

## PLANNING STATEMENT

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

AT

32 NEW LANE, HAVANT, PO9 2NG



February 2021

Luken Beck

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Kingsbridge Estates

**BRIDGES**  
Fund Management

Prepared on behalf of:

**Havant Property Investment LLP**

Supported by the following Consultants:



## Executive Summary

32 New Lane consists of existing storage and distribution facility within a highly sustainable location to the North of Havant town centre. The proposal comprises the redevelopment of the site and the erection of a new distribution warehouse, ancillary offices, new access, parking landscaping and associated infrastructure. The development provides a unique opportunity to create;

- Additional local employment opportunities and substantial investment and expenditure in the local area
- A well-designed new building which respects its context, creating a high-quality environment whilst still ensuring the site is efficient and fit for purpose
- Site layout, design and height appropriate to the local area
- Opportunities for new tree planting and landscaped areas, including the creation of a strong landscape frontage to New Lane
- Highway improvements along New Lane to assist pedestrians crossing the road and traffic islands installed near the Crossland Drive junction to reduced vehicle speeds
- Facilities designed to encourage employees to walk and cycle to work together with a Travel Plan which has been developed to encourage sustainable modes of transport for employees and visitors
- Creation of the sense of arrival and legibility to the site
- Electric vehicle charging points within the car park (and infrastructure for future EV provision within the van storage area)
- BREEAM pre-assessment to demonstrate how the project is anticipating to deliver an 'Excellent' sustainability rating
- Solar PV on the proposed warehouse roof

All parties are planning a smooth transition for the site to be redeveloped, once the current occupier, Pfizer, has relocated. This Statement seeks to provide information about the redevelopment of this key employment site and the intention that the site continues to provide jobs for local people both throughout the construction phase and once the build is complete. This submission responds to pre-application discussions held and comments received during public consultation from residents, local businesses and other key stakeholders.

## 1. Introduction

- 1.1 This Planning Statement has been prepared on behalf of Havant Property Investment LLP, a partnership project between Kingsbridge Estates and Bridges Fund Management, to support a planning application for the redevelopment of the site comprising the demolition of existing buildings and erection of a distribution warehouse building, ancillary offices and a vehicle storage deck (Use Class B8 / Use Class E(g)), construction of an additional access, car parking, landscaping and associated works.
- 1.2 The application is accompanied by the following technical reports which should be read in conjunction with this document:
- Design and Access Statement, Architectural Drawings and Visualisations
  - Arboricultural Survey and Impact Assessment
  - Landscape & Visual Impact Assessment
  - Soft and Hard Landscaping Plans
  - Ecology Survey and Report
  - Flood Risk Assessment, and Foul & Surface Water Drainage Strategy
  - Levels / Cut and Fill Plans
  - Transport Statement (including mitigation measures on New Lane and Surveys)
  - Framework Travel Plan
  - BREEAM Pre-Assessment Report
  - External Lighting Assessment and Proposed Lighting Scheme
  - Acoustic Report and Mitigation Plan
  - Phase One Contamination Report
  - Statement of Community Involvement
  - Framework Construction Management Plan
  - Employment and Skills Plan
- 1.3 The site is currently occupied by Pfizer and is used as a cold chain packaging, storage and distribution facility. It is proposed to redevelop the site, once Pfizer has relocated, maintaining the use of the site as a storage and distribution facility, and continuing to provide employment for local people.
- 1.4 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 proposed facility will receive small parcels for onward distribution. Parcels are delivered via small vans to customers predominantly in the Hampshire and West Sussex area. The proposal will include a warehouse and a decked storage area which will house the fleet of vans overnight while drivers are not out on deliveries.

- 1.5 Havant Property Investment LLP is committed to informing the community about their proposals and involving them in the development and evolution of its scheme. This is further to previous engagement the current occupier Pfizer has carried out with stakeholders through the Havant Task Force group. This was established once their relocation plans were made public some years ago, details of which are provided within the accompanying Statement of Community Involvement.
- 1.6 This statement has been prepared by Fellows Planning Ltd on behalf of Luken Beck who are appointed planning consultants coordinating the planning application submission. This includes the public consultation carried out on behalf of Havant Property Investment LLP. The applicant has also worked collaboratively with the wider design team during the design process, the current occupier Pfizer, and the potential end-user.
- 1.7 This Planning Statement outlines the need for the proposed development and demonstrates how the proposals represent a highly sustainable form of development on this brownfield site. The proposals comply with planning policies that seek to support economic growth, deliver sustainable transport and conserve and enhance the natural environment.



