farmland beyond the railway to the east was developed into a residential area.
- 2.2 32 New Lane (also known as Wyeth Laboratories) is an existing employment site and since 2010 has been used by the current occupier Pfizer as a specialised cold chain packaging, storage and distribution facility. This falls under a Class B8 Use, with ancillary offices supporting its main function as a national distribution centre. The site has been redeveloped in a piecemeal way, with various extensions to buildings carried out and new ones built to respond to the increased cold chain needs associated with the occupier.
- 2.3 In 2016, Pfizer announced that they would be relocating their services to Brussels. In light of this news, a Taskforce was set up by Local MP Alan Mak to find an occupier for the site. Meetings have since been attended by representatives from Pfizer, Solent LEP, the Department for International Trade and Havant Borough Council, including both Members and Officers from the Economic and Regeneration Team.
- 2.4 It was hoped that a future purchaser would continue to use the facility in the life sciences sector and that some of the workforce would be retained. However, it became apparent that this would not be the case despite best efforts and the site was sold for redevelopment to Havant Property Investment LLP in November 2020.
- 2.5 Following the sites acquisition, Havant Property Investment LLP attended a Havant Taskforce meeting on the 4th December 2020. This was held virtually to enable Pfizer to communicate their on-going plans for the site in terms of decommissioning its services from March 2021 onwards. Pfizer also shared their plans to plant some 300 trees in Stansted Park to recognise its staff that were employed at the site.
- 2.6 Both Pfizer and Havant Property Investment LLP are working together to ensure a smooth transition takes place. This includes any site investigation work that can be undertaken whilst Pfizer are still occupying the site.

- 2.7 Havant Property Investment LLP gave an early presentation at this meeting providing early details of their plans for the site in relation to a 'last-mile' distribution facility which were positively received given the prompt transition envisaged and future job opportunities the proposals would bring. The meeting was attended by MP Alan Mak, Mike Archer and Sukhi Aujla from Pfizer, representatives from Havant Property Investment LLP, Dan Grindey from Havant Borough Council Economic Team, Michael White from the Department for International Trade, James Ford from Solent LEP, Cllr Alex Rennie from the Bayfield Ward, Cllr Lulu Bowerman Cabinet Member from Havant Borough Council and Thomas Dalliston from the Office for Lifesciences (BEIS). Another Taskforce meeting is being arranged for Spring 2021.
- 2.8 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 remaining staff, to adjoining businesses and local residents. The Design Team wanted to explain their proposals and hear any views expressed. The above virtual meeting was the first step in this process.

3. The Consultation Process

- 3.1 A consultation audit was carried out to ensure that everyone who may be interested or affected by our proposals were contacted. This was shared with the planning officer at Havant Borough Council for comment, who provided pre-application advice prior to the site being acquired.
- 3.2 Unfortunately, due to Coronavirus restrictions, Havant Borough Council were not able to operate its the Development Consultation Forum, in which we would have participated as part of the pre-application discussions. In addition, it was not possible to undertake a public exhibition and therefore alternative consultation arrangements were agreed as summarised below.
- 3.3 The 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 redevelop the site for use as a 'last mile' storage and distribution centre. Parcels will arrive at the site before they are delivered in small vans to customers in the area. This would continue the site's use for storage and distribution. This would also 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 www.32newlanehavant.co.uk (see Appendices 2 & 3).

Both the leaflet and website offered a contact email address inviting views on the draft 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.

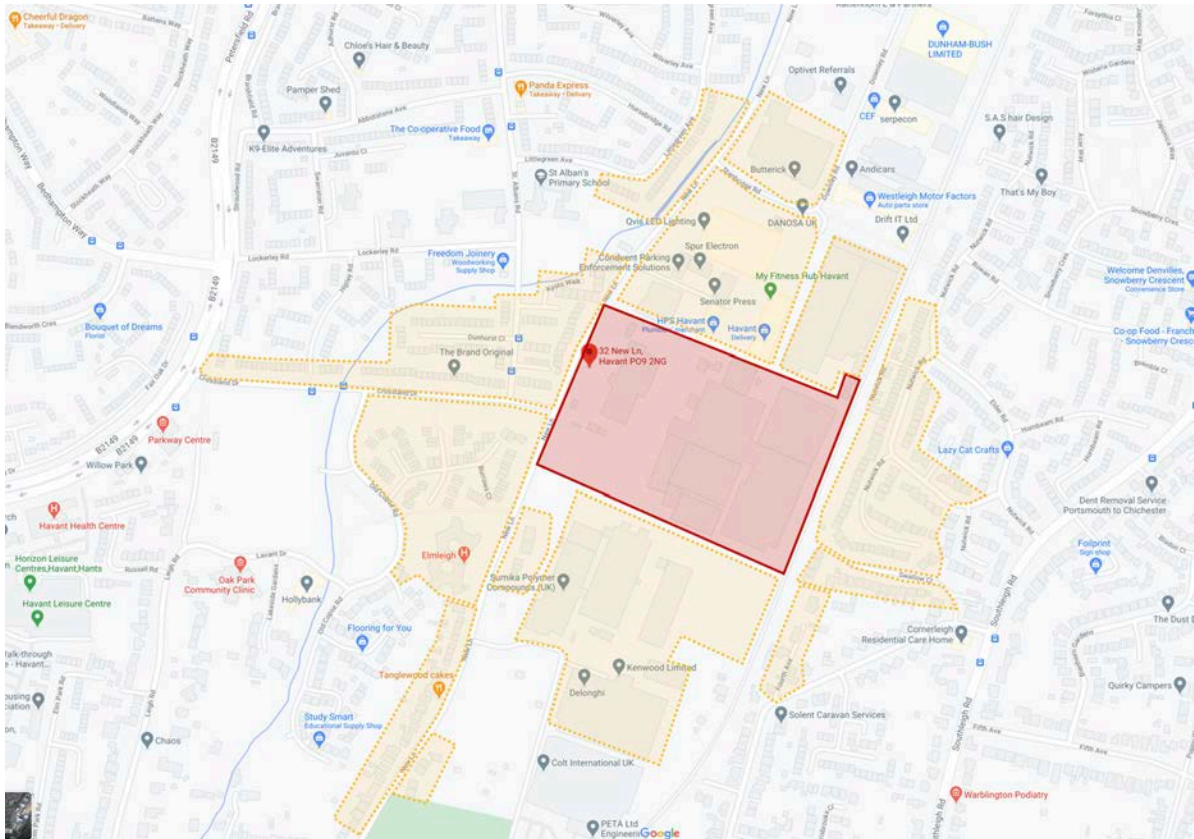


Figure 1 – Plan to illustrate leaflets distributed by-hand to existing residents and local businesses

Approximately 400 leaflets were hand delivered to business premises or residents in close vicinity of the site. The area covered is depicted in Figure 1 above. A copy of the leaflet distributed is attached in the Appendix 1.

2. Letter to Stakeholders

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:

Local MP

- Alan Mak MP

Hampshire County Council

- Cllr Ray Bolton and Cllr Jackie Branson

Havant Borough Council

- Cllr Michael Wilson – Leader of the Council
- Cllr Gary Hughes – Deputy Leader for Planning, Hayling Seafront and Commercial Services
- Cllr Lulu Bowerman – Cabinet Member for People & Organisation Development
- Cllr Alex Rennie – Bondfields Ward
- Cllr Terry Hart - Bondfields Ward
- Cllr David Guest - St Faiths Ward (ward beyond the site to the east of railway)
- Cllr Jackie Branson –St Faiths Ward
- Cllr Tim Pike – St Faiths Ward
- Cllr Prad Bains - Havant's Mayor

The following local community organisations were also notified

- Havant Civic Society
- Warblington & Deville's Residents Association

Prior to launching the final website, we invited Councillors to view the 'temporary website' prior to going live. This information provided an opportunity to read the material and raise any questions they may have had. The website also enabled them to have the information ahead of their constituents should they contact them directly.

An example of a letter sent to Members is attached in Appendix 4.

3. Media

It was decided that a proactive approach should be taken with the local newspaper - The News, Portsmouth. With a circulation of nearly 14,000 and an online readership of 28,500 people we felt it was another method to communicate with the local community. It gave details about the public consultation and notice that comments were due by Monday 25th January 2021. Any comments made on The News website was monitored and responded to by the project team.

Once the site had been acquired by Havant Property Investment LLP, this information was forwarded to a number of media outlets, who in turn covered this news:

- Portsmouth News (18 November 2020)
<https://www.portsmouth.co.uk/business/new-owners-hope-create-jobs-former-wyeth-manufacturing-site-havant-3039105>
- Estates Gazette (16 November 2020). Alongside the article they tweeted this to 62,000 followers.
<https://www.egi.co.uk/news/kingsbridge-and-bridges-buy-logistics-site-from-pfizer-subsidiary/?hidden=true>
- Commercial News Media (18 November 2020)
<http://www.commercialnewsmedia.com/archives/106373>

- Logistics Today (16 November 2020) <https://www.logisticstoday.co.uk/news/kingsbridge-and-bridges-acquire-16-5-acre-hampshire-site/>

Please see Appendix 7 which contains snap shots of media articles covering the site since its acquisition and the public consultation.

A Portsmouth News article was published on the 19th January 2021 titled 'Delivery centre views sought' and provided a link to the website. A copy of which can be viewed at <https://www.pressreader.com/uk/portsmouth-news/20210119/281951725469404>

In addition to this, information and a link to the proposal's website was provided on Kingsbridge Estates website and their LinkedIn Page. This showed over 1,000 views and many positive comments were received from a range of people.

4. Stakeholder Meetings

A pre-application enquiry was submitted to Havant Borough Council and Hampshire County Council in relation to the proposals in June 2020.

A meeting was held virtually with Planning Officer, Daphney Haywood, from Havant Borough Council and representatives from Hampshire Highways, Chris Hirst and Holly Drury on the 27th July 2020.

A further meeting was held with Hampshire Highways and the Design Team / Transport Consultants on the 24th August 2020. This was primarily to discuss additional transport information provided in terms of traffic generation, traffic distribution, and a non-motorised user audit carried out together with speed surveys undertaken in close proximity to the site.

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

The formal pre-application response from the Council is contained within Appendix 5.

5. Website & Proposals Pack

The website featured detailed information about the proposals, including visual impressions of how the development would look was made available from the 4th January 2021. Anyone that viewed the proposals was given an opportunity to provide their feedback using a dedicated email address. A link to the website was also provided that morning to Pfizer's existing staff so they had early sight of the proposals. A copy of the website material and the proposals pack has been provided in Appendices 2 and 3 of this statement. The closing date for comments was Monday 25th January 2021, so residents had between 3 weeks to provide feedback on the proposals.

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 also hand-delivered. This initial introduction to the site made clear what was being proposed. People were then invited to look at the dedicated website and the proposals pack for further information and provide feedback.
- 4.2 A total of 31 responses were received during the consultation period. 16 responses were from local residents (some of which commented multiple times), 2 people did not declare their interest / if local to the site, 2 responses were from local community or action groups, 1 resident lived adjacent the site but is also a member of the Havant Climate Alliance / Friends of the Earth group, 1 comment was received from a local architect and 5 from Community Representatives/Councillors.
- 4.3 A total of 6 responses were very positive, largely due to the intended quick programme for redevelopment and the opportunities the site brings in terms of future jobs for local people. 8 responses requested additional information regarding traffic generation (both vans and HGV movements) and how this will be distributed, the nature of highway works associated with the proposals, with more detailed noise mitigation and lighting information. Some had kept an open mind but wanted to know more about how the site would be managed day to day when operational and for the trees to be reduced in height along the railway embankment. The remaining responses raised concerns about the perceived increase in traffic, worries about pollution, noise and lighting implications to residents, all of which are summarised in more detail on the following pages.

Responses from Local Interest Groups

Havant Civic Society

- 4.4 A detailed response was received from the Havant Civic Society and representatives from the design team also had some dialogue with them during the consultation period. The Society also ran a news article on the proposals which was titled "Havant's 'Last Mile Traffic' Jam" <https://havantcivicsociety.uk/2021/01/09/havants-last-mile-traffic-opportunity/> dated 9th January 2021. Whilst we were disappointed with their initial perception, it did help to advertise our proposals to their members. The article included a link to the leaflet and proposals pack and gained 2,000 views initially. A copy of the article can be found within Appendix 6.