**Figure 1** – Aerial Photograph of the Site

## 2. Site and Surroundings

- 2.1 The site is located on the eastern side of New Lane, within the North Havant Industrial Area. This is characterised by a mix of uses, including large scale industrial units and offices, up to three and four storeys in height.
- 2.2 The railway forms a strongly 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 properties beyond.
- 2.3 This 6.78 hectare site is regular shaped and accommodates a number of large steel framed buildings and high-bay warehouses. There have been a series of adaptations and refurbishments undertaken over the years to the layout of buildings to make the site better serve the specialist requirements of the occupier. In addition, large areas of hardstanding are used for parking and storage with limited areas of landscaping. There is some mature planting and trees along the 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.
- 2.4 A series of site and wider context photographs have been shown in the accompanying photomontage with a few examples below. This is alongside the short to medium and long range viewpoints contained within the Landscape Visual Impact Assessment produced by Lizard Landscape Design and Ecology.



New Lane



Northern Access into the site



New Lane Frontage Continued (adjacent Crossland Drive)



No. 28 New Lane to the south



New Lane Frontage (north-western corner of the site)



Southern Vehicular Access



**Figure 2** – Site and wider context photographs

### 3. Planning History

- 3.1 The site and the surrounding industrial estate were developed from agricultural land in the 1960s. A large factory building 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 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.
- 3.2 32 New Lane (also known as Wyeth Laboratories) is an existing employment site and used by the current occupier Pfizer as a specialised cold chain packaging, storage and distribution facility. This falls within the B8 Use Class, with ancillary offices to support its main function as national distribution centre together with research and development. The site has been developed in a piecemeal way over a number of years, with various extensions to existing buildings and new ones built to respond to the cold chain needs associated with the occupier.
- 3.3 The site has a lengthy planning history, with records dating back to the 1990s. One of the earlier permissions described the redevelopment of existing as Construction of Pharmaceutical Manufacturing, Packaging and Development Laboratory (OTC/PDL Facility), it would appear this may have been superseded in 1998 by the demolition of existing manufacturing buildings and construction of new warehouse within the western part of the site.
- 3.4 Planning application APP/10/00955 describes the uses on the site within the supporting transport statement, at that time. This includes industrial, offices, warehouse and laboratories totalling 38,338 sqm once the cold stores had been completed. Therefore, the site has been used as a high-bay warehouse operation in the past, including manufacturing, packaging and distribution. At this time 443 staff were employed but was anticipated to decrease to 293 by 2011. The site has since been subdivided and redeveloped to form new warehousing at Velocity

(northern part of the site), leaving 27,144 sqm of numerous buildings comprising of high bay warehousing space and cold store pallet locations, alongside associated infrastructure and staff welfare facilities. It was understood that the remaining pharmaceutical site employed approximately 150 staff as they started to relocate more of their operations offsite.

- 3.5 The below table summaries some of the key planning history for the site, but excludes some smaller scale changes or tree works.