- 4.5 Primarily, Havant Civic Society raised concerns in relation to congestion the proposals may generate. It was suggested two alternative locations, closer to the Strategic Road Network were better suited. Whilst they acknowledged the established logistics facility and previous industrial uses at the site, they wanted reassurance that traffic would not be directed south of New Lane, towards the level crossing or along the Eastern Road.
- 4.6 Our response indicated that the Transport Assessment will provide details in relation to traffic generated by the proposals with a comparison made to how the site has been used in the past. This will also analyse traffic distribution and any implications this may have on the local and wider road network.

Sustrans

- 4.7 A response was received from a Cycling Campaigner / Sustrans Local Ranger, who welcomed the environmental credentials of the site and the proposals. They did suggest self-collection lockers to be incorporated into the design to reduce van deliveries.
- 4.8 Our response indicated that the proposed site will be used to deliver small parcels already in circulation on the roads covering an area approximately one hour away from the site. The operator did not wish to have customers on the site itself, as it is a highly controlled, secure environment. This would cause serious health and safety concerns. Whilst we welcomed these comments, the operator has not asked for self-collection lockers to be incorporated in the design for these reasons.

Responses from local Residents

Residents – To the east of the site

- 4.9 We received various comments from residents to the east of the railway, their comments focused on the following topics:
- Demolition and build concerns – Noise and Dust
 - Noise - Effects on residential amenity from HGV loading bays and van parking causing a noise nuisance from vehicle reversing alarms
 - Lighting - Effects on residential amenity at night
 - Trees - Lack of tree management to the line of existing poplars along the railway embankment. This should be reduced in height to allow additional light into resident's gardens along Nutwick Road.
 - Tree works should avoid the bird nesting season
 - Increase tree planting across the site
 - Poor Television and phone signal due to scale of existing buildings
 - Air quality issues

- Welcome job opportunities
- Questions in relation to the type of jobs being created
- Welcome electric vans / EV charging infrastructure being included
- Suggest solar PV panels on the roof

4.10 One resident to the east of the site stated...

"We have lived at the rear of the development on the other side of the railway line for 35 years and have seen many changes from Wyeth's extension to Pfizer's rebuild of the current facility. I have no objections to any development as the area was an industrial park well before we moved in. The one area that does change with the land changing hands are the Trees bordering the railway. You are more than welcome to come and see the trees from our view.

We had an excellent rapport with the Wyeth site manager and they would enlist a team of tree surgeons to trim the trees back to around 20 to 30 feet about every 5 years. However since changing hands Pfizer has not done any maintenance to the site, resulting in the trees now standing probably 80+ feet blocking the sun from our Gardens 3 hours earlier than one would expect in the summer. The line at which the trees would normally be trimmed to is very obvious on inspection and you can see the height has now doubled.

The latest developments of the Velocity and Wyeth site had fences erected along the railway virtually cutting the trees from the responsibility of the development. The railways have always denied responsibility right back to 1980's and produced plans in 1985 showing the trees belonging to Wyeth. The council were not interested in our concerns when the fence went up last year and we were passed from idiot to idiot without confirmation of any responsibility for the trees. Again we had no objections to the fence, only that it seemed the trees were going to end up un-maintained and they are a problem."

Resident from Nutwick Road

4.11 We confirmed that a tree survey was carried out just before Christmas 2020 which included the trees along the embankment. The treeline consists of a row of tall poplar trees, which emerge from a Leylandii hedge. In line with the resident's comments, the poplars appeared to have been historically pollarded around the height of the top of the hedge, but this has not been carried out for a number of years. The Leylandii hedge is c.12m in height.

4.12 Whilst at the time we were still awaiting the tree report to be finalised, we asked the arboriculturist to provide recommendations to manage these trees in response to the comments made.

- 4.13 The tree consultant's initial thoughts were that the poplar trees could be reduced in height, with the top of the hedge being the maximum reduction point. This would be subject to the agreement of Network Rail given the tree works are within the buffer zone of the railway. We are in the process of discussing these recommendations with Network Rail.
- 4.14 Another resident from Nutwick Road also raised the same issue.
- 4.15 In light of these comments, we will ensure a Tree Report will include future management recommendations for the eastern boundary. This can be controlled via a suitably worded planning condition should planning permission be granted.
- 4.16 Other examples of resident's comments, east of the railway line include:
"I live in Nutwick Road and have a couple of points regarding the new proposal. Could you please confirm what the point of the feedback is e.g. is this going to be passed to the council or just for yourselves?"

1) Noise - I see no consideration for any noise reduction between the back of the area and the residential area of Nutwick Road? I see the acoustic barriers at the front but nothing to reduce noise in this direction.

2) Telecommunication Issues - It is good to see that an overall height reduction is planned for the area. Since the building was erected the signal for mobile and television communications in this area is poor with additional height poles required for us to receive a good quality TV signal. Mobile signal though is very poor which is due to the current building. What can be done to help residents who are hindered due to the building interfering with the signals. e.g. adding masts to the new building to help relieve the issues?"

Resident from Nutwick Road

"As a local resident I applaud the fact that jobs will be created, but am very concerned about noise nuisance, especially that of vehicles, large and small, travelling in and out of the site at all hours, day and night. We have had problems before with other businesses in New Lane, causing noise nuisance with engine noise, vehicle reversing beeps etc as well as loud voices. Air pollution is also a concern, with multiple vehicle usage.

This site is very close to a number of residential areas. Increased noise and pollution is a very real concern, not only to the elderly and parents of young children, but also now to the many people working from home."

- 4.17 In response to perceived light, noise, demolition and construction issues, we responded with the following additional information via email;

"Dear [Resident],

Thank you for your comments on our plans for 32 New Lane. We understand your concerns and wanted to address them as quickly as possible.

Should we get planning permission, the first phase of the work will be to demolish existing buildings and carry out any remedial work needed to make the site ready for development. While we know this causes some disruption, we do work closely with the Council which imposes conditions to control this. It's important to us that these conditions are followed and if any resident feels they haven't been, we will provide contact details for them to raise their concerns.

Our proposed plans have been specifically designed to position activity such as loading and unloading as far away as possible from residents – so either centrally within the site or to the north of the warehouse building.

Additional measures are also being incorporated within the design to minimise the impact of noise. These include acoustic barriers around the HGV service area at the east of the warehouse and along access routes. The Vehicle and Parking Plan on page 9 of the Proposals Pack show the site is highly regulated, with circulation routes arranged to minimise reversing. The parking area along the eastern boundary / near the railway line is for the storage of vans overnight predominantly.

The planning application will include an Acoustic Report setting out the baseline noise conditions – the noise experienced currently. It will provide more details about our mitigation measures. We will make the fence locations clearer in the planning application (areas highlighted in the image below to assist for now). The report will include an Operational Noise Management Plan, to minimise any incidence of potential disruption on the highway and noise disturbance to local residents. The plan will also include restricting the use of reversing alarms for HGVs, switching off engines when stationary and continual training of staff.

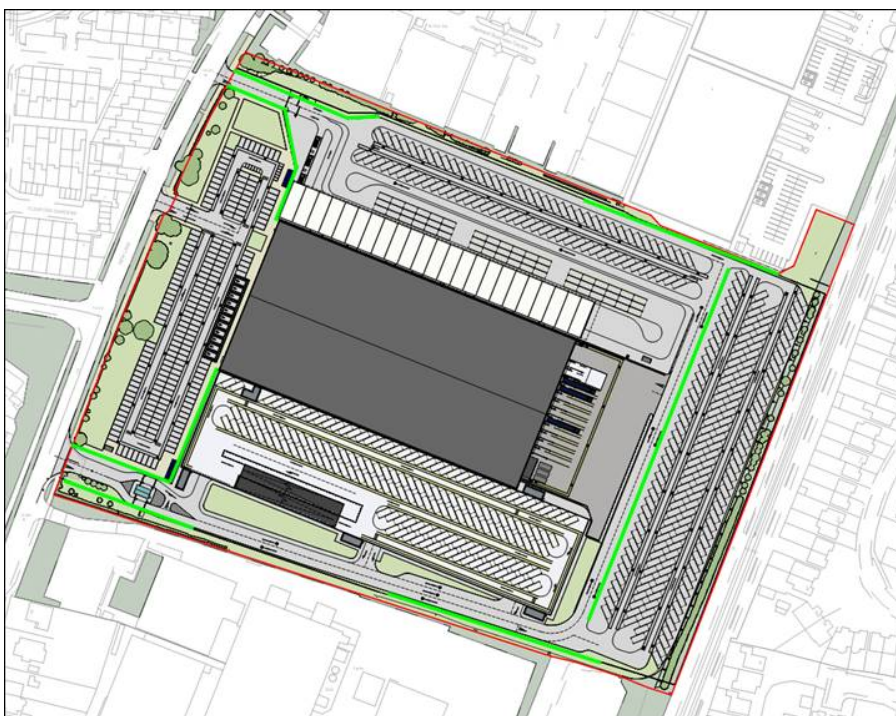
We understand the point you raise too about lighting and this will form part of the future planning application. This will ensure that light is directed only to the areas that need to be illuminated. Environmental Health will review the details submitted to ensure the proposed

lighting will not affect nearby residential properties. The Council may impose suitable planning conditions in relation to lighting as necessary.

Please see below mark up with acoustic barrier locations shown in bright green which the Environmental Engineer has been provided with, for your information. As indicated, more information will be provided in the Acoustic report to be submitted with the planning application.

Thank you again for taking the time to make comments on our plans. Your comments are important to us as we evolve our plans."

Natalie Fellows, Planning Consultant from the Project Team



Illustrative plan showing locations of acoustic fences

Residents – To the West

4.18 Various comments were received from residents to the west of the site. These were primarily from New Lane, Crossland Drive, Littlegreen Avenue and Flexford Gardens. These comments focused the following topics:

- Traffic generation particularly from HGVs, traffic distribution and congestion
- Question suitability of New Lane and surrounding roads for lorries and traffic associated with the site / proposals
- The level crossing was mentioned as causing delay to journeys
- Eastern Road should be avoided, not used as a route to avoid traffic elsewhere

- Already experience speeding vehicles along New Lane
- Pedestrians with young families find it difficult to cross the road
- Demolition and build concerns – Noise and dust
- Noise - Effects on residential amenity from the van storage deck, question if this will be a 24-hour operation and likely shift patterns
- Lighting - Effects on residential amenity from lighting or headlights from vehicles leaving the site at night
- Anti-social behaviour by drivers associated with the site
- Implications to open space / allotments nearby
- Suggestions of an alternative locations nearer the strategic road network and far away from residents
- Question whether the warehouse will be used to store toxic chemicals
- Clarification sought regarding who will be carrying out the build and who will be responsible for day to day management of the site once occupied
- Welcomed the inclusion of EV charging points / associated infrastructure and the use of electric vans by the future operator
- Air quality issues
- Welcome new job opportunities
- Cumulative impacts with other recently approved schemes in the vicinity of the site

4.19 A sample of three responses from residents have been included below:

"We have looked at the proposal of redevelopment of 32 New Lane.

Whereas we do not have a great issue with what is proposed, our issue is with the traffic coming along New Lane. We have had in the past lorries etc coming from the factories to the north of New lane and causing congestion with the junction of Eastern Road especially when the Railway gates are closed. Now that there are new flats at that junction there will inevitably be more traffic. Also heavy lorries passing these old dwellings cause vibration to the properties. What are your plans when you say about improvements to the east side of New Lane from the junction of Crosslands Drive?"

Resident of New Lane

"I am particularly concerned about the light sound pollution and disruption to residents lives from the multi storey carpark.

Assuming that the facility will operate 24/7 the lighting columns will either need to be on through out the night or turn on and off as people move about at night and in the winter months. There is no screening for this or the noise from the vehicles using the car park.

As a near by resident I have direct line of site to the existing chiller building, which noisily humms through the night.

Your proposals need to show the light columns on the car park, be honest, they are needed for safety. Your noise surveys need to be done without the current chiller humming away, it won't be there.

I cannot support this proposal with this impact on neighbouring residents unaddressed or unresolved."

Local Resident

"Dear Sirs,

I would like to raise the following points re the new development of the site.

- 1. As the site will be used for a last mile center this will have an impact on the volume of traffic using New Lane and the approach roads into and via Havant town centre. The through road of Havant as it joins the A27 at Langstone has become in recent years a bottle neck but is the most direct route into the industrial estate which will be for most HGV delivering their bulk products. Volumes of vehicle movements should ideally be outside the pinch point times.*
- 2. Smaller vans will use the local roads all 30mph, however in there haste to meet schedules will be pushing the boundaries contributing to the already speeding traffic in this area.*
- 3. Where possible I feel transport should be carbon neutral if it is to be used local, but I have a feeling the site will cover a wide area.*
- 4. Traffic pollution will increase within the local area, so the selection of transport should play a part. We have several open places including allotments which need to be taken into consideration by the use of electric vehicles and non diesel units.*
- 5. Assuming operations will be for long periods into the night consideration should be given to reducing light pollution to a minimum. Housing adjacent to the site would be effected not only in the immediate area but further afield in residential areas at a higher altitude, ie at the land towards Denvilles the Bartons road developments.*
- 6. Can you advise if the intention is to house toxic chemicals on site, and if so will there be adequate protection for the surrounding are along with evacuation routes.*

Thank you for the opportunity to respond and look forward to your comments in due course."

Local Resident

4.20 We also received a comment from an existing employee at the site:

"Morning, I work there at the moment as it is Pfizer, is there anyway I can put my name down for any jobs please."

Current Employee at Pfizer

4.21 We responded with the following:

"Thank you for getting in touch about future job opportunities.

We are preparing an Employment and Skills Plan to accompany the planning application to ensure there are job opportunities in both the construction phase and once the site is occupied. This is being prepared in consultation with the Council and will include a section on how jobs will be advertised locally."

Natalie Fellows, Planning Consultant from the Project Team

Responses from Elected Members

4.22 Whilst Members kept an open mind and indicated that they would watch this site with great interest, most were positive given the job opportunities the site could bring forward. A key theme running through all responses was the desire to see a smooth transition from the current occupier leaving the site and it being redeveloped. The sustainability credentials were seen as very important, with a request from 2 Members to increase the tree coverage at the site. Others made recommendations for solar PV to be placed on the new roof and many welcomed the EV charging infrastructure proposed for vehicles. Other areas of interest focused on traffic generated and how this compared with the existing use alongside wanting to see an early indication of any highway improvements.

4.23 Two responses are provided below:

"I have looked at the attachment with interest. As you would expect, I am keen to see new employment in the borough, particularly on a site coming to the end of its current use. The obvious question for those residents living near the site would be the extent of increased commercial traffic coming in and out of the site, compared to Wyeth / Pfizer at its most busy period. I note the encouragement of electric vehicles, which in addition to cutting emissions, would hopefully cut down on noise. I will watch the progress of the application with interest."

Councillor from Havant Borough Council

- 4.24 *"Thank you for taking the time to consult with Councillors about these proposals. It is an important employment site in the Borough, and I welcome the fact that your timetable will result in the reuse of this site as quickly as possible. I was also pleased to read about some of the environmental features that are due to be included within the proposals, but would ask you to try and go further by including rain water harvesting, additional trees to break up the large areas of parking, and solar panels within roofing areas.*

I will be interested to see the proposals for road improvements, as this area is near to schools, and is used by many children travelling to and from secondary schools. It will be important that safer walking and cycling routes are included, to whether possible remove them from the risk from lorries and vans. If it is possible to remove cyclists from the carriageway and into safer routes in this area, that would certainly be an improvement. I would also welcome commitments to recruitment of staff from the local area, both for the construction and usage phases of the development. We have had good experiences working with training providers to prepare suitable staff, and early liaison with the Council's Economic Development Team about your requirements in this area would be welcome.

These are my high level thoughts at this stage, but I hope you find them helpful in putting together a planning application that can achieve the rapid turnaround of this site for future employment purposes."

Councillor from Havant Borough Council

5. Conclusion

- 5.1 The public consultation for the redevelopment proposals for 32 New Lane, Havant was designed to be comprehensive, easily understood and as inclusive as possible.
- 5.2 Since providing leaflets to residents and inviting key local stakeholders to provide input, the design team have received a number of responses. The Council, during pre-application discussions, indicated that this area of Havant is often hard to engage with, therefore 31 responses is seen as very encouraging.
- 5.3 Nearly half of the responses can be characterised as warmly positive, with many recognising the fact that the employment site has always been there. Many of these also saw the benefit of the warehouse being located centrally within the site. They also welcomed the height reduction when compared to the existing premises. The remaining respondents requested additional information and had concerns over a possible increase in traffic, air quality, noise and lighting, each affecting their residential amenity. Everyone welcomed the sustainable

credentials incorporated within the proposals with requests for additional tree planting to break up hardstanding areas and the inclusion of solar PV panels on the roof.

- 5.4 The applicant would like to thank all local residents and representatives 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 application, including in relation to air quality, transport, landscape and ecology enhancements, sustainability measures, noise and lighting design. The detail of which is provided in the Planning Application.
- 5.5 Local 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 residents and businesses (Printed at A5)

INTRODUCING OUR PLANS FOR 32 NEW LANE

ALSO KNOWN AS
WYETH LABORATORIES / PFIZER

We are writing to let you know about our plans for the future of 32 New Lane, Havant, and to invite you to have your say.

As you may be aware, the site is currently occupied by Pfizer and is used as a cold chain packaging, storage and distribution facility.

Pfizer is winding down its operations at New Lane and the site has been sold to us – Havant Property Investment LLP. We have plans to redevelop 32 New Lane once Pfizer has relocated, maintaining its use as a storage and distribution facility, and continuing to provide employment for local people.

What is our proposal?

If our plans are approved, we intend to redevelop the site at 32 New Lane for use as a "last mile" storage and distribution centre. Parcels will arrive there before they are delivered in small vans to customers in the area. This would continue the site's long history of use for storage and distribution. Our development would also continue to support employment for local people, in line with Havant Borough Council's Development Plan.



www.32newlanehavant.co.uk

Aerial photograph of the site

32 NEW LANE, HAVANT

ALSO KNOWN AS
WYETH LABORATORIES / PFIZER

Who are we?

Havant Property Investment LLP is a joint venture by established Chichester-based property company Kingsbridge Estates and Bridges Fund Management, an investor committed to sustainable projects which support local economies.

How you can have your say

The views of local businesses and residents matter to us. Because of the current Coronavirus restrictions, we are unable to meet in person to discuss our proposals, so we have made alternative arrangements.

All the information that would have been shown at a public exhibition has been put on our website at www.32newlanehavant.co.uk

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 newlanehavant@lukenbeck.com

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, January 25th, 2021.


Kingsbridge Estates

www.32newlanehavant.co.uk

APPENDIX 2

A Copy of the Dedicated Website: www.32newlanehavant.co.uk

32 | NEW LANE
HAVANT

[The Site](#) [Background](#) [Consultation](#) [Our Proposals](#) [Next Steps](#) [Feedback](#)



Public consultation for 32 New Lane, Havant - a partnership project between Kingsbridge Estates & Bridges Fund Management

Thank you for visiting our website, where you can find out more information about our proposals for 32 New Lane, which is currently occupied by Pfizer. We are planning a smooth transition, so the site is redeveloped swiftly, once they have relocated their operations off-site. This is important given this is a key employment location close to the A27 and A3 (M) strategic road network. However, we are very aware of the proximity of other businesses and residents to the site and therefore keen to engage with all stakeholders on our long-term ambitions.

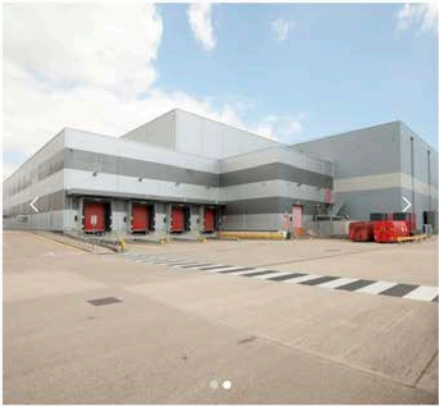
32 | NEW LANE
HAVANT

[The Site](#) [Background](#) [Consultation](#) [Our Proposals](#) [Next Steps](#) [Feedback](#)

Welcome

Due to the current Coronavirus restrictions, we are unable to meet in person to discuss the proposals. We have therefore made alternative arrangements and put all of the same information that we would have shown at the public exhibition on this website for local residents to review and make comments.

We are keen to hear your feedback once you have read through the proposals. This first phase of consultation is running until **25th January 2021**, 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 just before the Spring of 2021.



The Site

The site and the surrounding industrial estate was developed from agricultural land in the 1960s. A large factory occupied the site originally, quite close to the road frontage, with later developments in the 1970s which saw an increase in buildings further east towards the railway embankment. By 1975, this area now known as Havant North Industrial Estate had expanded north towards West Leigh and southwards towards Havant. The residential suburb to the west also started to expand during this period but it was not until the late 1980s that the Nutwick farmland beyond the railway to the east was developed into a residential area.

32 New Lane (also known as John Wyeth Laboratories) has a lengthy planning history, with public records dating back to the 1990s. One of the earlier permissions described the redevelopment of the existing site as "Construction of Pharmaceutical Manufacturing, Packaging and Development Laboratory (OTC/PDL Facility)". This was superseded in 1998 by an approval to demolish the existing manufacturing buildings and the construction of a new warehouse within the eastern part of the site. There have also been additional warehouses erected to house cold stores since then.

Part of the original site was redeveloped to form new warehousing at Velocity, which is now in separate ownership. This has made the remaining site fairly uniform in shape apart from a small area to the north adjacent the railway line. The majority of the site is built-up, with large warehouse buildings and areas of hardstanding. There are mature trees along its boundaries, some of which are protected by Tree Preservation Orders.

The site is currently used as a cold chain packaging, storage and distribution facility. This is a specialist distribution use given it involves pharmaceuticals, with offices to support its main function. The proposal seeks to redevelop the site, with buildings that are fit for purpose for a storage and distribution use, albeit serving what is often called a 'last-mile' facility which distributes small parcels predominantly within the Hampshire and West Sussex area.



Kingsbridge Estates

BRIDGES
Fund Management

Havant Property Investment LLP

In November 2020, the site was acquired from John Wyeth & Brother Limited (a subsidiary of the pharmaceutical company, Pfizer) who will remain in occupation under a short-term lease whilst they complete their relocation of operations and exit the site. This is a new joint venture between Kingsbridge Estates Ltd and Bridges Fund Management Ltd. For examples of projects each development Partner has been involved in recently, please go to www.kingsbridgeestates.co.uk and www.bridgesfundmanagement.com for further details.

“

This is a key employment site in the region, and we look forward to continuing to work with Havant Borough Council and local stakeholders to bring forward a scheme to meet demand for high quality logistics space. We are delighted to be working with Bridges Fund Management, who as an impact investor, are at the forefront of sustainable development in the UK and are closely aligned with our own values and objectives.

Chris Fry, Chief Executive of Kingsbridge

”

“

We believe this important site in Havant can play a key role in meeting the demand for warehouse space and supporting the growth of the local economy. We are excited by the opportunity to create a highly sustainable development that will minimise environmental impact while maximising wellbeing and cost savings for future tenants.

Henry Pepper, Investment Director at Bridges Fund Management

”

Consultation

Havant Property Investment LLP take the views of the local community seriously, and whilst we are limited in what we can host in-person, we will make alternative provisions if you would like to speak with a member of the design team on a particular issue. A Public Consultation Flyer has been distributed to hundreds of nearby residents 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.

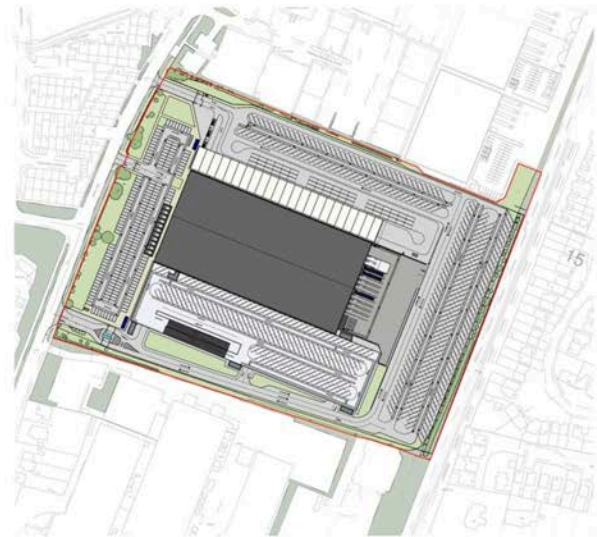
If you are aware of someone that is unable to get online, then please ask them to contact our Planning Consultants Luken Beck on **02380 633440** and we will post a copy of the plans to them or talk them through the scheme on the phone. This means that all residents can view the proposals and have their say.