| Planning Reference | Proposal                                                                                                                                                                                                                                                                                            | Decision                                | Date             |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------|
| 91/52191/006       | Extension to canopy on sheltered drum store in north east corner of site                                                                                                                                                                                                                            | Approved                                | 17 May 1991      |
| 92/52191/07        | Install 3 no dock loading shelters and small sliding door in place of existing shutter doors on building adjacent to Stonebridge Road access.                                                                                                                                                       | Approved                                | 22 May 1991      |
| 92/52191/011       | Solvent emission control plant to include new chimney and solvent/water disposal tanks (2 of)                                                                                                                                                                                                       | Approved                                | 26 November 1992 |
| 92/52191/009       | Construction of Pharmaceutical Manufacturing, Packaging and Development Laboratory (OTC/PDL Facility)                                                                                                                                                                                               | Approved                                | 23 July 1992     |
| 96/52191/019       | Single storey extension to west elevation of northern building                                                                                                                                                                                                                                      | Approved                                | 15 January 1996  |
| 97/52191/020       | External alterations to east elevation and installation of dryer on roof and internal service platform to tabletting building.                                                                                                                                                                      | Approved                                | 3 Dec 1997       |
| 98/52191/021       | The construction of a Firemain Pump house, erection of two water storage tanks and the installation of an underground Firemain                                                                                                                                                                      | Approved                                | 26 Jun 1998      |
| 98/52191/022       | The construction of a housing over the existing pump station, the re-construction of the Solvent Capture Control Building and associated pipe bridges within the northern part of the site                                                                                                          | Approved                                | 1 July 1998      |
| 98/52191/023       | Demolition of existing manufacturing buildings and construction of new warehouse within the western part of the site                                                                                                                                                                                | Approved                                | 1 July 1998      |
| 98/52191/024       | Extension to north elevation to provide cold store with associated air conditioning units on its east side and relocated CCTV camera at its north-east corner                                                                                                                                       | Approved                                | 29 January 1999  |
| 99/52191/025       | Demolish existing office building and canopy and construct new cold store and covered loading bays adjacent to south elevation of north site warehouse                                                                                                                                              | Approved                                | 16 Nov 1999      |
| 00/52191/026       | Demolition of SMA building and erection of a new high bay warehouse for storage of pharmaceutical products (to east of SMA building)                                                                                                                                                                | Permission (Section 106)                | 12 February      |
| 01/52191/027       | Removal of 2 oil storage tanks and bund wall. New bund wall and extension of existing plant room to north elevation. Installation of 6 chiller units with service canopy and extension to existing pipe bridge.                                                                                     | Granted                                 | 12 March 2001    |
| 03/52191/032       | New security building to north of car park.                                                                                                                                                                                                                                                         | Granted                                 | 16 Jun 2003      |
| 03/52191/034       | New HVAC plant for warehouse located in south east corner adjacent to railway and north west corner close to Stanbridge Road entrance.                                                                                                                                                              | Granted                                 | 20 Nov 2003      |
| 04/52191/035       | New HVAC Plant for Warehouse situated in South East corner adjacent to railway and North West corner close to Stanbridge Road entrance (resubmission), in order to seek a revision to Condition 3 of planning permission 03/52191/034 with respect to noise level.                                  | Granted                                 | 26 Mar 2004      |
| 08/52191/041       | Discharge of Condition No.s 2,3,4,5,6,7,9,10,12,13,15,19,20,22 and 23 of Planning Permission 08/52191/040.                                                                                                                                                                                          | Granted                                 | 12 Nov 2008      |
| 08/52191/042       | Discharge of Condition 2 of Planning Permission 07/52191/037.                                                                                                                                                                                                                                       | Granted                                 | 23 Dec 2008      |
| 09/52191/047       | New raised roof parapet to existing site building, south elevation of building 'M'.                                                                                                                                                                                                                 | Granted                                 | 27 Jan 2010      |
| APP/10/00902       | Application for the temporary Planning Permission for the siting of 8 No. Portacabin and 6 No. steel containers with hardstanding area.                                                                                                                                                             | Granted Temporary Permission            | 17 Jan 2011      |
| APP/10/00955       | Construction of new cold storage warehouse facility.                                                                                                                                                                                                                                                | Granted                                 | 28 Feb 2011      |
| APP/11/00298       | Discharge of Condition No/s 2, 3, 4 and 10 of Planning Permission APP/10/00955.                                                                                                                                                                                                                     | Granted                                 | 23 Jun 2011      |
| APP/11/00969       | Discharge of Condition No/s 12 & 13 of Planning Permission APP/10/00955                                                                                                                                                                                                                             | Granted                                 | 14 Jul 2011      |
| APP/11/01212       | Application to determine whether prior approval is required for the method of demolition of 5 No. buildings (including: main administration building (u); workshop (t); boiler house (r); warehouse (q); and iff/wch building (s)) and any proposed restoration of the site.                        | Prior Approval Required Refused         | 06 Sep 2011      |
| APP/11/01460       | Application to determine whether prior approval is required for the method of demolition of 5 No. buildings (including: main administration building (u); workshop (t); boiler house (r); warehouse (q); and iff/wch building (s)) and any proposed restoration of the site. (Revised application.) | Prior Approval Required Permit          | 21 Oct 2011      |
| APP/12/00117       | Installation of 9 No. windows at second floor level, south and east elevations.                                                                                                                                                                                                                     | Granted                                 | 04 Apr 2012      |
| APP/12/00164       | Erection of a new section of palisade security fencing to height of 2.65m, to sub divide north and south sites at 32 New Lane.                                                                                                                                                                      | Granted                                 | 05 Apr 2012      |
| APP/12/00600       | Discharge of Condition No. 2 of Planning Permission APP/12/00117.                                                                                                                                                                                                                                   | -                                       | 26 Jul 2012      |
| APP/13/00836       | Installation of ground mounted solar PV modules in two phases.                                                                                                                                                                                                                                      | Granted                                 | 16 Oct 2013      |
| APP/15/00365       | Replacement of two existing external standalone blast freezers with one large blast freezer building with integral link to existing warehouse facilities.                                                                                                                                           | Granted                                 | 26 Jun 2015      |
| APP/16/01061       | Application to determine whether prior approval is required for the method of demolition of building including slab removal and any proposed restoration of the site.                                                                                                                               | Prior approval is required and approved | 10 Nov 2016      |
| APP/16/01100       | Extension of existing site security offices to form new reception area and ancillaries.                                                                                                                                                                                                             | Granted                                 | 04 Jan 2017      |
| APP/17/00257       | Refurbishment of existing Site Security Offices with new side extension to form new reception area.                                                                                                                                                                                                 | Granted                                 | 05 May 2017      |
| APP/17/01085       | Erection of replacement perimeter security fencing along the northern and eastern boundaries of the site with 2.4m high painted palisade fencing.                                                                                                                                                   | Granted                                 | 07 Dec 2017      |
| APP/19/00532       | Erection of new and replacement perimeter security fencing 2.4m high with new security gates at site entrances along the North Western boundary.                                                                                                                                                    | Granted                                 | 19 July 2019     |