Please do provide your feedback to us via the email address provided at the end of this website. The consultation is open until **25th January 2021**.

[Download Public Consultation Flyer](#)

Our Proposals

The proposals seek to redevelop the site and use it as a 'last mile' storage and distribution centre, where parcels are delivered via small vans to customers in the wider area. The proposal will also include a decked storage area which will house a fleet of vans overnight while drivers are not out on deliveries. Access and movement alongside operational requirements of the intended end-user is discussed in more detail in the Transport Summary within the attached proposals document. The proposal seeks to make effective use of a previously developed site on which storage and distribution uses have been established through the site's planning history and previous use. The proposal will also continue to provide employment, in line with the Havant's adopted Development Plan. The end-user is very conscious of nearby residents, with noise mitigation measures incorporated into the scheme where these are required. A Construction Management Plan will also be in place during the demolition and construction phases if planning permission is granted.

[Download Proposal Pack](#)

Next Steps

Our plans for 32 New Lane will offer a number of benefits, including new employment opportunities to people in the local area. We are also very much aware of the Climate Change agenda, with an aim of achieving BREEAM 'Excellent' sustainability rating. This sustainability assessment tool will ensure the development from procurement, the design, construction and operation stages, all makes efficient use of resources. For example, electric charging infrastructure for both cars and commercial vehicles will be included. We aim on strengthening planting along the boundaries and enhancing the ecology value of the site. We will also encourage staff to travel to work by alternative means without relying on the car given a potential workforce is located on its doorstep. We will also make local highway improvements to New Lane and Crossland Drive Junction, the details of which are being discussed with Hampshire County Council. Please see the proposals section on Access, Highways and Parking for more details.

Feedback

Please provide your feedback to the following email address: newlanehavant@lukenbeck.com before midnight on **Monday 25th January 2021**. 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.

[Provide Feedback](#)

APPENDIX 3

A copy of the Proposals Pack, which was downloadable from the dedicated website

www.32newlanehavant.co.uk

WELCOME

Welcome to this online exhibition about the proposed redevelopment of 32 New Lane, Havant

As you will now be aware, the current occupiers Pfizer, are about to relocate their operations elsewhere. The site has been sold to Havant Property Investment LLP, a joint venture by Kingsbridge Estates and Bridges Fund Management.

All parties are planning a smooth transition for the site to be redeveloped, once they have relocated. This proposals pack seeks to provide information about the redevelopment of this key employment site in Havant. It is our intention that the site continues to provide jobs for local people both in the construction phase and once the build is complete.

We are aware of the proximity of residents and businesses and therefore keen to engage with all stakeholders before we submit a planning application.

If approved, our plans are to demolish the existing buildings on site and for the construction of a storage and distribution facility with ancillary offices, parking, landscaping and other works associated with the proposed use. The proposals have been designed with an end-user in mind, to ensure their operational requirements and business model would be met by the design and layout. The future scheme will be determined as a 'last-mile' distribution facility which falls within a B8 Use Class.

This is a facility that receives small parcels for onward distribution. Parcels are delivered via small vans to customers predominantly in the Hampshire and West Sussex area. The proposal will also include a decked storage area which will house the fleet of vans overnight while drivers are not out on deliveries.




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THE STORY SO FAR

32 New Lane has a lengthy planning history, with public records dating back to the 1990s. The site and the surrounding industrial estate was first developed in the 1960s before the residential suburbs were established to the east and west. There have been various large factories, high-bay warehouses and associated office buildings on the site since.

The existing use comprises a specialist cold chain pharmaceutical storage and distribution facility with ancillary offices and associated works allied to a national distribution use. Pfizer have plans to relocate its activities in due course and wanted to recognise its employees by planting 300 trees at Stansted Park. The proposals seek to continue the historic use of the site as a storage and distribution facility, albeit it will be specifically designed for a new occupier.

THE SITE

The site is located on the eastern side of New Lane, within North Havant Industrial Area. This is characterised by a mixture of uses, including large scale industrial units and offices, up to three and four storeys in height.

The railway forms a strong defined boundary of the wider employment area to the east. To the west the wide carriageway of New Lane forms a division between industrial buildings and post-war residential suburbs beyond.

The 6.6 hectare site is a regular shaped piece of land containing a number of large steel framed buildings and high-bay warehouses. There have been a series of adaptations and refurbishments over the years to the layout of buildings to make the site better serve the specialist requirements of the occupier. There are large areas of hardstanding used for parking or storage with limited landscaping. There is some mature planting and trees along its eastern and western boundaries, some of which are protected by Tree Preservation Orders (TPO 943 and TPO 1034). The site has two existing vehicular accesses onto New Lane for staff, visitors and HGVs / commercial vehicles.




Kingsbridge Estates

THE SITE & WIDER CONTEXT

APPRAISING THE SITE

Consideration of the site's constraints and opportunities has been informed by an analysis of the site and its character.

The constraints identified are:

- Existing New Lane / North Havant Industrial Area to the north and south.
- New Lane is a wide road serving both residents and existing employment, which directs traffic towards Crossland Drive.
- The site is relatively flat with embankments on the northern and eastern boundaries.
- Railway embankment to the east, with residential properties in Nutwick Road and Swallow Close beyond.
- Suburban area to the west of the site, with mostly rear gardens backing onto this section of New Lane. There are also some residential properties to the south beyond the industrial estate / associated car park.
- Some trees are protected along the western and southern boundaries.
- Possible contaminated land given the previous industrial uses.
- The site lies within a Groundwater Source Protection Zone.



OPPORTUNITIES

- Good vehicular access via New Lane and the B2149 to the wider highway network.
- Within close proximity to Warblington and Havant Train Stations.
- Large site with significant employment opportunities.
- Located in an established industrial area with a potential workforce on its doorstep.
- Creating a new access junction within the north east corner of the site aids movement and circulation.
- Installation of acoustic fences will mitigate any acoustic hot spots.
- Existing trees and hedges being retained help to minimise localised views. Also provides a green frontage along New Lane.
- Additional Landscaping will enhance the ecological value of the site.
- Bus stops in close proximity of the site.


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THE PROPOSALS

The design team have responded to site's constraints and opportunities identified. This has driven the design, scale and layout of the development. The proposals will add to the local diversity of businesses and facilities offered by the local area. The design will also enhance the existing site when viewed from its surroundings by reducing the existing height and footprint of existing buildings and will encompass more soft landscaping within it.



The proposed site layout has been designed to respond to the operational needs of the proposal use, which include the following features:

- 1 Proposed junction as per Highway Engineers Drawing
- 2 Security Guard Hut
- 3 Automatic Vehicular Barrier
- 4 Security Gate
- 5 Indicative location of 4000mm high acoustic fence
- 6 2 No. Bicycle Shelters (producing 20 spaces)
- 7 Motorcycle Parking
- 8 Existing trees, hedges and landscaping to western boundary to be retained
- 9 Height Restrictor
- 10 Trees protected by Tree Preservation Orders to be retained
- 11 Smoking Shelter
- 12 2400mm High Paladin Fence
- 13 2 No. Bicycle Shelters (producing 30 spaces)
- 14 Existing access junctions to be utilised as per Highway Engineer Drawing (north and south exits)
- 15 Bunds and trees aligned with the railway track to be retained
- 16 Warehouse
- 17 Service Yard
- 18 Storage Deck for Vans
- 19 Canopy over Van Loading Area

SMA
ARCHITECTS

Kingsbridge Estates

PROPOSALS

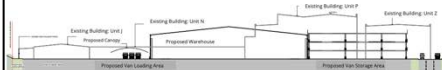
LAYOUT, BUILDING FORM AND SCALE

Whilst some of the existing buildings have been refurbished, adapted and new additions added in the last 10 years or so, the buildings are not flexible enough to respond to current business needs. This is because the site has grown organically since the late 1990s.

Purpose built premises increase their suitability and can be designed to meet the practical needs of a typical B8 storage and distribution use. This includes sufficient internal heights and volumes, which have principally determined the form and design of the proposed warehouse and storage facilities. This has led to smaller, more compact buildings when compared to those that are currently within the site. This is also an opportunity to improve circulation and movement around the site for operational purposes, with dedicated areas for vehicle parking and improved loading facilities. The main loading activities have also been relocated to the centre of the site away from residential properties.

The proposal seeks to locate the new warehouse building centrally within the site standing at just under 16m in height. A canopy 5.4m tall, abuts the northern elevation of the proposed warehouse unit to aid van loading in all weather conditions. A three storey van storage building is also proposed to the south. The proposed buildings are smaller than what is currently located within the site (some 22m tall). They are also a similar scale to other buildings found within the locality.

The illustrative section below shows the proposals against the backdrop of existing buildings within the site. These will be further refined to include the buildings relationship with houses to the east and west as part of the future planning application.



Section B-B (north-south through the centre of the site / facing New Lane)

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BUILDING FORM



Proposed scheme in context to existing

- RED DASHED LINE COVERS BUILDINGS AND STRUCTURES PREVIOUSLY DEMOLISHED
- PROPOSED CANOPY AND VAN STORAGE DECK
- EXISTING BUILDINGS ON SITE
- PROPOSED WAREHOUSE UNIT

The building will have its main entrance, with an associated lobby area facing New Lane. This is positioned away from any warehouse operations. The foyer provides access to the offices at first floor and the warehouse beyond at the ground floor for staff. WCs are located along the edges of the building, with changing facilities, showers, lockers and other amenities proposed on the upper floor.

The pitched roof provides space above the mezzanine for plant areas and other maintenance requirements. This is beneficial as it hides any associated equipment and is away from warehouse operations.

Additional van storage areas are also proposed across the western extent of the site to maximise capacity, particularly for its busiest periods. There are also some other ancillary buildings, such as security huts and welfare cabins located near the vehicle entrances, which stand no taller than 2.8m.

The proposal retains the existing trees and hedges across the site while introducing further soft landscaping to all boundaries. This new planting will further enhance the road frontage along New Lane and help to soften views of the new buildings behind. Additional planting will also bring ecological benefits to the site too. A detailed landscaping scheme which includes ecological enhancements will form part of the future planning application.

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ELEVATIONAL TREATMENT

The palette of materials and cladding for each elevation help to unify the structure whilst breaking up the appearance of massing on site. The palette of greys lightens the overall appearance and adds visual interest. These materials will provide the durable finish required for this type of development and longevity.

The design will emphasise the main entrance and this will make an inviting and welcoming space for staff. The doors will also be articulated in a darker colour, anthracite grey to aid the visual contrast for staff using the building.



Examples of Materials and Finishes

The multi-storey van storage deck will use the same cladding on the stair cores creating a visual link to the warehouse building. The careful use of materials will unify the two structures and produce a harmonious appearance.

Galvanised mesh protection barriers, wrapping around each floor, will provide a safe and secure facility for all operators and drivers utilising the multi-storey deck. The mesh will help to screen the parked vehicles and further break up the overall mass of the structure.

Perforated cladding, taking on an irregular form, to the western elevation of the deck / New Lane will provide visual interest. The perforated cladding will also provide suitable ventilation for the structure and users.

PROPOSED ELEVATIONS



East Elevation



West Elevation

SUSTAINABILITY

We are very much aware of the climate change agenda, with the aim of achieving BREEAM 'Excellent' sustainability rating. This sustainability assessment tool will ensure the development from procurement, through to the design, construction and operation stages, all makes efficient use of resources. This is in-line with Havant's emerging Local Plan requirements.

SUSTAINABILITY AIMS:

- High levels of energy performance to reduce carbon emissions through enhanced fabric efficiencies, services and renewable technologies such as solar PV.
- Thermal comfort study to ensure staff remain comfortable with minimum heating and cooling requirements.
- The development facilitates a range of sustainable transport options such as cycle storage and facilities and EV charging to reduce localised pollution from vehicles.
- Reduced levels of internal water consumption through the provision of low flow sanitary ware.
- A whole building life cycle assessment is being undertaken to calculate the embodied carbon emissions from the development and reduce them where feasible to do so.
- All materials used on site will be responsibly sourced and sustainable.
- The building contractor will have a sustainable procurement plan in place.
- An adaptation to climate change study is being undertaken to ensure the development is being designed to withstand future predicted climate change scenarios.
- A functional adaptation and disassembly study is being undertaken to ensure that in the event of a change of use the building can be easily adapted to accommodate the changes or that at the end of the buildings life it can be disassembled and materials reused or recycled as efficiently as possible.
- An ecologist has been appointed to ensure that any new landscaping will benefit local wildlife.
- Trees along the boundary will be retained and these areas will be improved.
- A flood risk assessment is being undertaken and a drainage scheme designed to ensure that there is no risk of flooding to the site or surrounding areas during extreme rainfall events.
- An external lighting scheme is being designed to reduce light pollution. Any new lighting will be directed away from any nearby residents.
- A noise survey is being undertaken to ensure that plant noise is no greater than existing and any increase in background noise will be attenuated ensuring there is no negative impact on the neighbours.
- Construction waste will be managed in a sustainable way and reused on or off site or recycled where possible.



ACCESS & MOVEMENT

The site itself is located within a sustainable location, in an established employment area. The characteristics of the proposed development are not dissimilar to what is already present on the site in terms of transport and traffic generation.

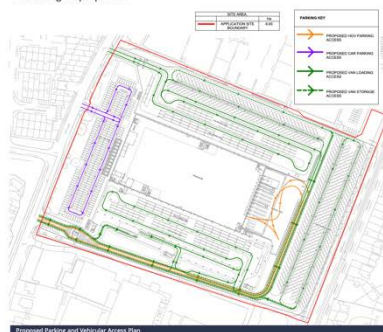
The proposals relate to a 'last-mile' distribution facility where small parcels arrive for onward delivery to customers in the area. The occupier is looking to consolidate their operations on one site, as parcels are already in circulation by the end-user. No customers will be able to collect parcels from the site itself.

Delivery drivers would arrive at the site by various means of transport, collect a van and leave to make deliveries. The vans are fully loaded and make one delivery run per day between the hours of 6am and 9pm. The delivery drivers would return with the van once deliveries have been made, and travel home once they have returned to site. The commercial fleet of vans is kept on the premises overnight within the proposed storage facilities. The occupier, through the use of their own fleet, will introduce electric vehicle charging at the site as part of a nationwide initiative to limit the impact of the site's operations on the environment. This infrastructure will be provided in readiness, for both vans and staff vehicles.

Full consideration will be given to the impact of site traffic on the local road network to ensure that the successful operation of the network is maintained. Initial reviews have suggested that the traffic generated by the site will not have any greater impact on local roads and junctions than previous operations on the site.

The two existing vehicular accesses on the site would remain in use. A new vehicular access would also be created in the northern corner of the site. The new junction is to facilitate access and egress for vans accessing the northern area of the site. The central junction serves the dedicated staff car park to the front of the development. Pedestrian access and cycle access is promoted from this access point. The development proposes 50 cycle spaces across 4 cycle shelters. Each are located within close proximity of the warehouse building. There will also be changing and shower facilities to promote sustainable travel for employees.

HGVs will use the most southern access point, following the southern boundary and move to the service yard area. Vans needing to access the south of the site or move up the van storage deck will also utilise this junction. Other cars entering the site to pick up a van will also follow the same flow of traffic along the southern boundary and either access the deck or move to the rear of the site where further van storage is proposed.



Proposed Parking and Vehicular Access Plan

HIGHWAYS

The proposed development will ensure highway improvements in the vicinity of the site, which will be agreed with Highway Authority. This will create a betterment for all road users.

Traffic Calming

To change drivers behaviour and reduce vehicles speeds along New Lane, we have considered a number of improvements that could be made near the Crossland Drive junction. For example, the installation of traffic islands will make the road appear narrower. Improvements will also be made to the south of the site where the pavement terminates on the eastern side of the road to enable pedestrians to cross the road more easily. The final proposals for traffic calming will need to be agreed with Hampshire County Council.

Traffic Volumes

Whilst slowing traffic along New Lane is hopefully a welcome benefit of the development, given this is an existing issue. We are also taking steps to encourage employees to walk, cycle or use public transport through our travel plan. This is achievable given there is a potential workforce on the site's doorstep.

Car Parking

The development will be provided with the appropriate number of car and cycle parking spaces based on the local parking requirements. This takes into account the size of the employment space and location of the development.

The proposals seek to consolidate the business operations on one site. This includes vans being stored once deliveries have taken place on site rather than at employee's home address. Vans parked in residential areas can aggravate neighbours which this scheme seeks to avoid. Furthermore, the proposals ensures it has sufficient parking capacity to ensure employees based in the warehouse do not park off-site.



Existing north vehicular entrance into the site



View looking south along New Lane

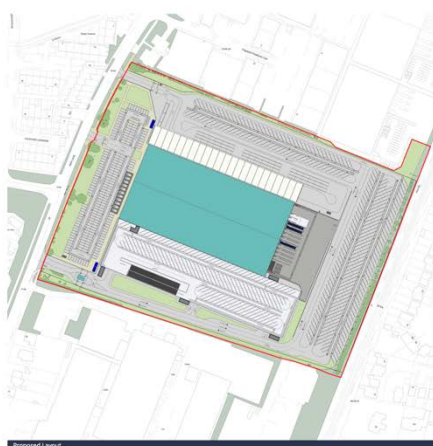
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Kingsbridge Estates

SUMMARY

PRINCIPLE OF DEVELOPMENT

- Proposed redevelopment is for a 'last-mile' distribution facility.
- Location assists in reducing out-commuting.
- Retains commercial/employment use.
- Will create broad range of jobs – from a wide labour pool.
- Havant's Employment Land Report (2020) acknowledges continuing demand and growth in logistics sector.
- Range of skill levels and actual take up specifically in logistics.
- Job density is potentially high - increasing range of employment opportunities.
- Aiming for seamless transition from Pfizer, through build, to new user which hopes to occupy the site.



Proposed Layout

Kingsbridge Estates

MOVING FORWARD

We hope that you have found this information pack useful, and we would be very pleased to receive your feedback about our proposals.



Thank you for taking the time to read our proposals pack aimed at local residents and interested parties. We will consider all comments received up until **25th January 2021** and use this to finalise the planning application.

Once the planning application has been submitted and validated by Havant Borough Council, they will carry out their own consultation with residents and consultees.

Please make sure you get in touch using our email address below to provide feedback on the proposals for the site.

The email address for responses is: newlanehavant@lukenbeck.com

We look forward to hearing from you.

NEXT STEPS

The anticipated timeline for completion of the proposals is shown below:



Kingsbridge Estates

FINALLY - A BIT ABOUT US

Havant Property Investment LLP - A Joint Partnership ABOUT KINGSBRIDGE ESTATES

- The privately owned company based in Chichester was established in 2004. It has grown to own c.£72m of commercial assets across the South East.
- Kingsbridge provide high quality employment property in the south through securing planning and project managing business space.
- They add value through careful planning, quality building, refurbishment and management of all types of commercial properties.



ABOUT BRIDGES

BRIDGES

- Bridges Fund Management is a specialist private markets investor with a strong track record in property and property-backed operating businesses.
- For almost 20 years, Bridges has been investing in solutions that support the transition to a more inclusive and sustainable economy.
- Bridges is driven by a clear conviction: to invest in growth locations and niche sectors that are well-placed to benefit from changing demographics and societal needs, driving value through physical and operational improvements.
- Bridges is also a market-leader in implementing sustainability features that reduce costs, improve valuations and future proof real estate assets.

1,500+ SMEs Supported

30,000 Tonnes of CO2 Emissions Averted

Enabled from Investment through Construction & Provision of Workspace

100% of properties located in underserved areas*



* Percentage of the Fund's properties (by floor area) located in either European Assisted Areas or within the most deprived 50% of the Index of Multiple Deprivation (IMD).

Verde Park, a new net zero carbon commercial development in Oxford



Kingsbridge Estates

FINAL PAGE OF THE
PROPOSALS PACK: PAGE 14

APPENDIX 4

An example of the letter to Havant Borough Council, Hampshire County Council Councillors & the Local MP

LUKEN BECK 30 Carlton Crescent, Southampton SO15 2EW Tel: 023 8063 3440 www.lukenbeck.com Cllr Alex Rennie, Ward Councillor, Havant BC, 76 Admiralty Crescent, Havant PO9 5FJ Our Ref: GBINF/MH/Havant Your Ref: 28th December 2020 By E-mail only Dear Cllr Rennie, TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) Planning Application for a Storage and Distribution Centre on LAND AT 32 NEW LANE, HAVANT – PUBLIC EXHIBITION & ENGAGEMENT As you are probably aware, during the next few months Pfizer will begin the process of relocating its operation from Havant during which time our clients, Havant Property Investment LLP (a joint venture by Kingsbridge Estates and Bridges Fund Management) will be preparing a planning application for submission to Havant Borough Council, as Local Planning Authority. We have advised the local planning authority that we intend to conduct 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 upon the draft proposals. Given the exceptional challenges posed by Coronavirus, as an alternative to holding a public exhibition in a local community hall, it has been decided to conduct a virtual exhibition utilising a website inviting the public to submit comments by email. A telephone hotline will also be provided for anyone who has questions prior to submitting comments. The results of the consultation exercise will be recorded and submitted to the planning authority in a report to accompany the planning application. The intention is to launch the virtual Exhibition on the <u>4th January 2021</u> at the following website address: www.32newlanehavant.co.uk but we invite you to view the 'temporary draft website' at https://32-new-lane.webflow.io/ prior to going live. This information will give the opportunity to read the material and raise any questions. The website material will also enable you to have the information ahead of your constituents should they contact you directly. A leaflet has been prepared (attached within the temporary website) which will be posted through the letter boxes of local residents on <u>Monday 4th January 2021</u> and, as you can see, Director and Practice Manager: Ian Johnson B.Sc (Hons), M.A., PG Dip UD, M.R.T.P.I. Exec Consultants: Graham Beck JP, M.B.A., LL.B (Hons), S.A (Hons), Dip TP Mark Loxton M.B.A., B.Sc (Econ) (Hons), Dip T.P. Chartered Town Planners Company registered in England & Wales No. 7548938 VAT Registration No. 110257963	the dedicated email address will be available from this date. The leaflet will also be posted in the foyer of the Havant Borough Council in case anyone in the Borough wishes to view the website and make comments. As part of the consultation process, we will be writing to Alan Mak MP, other Ward Members for Havant BC and Hampshire County Council as well as members of the local community. 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. I have copied this letter to the planning officer at Havant BC in case you wish to contact her directly. Yours sincerely, <i>Graham Beck</i> Graham Beck Exec Consultant Email: grahambeck@lukenbeck.com Copy to: Daphney Haywood, Havant BC Luken Beck mdp Ltd. 2
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APPENDIX 5

Pre-application Response from Havant Borough Council

Natalie Fellows

Our Ref: GEN/20/00451
Direct Line: (023) 9244 6513
Ask For: Mrs D Haywood
Email: planning.development@havant.gov.uk

25 August 2020.

Site Location: 32 New Lane, Havant, PO9 2NG

Re: Redevelopment of industrial land for the erection of a distribution warehouse building and a vehicle storage deck (Use Class B8), construction of an additional access, car parking and associated works.

Dear Natalie

I am writing to you further to your enquiry received on the 30 June 2020 regarding the above address.

The Site

The site is currently occupied by The Pfizer company and lies within an Industrial Estate on the east side of New Lane. Pfizer is a pharmaceutical company with specialised storage and distribution capabilities. Full details have been set out in the submitted Design Statement.

The proposal

The applicant proposes to redevelop the site and use it as a 'last mile' storage and distribution facility, where parcels are delivered via small vans to customers in the local area. The proposal includes a centrally located warehouse building and a decked storage area which will house the fleet of commercial vehicles overnight while drivers are not on deliveries. Full details have been set out in the submitted Design Statement.

Policy Status:

The [Local Plan \(Core Strategy\)](#) and the [Local Plan \(Allocations\)](#), together with the [Hampshire Minerals and Waste Plan](#), provide the development plan for the borough. The [Pre-submission Havant Borough Local Plan 2036](#) (HBLP 2036) was approved by the Council on 30 January 2019 and can be afforded limited weight.

The following policies are of particular relevance:

- CS2 – Employment
- CS14 – Efficient Use of Resources
- CS16 – High Quality Design
- CS19 – Effective Provision of Infrastructure
- CS21 – Developer Requirements
- DM10 – Pollution
- DM13 – Car and Cycle Parking on Residential Development

In the Pre-submission Plan the following policies are of particular relevance:

- DR1 | Delivery of sustainable development
- C1 | Protection of existing employment sites
- IN1 | Effective provision of infrastructure

- IN3 | Transport and parking in new development
- E1 | High quality design
- E12 | Low carbon design
- E22 | Amenity and pollution

Principle of Development:

Policy CS2 of the Core Strategy prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses. Emerging Policy C1 of the Pre-Submission Local Plan proposes to define New Lane as an established employment area (within which the application site falls) and generally protects employment sites from change of use or redevelopment to a non-employment use.

In this case, the application proposals seek to re-provide employment floorspace through the redevelopment of the site. The submitted Pre-Application Design and Access Statement suggests that following the subdivision and redevelopment of the northern part of the site (Velocity), there remains 27,144 sq. m of warehousing space and cold store pallet locations, with the remaining pharmaceutical site employing 150 staff.

The proposed building would provide 13,611 square metres of gross internal floorspace, thereby resulting in a net reduction in the amount of employment floorspace on the site. It is also noted that a vehicle storage multi-desk is proposed to the south of the main warehouse building reflecting the fact that the site is proposed to be used as a 'last mile' storage and distribution centre. In this respect, it is noted that the proposals could be key in supporting the Borough's economic recovery from the pandemic. No details of the number of jobs to be generated by the development have been provided.

Paragraph 8.9 of the Council's Employment Land Review recognises that there is likely to be a net loss of floorspace, allowing for the intensification and redevelopment of established employment areas. This reflects the extensive areas of redundant floorspace within the borough's existing employment areas. The proposals would also support the vision in the emerging Plan in terms of providing new and refurbished business development and providing people with access to high quality new employment (paragraph 2.14).

Though there would be a net loss in employment floorspace, it is proposed that the site would be retained in employment use in an established employment area as proposed to be defined by Policy C1. As such, a policy objection would be unlikely to arise.

Design

Both the adopted and emerging local plan require high quality design in all development under policies

- CS16 High Quality Design (Core Strategy)
- E1 High Quality Design (HBLP 2036)

Low carbon design:

Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. Policy E12 of the emerging HBLP 2036 sets out the BREEAM level to be achieved for different floorspace thresholds for non-residential development. Proposals of 1,000 sq. m or more of non-residential development are expected to meet BREEAM 'Excellent'.

Source Protection Zones:

The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) and emerging Policy E21 (in the Pre-Submission Local Plan) are therefore of relevance. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any

conditions should be imposed.

Parking:

The proposals would need to ensure that appropriate parking provision is provided in accordance with Policy DM13, emerging policy IN3 and the Council's Parking SPD.

Summary:

The development proposals would secure the redevelopment of an existing employment site within an established employment area. As such, the proposals would be supported in policy terms, subject to the relevant detailed matters above being satisfactorily addressed.

In respect to consultee comments, please see below for those received to date (most of which have already been forwarded to you)

Consultee Responses

The consultee response identified below have been received and need to be taken into account in the submission of a planning application. Currently outstanding are the responses of Chichester Harbour Conservancy, LLFA, Economic Development, and Network Rail, and any responses received will be forwarded separately.

Arboricultural Officer

In order for me to comment fully on the pre app an AIA, AMS and TPP would need to be provided.

This will need to be included with any application to ensure the retained trees are adequately protected.

Building Control Team

No comments at this time other than to say Building Regulation consent will be required for this works.

Landscape Architect

- We would require a robust soft landscaping scheme to the frontage onto New Lane to soften the development into the landscape.
- Fastigate trees should be used within the areas of open space adjacent to the decked car park to reduce the visual impact.
- Trees should be used to break up the car parking and offer shade.

In order for me to comment fully on the pre app an AIA, AMS and TPP would need to be provided. This will need to be included with any application

Environment Agency

The Environmental Constraints identified on the site include:

- Source Protection Zone 1c

Based on the information currently available, the development raises some environmental concerns that you will need to address as part of any planning application. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.

The Environment Agency advise that it can review any technical documents or provide further advice to address the environmental issues as part of its charged for service.

Environmental Health

Noise

I have no objection in principle to the demolition of the existing buildings on this site and the replacement with new structures and facilities, for the Class B8 usage.

The obvious long term concerns to this office would centre around noise generated on the site, potentially from a 24 hour a day, 7 days a week operation involving HGV's, lorries, vans, forklifts, reversing alarms and so forth, and the possibility of adverse impact on existing nearby residential receptors.

If a full application were to be submitted, I would expect an acoustic report / assessment to be provided, with all the necessary mitigation measures included, that may be required to prevent any adverse impact on the above receptors, covering all the aforementioned aspects and any other potential noise related aspects such as external plant e.g. refrigeration / chiller units, air conditioning units, extract ventilation equipment, fans and so forth.

Lighting

A detailed external lighting plan for flood lighting, security lights, site safety, vehicle parking areas and so forth, should also be submitted together with any full application. If not it would likely be conditioned as such.

CEMP

The following items should be addressed under the Construction Environmental management Plan when required to be submitted, covering all phases i.e demolition, excavation, clearance and construction:

- a. Hours of work i.e. Monday to Friday: 8.00 – 18.00 and Saturday: 8:00 – 13.00 only;
- b. No bonfires to take place on this site, during any phase of the operation;
- c. The methods of dust control should be in accordance with the guidance as laid out in the BRE Report 456 - Control of Dust from Construction and Demolition activities;
- d. Details of measures to be employed to control the emission of noise during the above phases to be provided. BS5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and Part 2: Vibration (BSI, 2014v) provide guidance on the requirements and indicative noise and vibration levels and criteria;
- e. If any piling is envisaged for this site, full details must be submitted to this office, with regard to the proposed method/s to be employed, and the probable duration of these operations;
- f. Details to be provided of all proposed external lighting to be used during the above phases and the measures to be employed to limit the disturbance to any nearby properties;

Air Quality

Vectos Transport Statement 205402/N01, June 2020 ('the PSTA')

It is noted that the assessment is based upon the following;

- The proposed operator ('PO') has stated that logistics organisation will be undertaken in such a way as to optimise the number of HGV trips to the proposed freight consolidation facility
- The PO's target operating model is for LDV/MDV (light / medium-duty vehicle-) fleet movements to be organised on a 'single delivery trip per day' basis, with outbound trips departing 07:00-12:00, and inbound 16:00-21:00, with a 6-hour minimum delivery duration

SPD staff parking is proposed to meet the requirement of shift pattern / changeovers

- Daily arrival / departure patterns derived from surveys at similar sites operated by the IO across Europe – [implied] as an average from around 100 operational locations.
- An initial estimate of traffic impact places daily increase in traffic volumes at approximately +466 on an AADT (2-way trip) basis, comprising cars, hosted fleet vans, and HGV's

As regards baseline data, it is noted that the authors consider that estimates derived from the OP's own network data is more robust than estimates derived from the TRICS database, as few comparable operations included within the available TRICS surveys. I would agree with this assessment in principle, but would of course like to see a 'TRICS-similar' approach to selecting appropriate sites (i.e. surveys from sites of a similar scale, in as similar an 'urban-environmental context' as is possible-) from the available locations (so as not to skew results).

In respect of the PO's target operating model for delivery trips, it should be noted that despite the description given for out-bound / inbound trips, inbound trips may be expected from as early as 1pm (min 6-hour route, departing 07:00) – i.e. site traffic probably won't completely avoid the lunchtime or school-run interpeak(s) as suggested. This may be relevant for highway safety purposes given the proximity to St. Albans School, and the pedestrian links to residential areas south of Crossland drive.

I would expect to see detailed treatment of estimated traffic generation within the full transport assessment when the full plans application is submitted (in accordance with paragraph 90 of the PSTA).

On the basis of the PSTA, I would agree that it is not reasonable to consider the maximum consented floorspace of the existing site to estimate baseline consented traffic demand – the site has changed materially. It is more appropriate to calculate estimates based upon the extant floorspace, as if it were all in productive use (i.e. irrespective of current utilisation). The result (+466) is close to, but does not exceed – tier 2 screening levels, meaning that under widely accepted guidance the site would not require a specific air quality assessment despite the implicit intensive transport demand indicated by the draft schemes.

It should be noted that (with reference to paragraph 69) actual transport demand would be highly dependent upon the OP's target operating model being implemented effectively. Further detailed consideration of transport demand would likely be needed if there are any significant design changes, or if significant restrictive conditions are to be imposed (e.g. on quantum of storage, limitation of operational hours etc.) – as the PSTA makes clear that such changes are likely to significantly impact the target operating model.

Otherwise, as it stands (and assuming that transport demand estimates remain as expected from the PSTA-) I would not expect a need for an air quality assessment which seeks to quantify the impact of transport-derived emissions on air quality at specific (worst-case, pollution-sensitive-) receptors. Depending on the status of emerging policy at the time a full plans application is made, an air quality assessment may be necessary in order to inform the design and specification of the scheme, and demonstrate that the scheme reflects the principles & requirements of emerging policy E23 have been adequately met.

Provisions for Sustainable Transport (Air Quality)

I would generally agree that the site is well located with respect to facilitating sustainable transportation of employees of- (or other persons working at-) the site. The requirements of the site are also acknowledged with respect to shift changeover, and I do not object to an 'above SPD' provision for private motor cars.

I would however like to make an observation on the cycle parking provision – which I note is referred to throughout the application documents as being SPD compliant (provision = +9 cf.

SPD requirement of 41 [27 long & 14 short-stay spaces] for a 13611 sq.m B8 development).

This provision doesn't appear to account for the footnote to the SPD requirements, which requires the greater of the floorspace provision (41) and 1 space per 8 employees. The PSTA does not discuss 'design redundant-capacity', implying that full utilisation under the target operating model should be accommodated.

In this way, it is expected that 868 reciprocal van trips would be made over a minimum of 2 no. shifts of loading + 6hours (minimum) duration. This implies that up to 868 drivers may be operating from the site in addition to site-bases warehouse & office staff. My expectation is that the *cycle storage provision may need to be approximately double the draft provision in order to be SPD compliant* on an employee basis. It is considered that this needs to be addressed by the detailed application.

For clarity, for determining cycle storage requirements, I see no relevance in the employment status of persons working from the site (i.e. zero-hours, self employed etc.); the provision is intended to facilitate travel to work for any person working from the site – irrespective of their contractual employment status.

Regarding employee travel (and the transportation of persons working at or from the site-) it is noted that '*A Travel Plan will be developed to encourage sustainable modes of transport for employees and visitors*', and that the applicant envisages that this travel plan will be subject to a restrictive planning condition – possibly of Grampian style, restricting development or occupation until secured. It may be appropriate to secure this aspect via a s106 agreement – e.g. to secure a bond for implementation and or monitoring. Hampshire County Council offer a monitoring service.

Proposed Scheme (Air Quality & Sustainability)

Paragraph 79 refers to an initial proportion of EV van charging that will be present at the outset (undefined), with passive electric vehicle (EV) charging infrastructure to be provided to 100% scheme spaces, to allow for flexible capacity for future expansion.

These are welcome provisions (which contribute to compliance with emerging policy IN3), however it would be helpful for the detailed application to provide clarity on the pre-requisites and externalities for future expansion of the EV charging network, given the considerable potential power demand represented by the site. Passive infrastructure should be sufficiently robust as to permit the maximum scope of expansion potential indicated by the application and should not be substantially undermined (i.e. prevented from being utilised) by factors external to the development red-line. If likely to be undermined by such factors, the capacity cannot be relied upon and it may be appropriate to include such factors within the servicing requirements of the scheme as a material planning matter (i.e. *the full plans application should address consideration of servicing the future fuelling requirements for the operational fleet, ideally also including provision for employee parking*)

I note that the OP is also '*...committed by an initiative to ensure at least 50% of all its shipments achieve net-zero carbon emissions by 2030*' (para. 73), and '*...to driving sustainability across its operations, from utilising renewable energy sources*' (at para. 74).

This being the case, I would highlight out that the scheme would remove two substantial extant solar arrays from the local network without proposing a relocation, replacement or enhanced provision. This is at odds with the statements of paragraphs 73 & 74 of the PSTA. *Ideally, the detailed scheme brought forward should respond to this loss in the spirit of the above referenced statements, in compliance with the principal of emerging policy IN2, the requirements & provisions of policies IN3, E1g., E12 & E23, and NPPF para. 148.*

In terms of passive impact on the local environment, I note that the proposal is seen as an opportunity to increase soft landscaping. The draft scheme both retains the existing trees and hedges across the site and introduces more soft landscaping to all boundaries and

around the proposed car park to the front of the development. This is regarded as representing an improvement to the site in respect of its passive influence on local air quality, through the filtration & absorption services provided by tall, broad, and vertically variable provision of vegetative cover (green infrastructure).

The design documents make several references to the permeable cladding around vehicle storage deck having the benefit of 'breaking up' a monolithic appearance – and serving to 'screen' the stored fleet, provide security (e.g. preventing alternative routes of access to the storage structure), visual interest', and necessary air circulation to disperse exhaust emissions from vehicle movements. In air quality terms, multi-storey car parks are widely recognised as representing an emissions point-source in the foreseeable near-term (while the majority of fleet vehicles are conventionally fuelled), potential adversely impacting local air quality in the vicinity. *There is opportunity for the permeable cladding to be conceived as a (permeable) green wall, to provide exhaust-derived pollutant filtration & absorption services, whilst also contributing significantly to the design aesthetic.* Whilst this would represent development best-practice in sustainability terms, it also has other planning related benefits, alongside projecting corporate social responsibility values – and so is worth raising as a serious suggestion at this stage in the design evolution.

Proposed Scheme (Drainage & Pollution)

It is noted that the HGV Service Yard and open vehicle storage areas comprise a large expanse of impermeable surface. The development drainage strategy should include proprietary pollution control features (e.g. oil & suspended-solids interceptor unit) to the HGV service yard and should consider SuDS manual (chapter 26) compliant pollution control measures for LDV storage areas.

It is expected that the anticipated Flood Risk Assessment and Drainage Strategy to include sufficient detail at the detailed application stage.

Contaminated Land Risks

I note that the design & access statement indicates that '*...the forthcoming application will be accompanied by a Land Contamination Assessment given the historic uses at the site and surrounding area*'. There are a number of potentially contaminating landuse features associated with the extant Pfizer site, and it is known that the underlying local geology (river terrace deposits) is capable of supporting contaminant migration over significant distances (well over a hundred metres) from the point of release, especially within granular deposits with linear & lenticular form (in a generally low permeability matrix). Whilst it is acknowledged that the proposals are for continued commercial use, with little (if any-) material change in contaminant sensitivity – it is nevertheless appropriate to address contamination associated with the prior (extant) landuse as a material planning matter to the redevelopment of the site.

The risk driver for any remediation is likely to be off-site receptors (residential properties within 25-50m of the site boundary), but it must also be acknowledged that risk benchmarks to exist for the protection of employees, and the development itself. Assessment is expected to be proportionate, and to respond to the context of the site.

For clarity, I am reasonably comfortable to defer assessment to post-determination, if secured by a suitable Grampian condition. If an appropriate Phase 2 intrusive investigation is submitted with the application documents, it is possible that the need for a contamination condition might be avoided. There are multiple features of interest at the site, and so securing sufficient coverage prior to demolition might prove difficult, and a condition may still be proposed if the/a Phase 2 investigation is limited by restricted access to the site (for example).

Highways

Initial highway comments have been provided by Hampshire Highways which I understand you are currently reviewing.

Portsmouth Water

Have advised that they do not object in principle, but as the site is located within the Source Protection Zone 1c for an essential public water supply source, they would require conditions in respect to:

- The submission and approval of a surface water drainage scheme and its maintenance.
- The submission and approval of a foul water drainage scheme, including details of the sewage pipe work layout and specification, and how the scheme will be maintained and managed.
- No piling or other foundation constructive using penetrative methods without the express written consent of Portsmouth Water.
- The submission and approval of a CEMP.

Southern Water

- Due to the size of the development and to protect the premises from the impact of sewage flooding, an assessment is required to ascertain an appropriate point of connection to the foul and surface water sewerage network.

- Southern Water requires a formal application for a connection to the public foul and surface water sewer to be made by the applicant or developer.

The disposal of surface water from this development shall follow the hierarchy within Part H3 of Building Regulations:

a) An adequate soakaway or some other adequate infiltration system.

b) A water course.

c) Where neither of the above is practicable: a sewer.

- It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Traffic

No adverse comments.

Conclusion

The proposed development is supported in principle, subject to the relevant detailed policy matters and the concerns/requirements identified by the consultees being satisfactorily addressed.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours faithfully

Mrs D Haywood
Principal Planner
Our Ref: GEN/20/00451

APPENDIX 6

Article by Havant Civic Society

Havant Civic Society

Working for Havant town centre residents and small business stakeholders to ensure their needs are considered as input to Havant Borough Council Regeneration Programme governance.

Havant's 'Last Mile Traffic' jam?

JANUARY 9, 2021 JANUARY 11, 2021 ~ HCS EDITOR

Ask anyone who lives in the town how frustrating the last mile of their journey to work or their journey home can be and the response probably wouldn't be much of a surprise. Through traffic on Havant's town centre road network isn't exactly speedy at the best of times and when the Langstone roundabout gets gridlocked by Hayling or Solent Road traffic, we'd be the last to guarantee the time taken for a delivery van to get out to the A27.

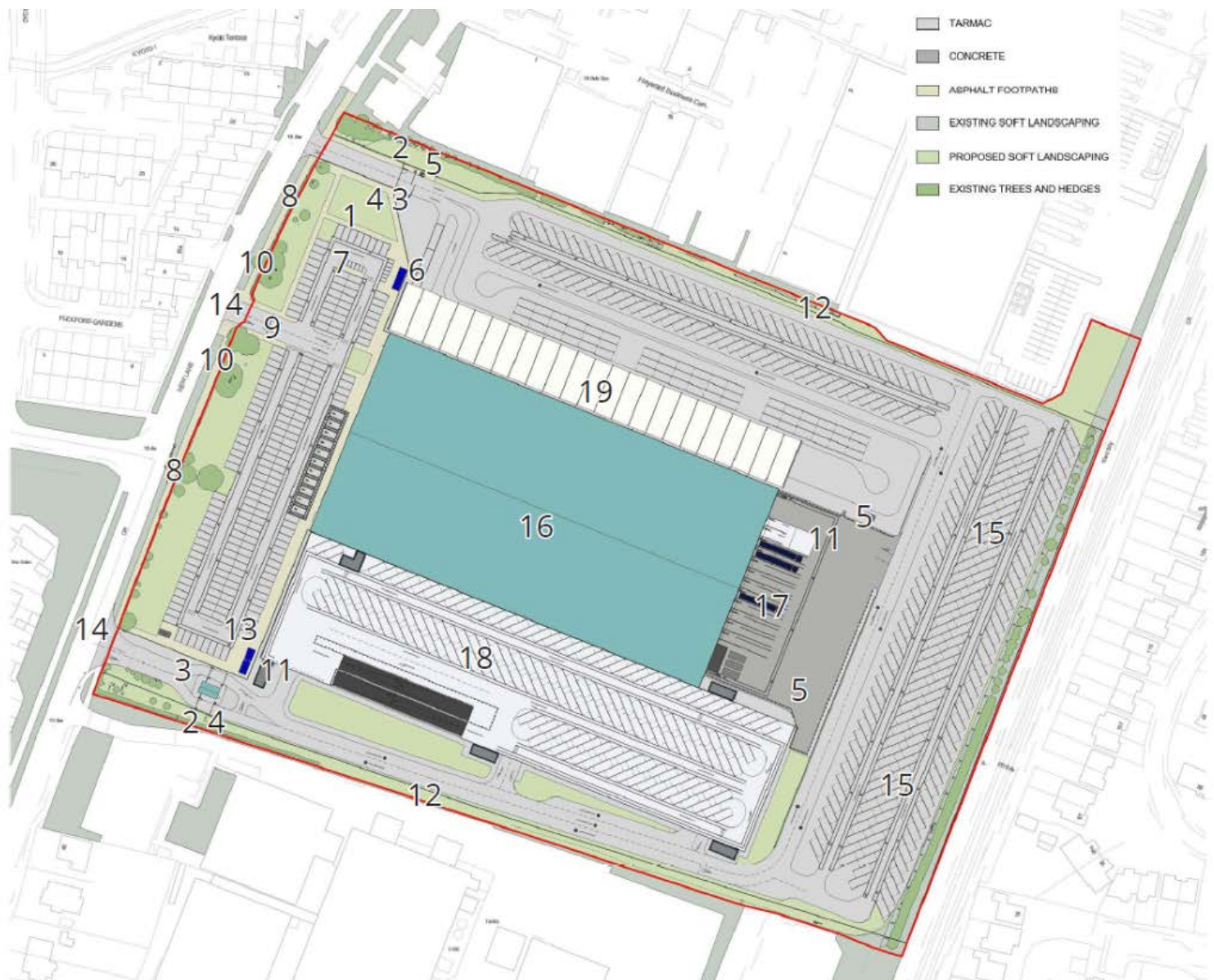
This week, 400 homes around central Havant received leaflets from Havant Property Investment LLP (<https://hcsnew.files.wordpress.com/2021/01/32-new-lane-flyer.pdf>) giving advance notice of a planning application of some significance. The proposal is to construct a 'Last Mile Delivery hub' on the old Wyeth site in New Lane, seen at the bottom of this image from the flyer.

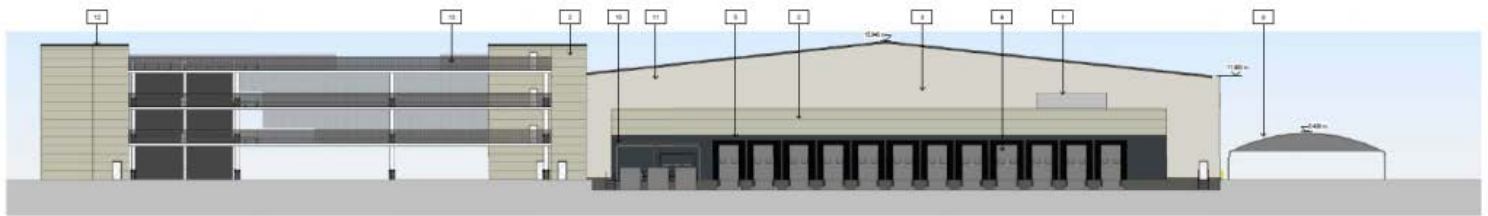


Given Havant's position at the junction of the A27 and the A3(M), with ready access to destinations across Hampshire and West Sussex, Havant Borough Council have already recognised that a 'Last Mile Delivery' operation would provide a fine employment opportunity for the town and *if it were to be sited in the most appropriate place*, we'd be the first to agree.

“The proposals relate to a ‘last-mile’ distribution facility where small parcels arrive for onward delivery to customers in the area..... Delivery drivers would arrive at the site by various means of transport, collect a van and leave to make deliveries. The vans are fully loaded and make one delivery run per day between the hours of 6am and 9pm. The delivery drivers would return with the van once deliveries have been made, and travel home once they have returned to site. The commercial fleet of vans is kept on the premises overnight within the proposed storage facilities. “

A quick glance at the *pre-planning sales pitch* (<https://hcsnew.files.wordpress.com/2021/01/32-new-lane-proposal.pdf>) gives an indication of the scale of the proposed operation – think DHL or FedEx, and you’d probably be on the right track. There would be provision for the storage of around **450** large ‘transit’ sized delivery vans on three levels (‘18’ on plan below), with additional van parking to the north and east providing for another **200** vans. **Twelve** unloading bays on the eastern side will receive a significant number of incoming HGVs from other national distribution centres. At the front of the site, car parking for **200** cars, plus motorcycle and bicycle parking will serve the staff.





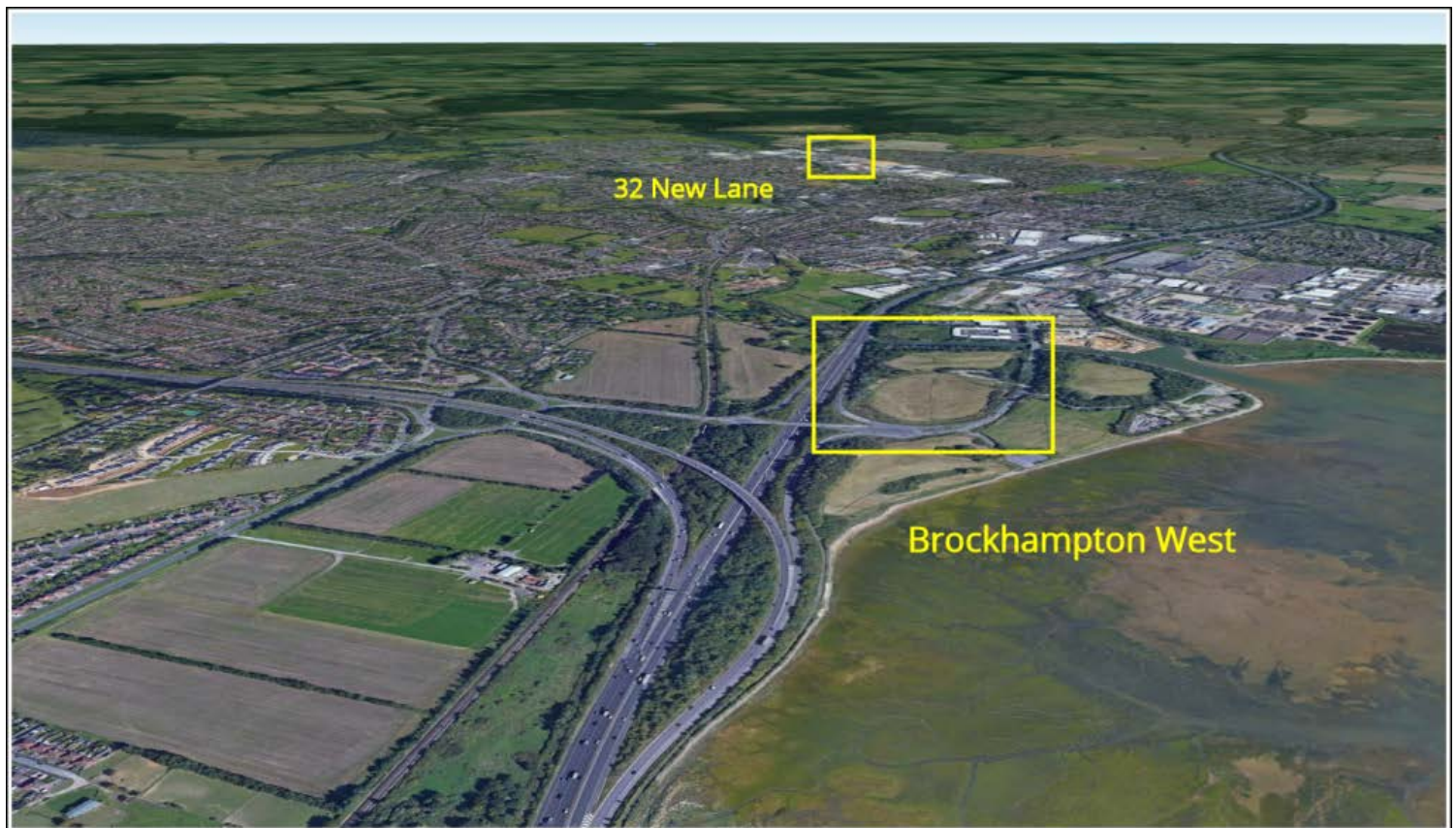
East Elevation

While the statement is made that the delivery vans would make 'a single trip' each day, a longer term ramping up to multiple trips seems inevitable. As the vans are operator owned and badged they will be GPS tracked and routed and the opportunity to maximise efficiency through multiple trip scheduling will be taken.

We'll be looking closely at the planning application when it is submitted but we can assume that this will be a seven day operation. Despite the planners' protestations that "traffic generated by the site will not have any greater impact on local roads and junctions than previous operations on the site", the increase in vehicle movements over the previous fifty years of site use will be substantial. We discuss this *further down this post*.

So while we would absolutely welcome such an operation in Havant, we'd seriously question this location.

Let's look at it another way:



Havant's Regeneration Strategy, and *the recent shenanigans over the sale* (<https://havantcivicsociety.uk/2020/11/18/brockhampton-west-selling-off-the-family-silver-again/>) by HBC of the council owned Brockhampton West site, specifically targeted Brockhampton West as a potential location for 'Last Mile Delivery' operations. Situated fair and square at the junction of the A27 and the A3(M), an operator there could guarantee the access time for their delivery vehicles to and from the main road network.

Or perhaps look at it in yet another way:



Dunsbury Park, where Fatface chose to move their distribution operation closer to the main road network and where it's been pointed out us that DPD have already moved in, would be *another more logical site for a 'Last Mile Delivery' operation* (<https://www.rightmove.co.uk/commercial-property-to-let/property-83978264.html>).

The former Wyeth site, which would need to be completely demolished, cleared and rebuilt seems to be a poor third choice.

A little history

Between the 1960s and 1990s, 32 New Lane was a significant manufacturing site for *Wyeth* (<https://en.wikipedia.org/wiki/Wyeth>) Pharmaceuticals, well known as the factory producing SMA and WySoy dried baby formula. Incoming bulk milk tankers were the predominant incoming traffic, with HGVs carrying out finished product.

The New Lane industrial estate was a major employment site in the town, with the West Leigh workforce servicing Wyeth and several other major employers, including Wyeth, Kenwood, Colt, Goodmans Loudspeakers and Lewmar. The majority of the manufacturing workforce were drawn from the local West Leigh population, many of whom would have walked or cycled to work and from my own personal recollection of working on the production line at Kenwood in the late 60s and early 70s, the West Leigh work force were a pretty special bunch.

By the turn of the century, everything had changed. Kenwood, bought out by Thorn EMI in the late sixties, had already established a new manufacturing facility in China, followed in quick succession by Goodmans Loudspeakers and Lewmar. Lewmar still retain an office site in Southmoor Road, while Goodmans for a while moved to a new, purpose built office unit alongside the A27 off Solent Road before joining the likes of Bush and Grundig as commodity 'brands' in offshore ownership. In 2001, Kenwood was bought by the Italian De'Longhi group, keen to get their hands on the new Chinese Kenwood manufacturing facility. The New Lane site was then reduced to a warehousing and distribution site for the imported Chinese products of De'Longhi with spare capacity leased to a variety of local businesses. Colt moved manufacturing to China and their head office to Petersfield, with their New Lane site demolished to make way for housing and light industrial.

Back at Wyeth, the parent was breaking up, with Nestlé acquiring Wyeth Nutrition and moving production away from New Lane. Pfizer picked up the New Lane site and built the massive cold chain supply and warehouse shed which towers over the town. While you might think that could have been useful given the current focus on vaccine distribution, Pfizer had already moved their facility to Ireland ahead of Brexit and put the site up for sale.

Which brings us to back to the present with the purchase of the site by Kingsbridge Estates Ltd (<https://www.kingsbridgeestates.co.uk/>) and Bridges Fund Management Ltd (<https://www.bridgesfundmanagement.com/us/>). We look forward to reviewing their planning application in detail when it is submitted in the next few weeks.

Meanwhile, as the flyer states, the developer is inviting you to view the detail in their pre-planning pack and to make comments directly to them, *either via their website* (<https://www.32newlanehavant.co.uk/#Feedback>) or by email to newlanehavant@lukenbeck.com (<mailto:newlanehavant@lukenbeck.com>). *

They will be welcoming comments until midnight on Monday, January 25th.

*Now where have we seen Luken Beck (<https://www.lukenbeck.com/>) before..... *Was it here* (<https://havantcivicsociety.uk/2020/11/23/lower-road-bedhampton-raising-the-stakes/>), or *was it here* (<https://havantcivicsociety.uk/2020/12/11/bargate-homes-southleigh-park-tree-preservation-orders/>)?

POSTED IN GENERAL



APPENDIX 7

Media coverage by The Portsmouth News & The Estates Gazette

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NEWS

portsmouth.co.uk Tuesday, January 19, 2021

GP surgery's patients faced 'numerous risks'

Poor leadership and a 'lack of impetus' to drive improvements led to sudden closure

by DAVID GEORGE
Gosport reporter
david.george@portnews.co.uk

THE sudden closure of a GP surgery in Gosport last year has been explained by the healthcare watchdog.

The Care Quality Commission (CQC) suspended medical services at Brockhurst Medical Centre in Gosport last year, following a poor inspection in November.

On December 5, *The News* reported that the surgery had been closed by the Fareham and Gosport CCG, but no reason was given for this at the time.

Now, the CQC has said that incompetent leadership and numerous risks to patients were found during the November inspection, having imposed urgent conditions on the practice in September last year.

Garry Higgins, CQC head of inspection for primary medical services in the south, said: 'I am concerned that, despite imposing further urgent conditions upon Brockhurst Medical Centre to drive improvements, there was a lack of impetus.'

'Between inspections we found the practice had not adhered to the conditions placed upon it. On our return inspection in November we found no improvements in place.'

'The provider had previously taken the decision to close the practice and during this notice period CQC took the action to suspend the service. Brockhurst Medical Centre closed on January 9.'

As per the CQC's inspection, care and treatment were not delivered in line with current legislation, some patients were not receiving the care and treatment they needed and there were gaps in the systems used to assess, monitor and manage risks to patient safety.

The 5,800 patients who were registered to Brockhurst Medical Centre have been reallocated to other GP surgeries in the surrounding area.



SUDDEN CLOSURE Brockhurst Medical Centre, Gosport

Article in the Portsmouth News, Tuesday 19th January 2021 –
'Delivery centre views are sought'

Article accessed from PressReader.com
<https://www.pressreader.com/uk/portsmouth-news/20210119/page/18>

Kingsbridge and Bridges buy logistics site from Pfizer subsidiary



Tim Burke

16/11/2020



Plans are underway to redevelop a 16.5-acre logistics site let to a subsidiary of pharmaceutical giant Pfizer.

Property company Kingsbridge Estates and Bridges Fund Management have bought the site, on New Lane in the Hampshire town of Havant, from Pfizer subsidiary John Wyeth & Brother, the site's occupier, for an undisclosed sum.

John Wyeth & Brother will take a short-term lease on the site's 300,000 sq ft of manufacturing and distribution space before moving to a new location.

The buyers expect to submit a planning application early next year for a redevelopment of the site into

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Logistics News Warehousing

Kingsbridge and Bridges acquire 16.5-acre Hampshire site



Harry Deacon

• Monday, 16 November 2020, 12:05

1 minute read





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Business

New owners hope to create jobs at former Wyeth manufacturing site in Havant

A HUGE manufacturing site in Havant has been bought – and its new owner has big plans that it hopes will bring jobs and prosperity to the town.

By Kimberley Barber

Wednesday, 18th November 2020, 11:00 am

Updated: Wednesday, 18th November 2020, 4:33 pm





An aerial view of Havant, showing the Pfizer site in New Lane. Picture by CJB Photography

Kingsbridge Estates and Bridges Fund Management have bought a prominent 16.5-acre site in New Lane, previously occupied by Pfizer subsidiary John Wyeth & Brother.

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They are working on plans for a comprehensive redevelopment of the site, which covers 300,000 sq ft of manufacturing and distribution space.

They hope to turn it into an industrial and logistics scheme that will support economic growth in the region – with the potential to create a significant number of local jobs.

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An aerial view of Havant, showing the Pfizer site in New Road. Picture by CJB Photography

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A planning application for the scheme, which they say will be highly sustainable, will be submitted early in the new year.

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Drugs giant Pfizer puts 270 jobs at risk in Havant

Chris Fry, chief executive of Kingsbridge Estates, said: 'This is a key employment site in the region and we look forward to continuing to work with Havant Borough Council and local stakeholders to bring forward a scheme.

'Our plans, which will be shared shortly for public comment, will demonstrate our ambition to help meet local demand for high quality industrial and logistics space.

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'We see this investment as complementary to other regeneration projects that are being undertaken in Havant.

'The site benefits from being located in close proximity to a potential workforce, and we will be



Waterlooville baker's Covid-19 battle sees him reassess his life and start his own oven cleaning business



Takeaways with 5 star hygiene rating that are still open in Portsmouth



Portsmouth man starts CCTV business after battle with coronavirus



Brothers from Portsmouth set up cleaning firm and take on crime scenes, movie sets and Covid-19



proactively working with the council and training establishments to encourage local people to become involved in the construction phases of the development.'

Henry Pepper, investment director at Bridges Fund Management, said: 'Across the UK, we've seen growing demand for industrial and logistics space as business adapts to changing consumer habits.

'We've also seen from our own extensive experience of redeveloping industrial sites that a focus on sustainability not only minimises environmental impact; it also benefits tenants directly via reduced costs and improved wellbeing.

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'So we're excited to partner with Kingsbridge for this important project in Havant. We believe our new scheme will be well-placed to respond to the increased demand, thereby supporting local economic growth and job

creation.'

John Wyeth & Brother will remain in occupation under a short-term lease while they complete the relocation of their operations.

Commercial property agents Kimmre and Lambert Smith Hampton represented Kingsbridge and Bridges, while CBRE represented the vendor.

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A message from the Editor, Mark Waldron

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