**Table 1 – Planning History Summary**

## 4. The Consultation Process

- 4.1 A public consultation was carried out to ensure that those who may be interested or affected by the proposals were contacted. This was shared with the planning officer at Havant Borough Council for comment, who carried out the pre-application discussions prior to the site being acquired.
- 4.2 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. It was explained that parcels will arrive to site before they are delivered in small vans to customers predominantly in the local area. This would continue the site's history of use for storage and distribution purposes. This would also continue to support employment for local people, in line with Havant Borough Council's Development Plan and guidance within the National Planning Policy Framework.
- 4.3 The leaflet invited residents and local businesses to view the information on a dedicated website [www.32newlanehavant.co.uk](http://www.32newlanehavant.co.uk) The website featured detailed information about the proposals, including visualisations of how the development would look which was made available from the 4<sup>th</sup> January 2021. An opportunity to provide feedback was given using a dedicated email address. The closing date for comments was Monday 25<sup>th</sup> January 2021, so residents had between 2-3 weeks to provide feedback on the proposals.
- 4.4 If after visiting the website, any residents wanted to discuss the proposals over the telephone, they were given the opportunity to discuss with the relevant person.
- 4.5 Approximately 400 leaflets were hand delivered to premises or residents who live in close vicinity to the site alongside letters given to key stakeholders.
- 4.6 The accompanying Statement of Community Involvement outlines in more detail this consultation process.

### **Pre-application Discussions**

- 4.7 A pre-application enquiry was submitted to Havant Borough Council and Hampshire County Council in relation to the proposals in June 2020 and a pre-application meeting was held virtually with Principal Planning Officer, Daphney Haywood from Havant Borough Council and representatives from Hampshire Highways, Chris Hirst and Holly Drury on the 27 July 2020.
- 4.8 A further meeting was held with Hampshire Highways and the Design Team / Transport Consultants on the 24 August 2020. This was primarily to discuss additional transport information provided in terms of traffic generation, traffic distribution and Non-Motorised User Audit and Speed Surveys that have been undertaken in close proximity to the site.

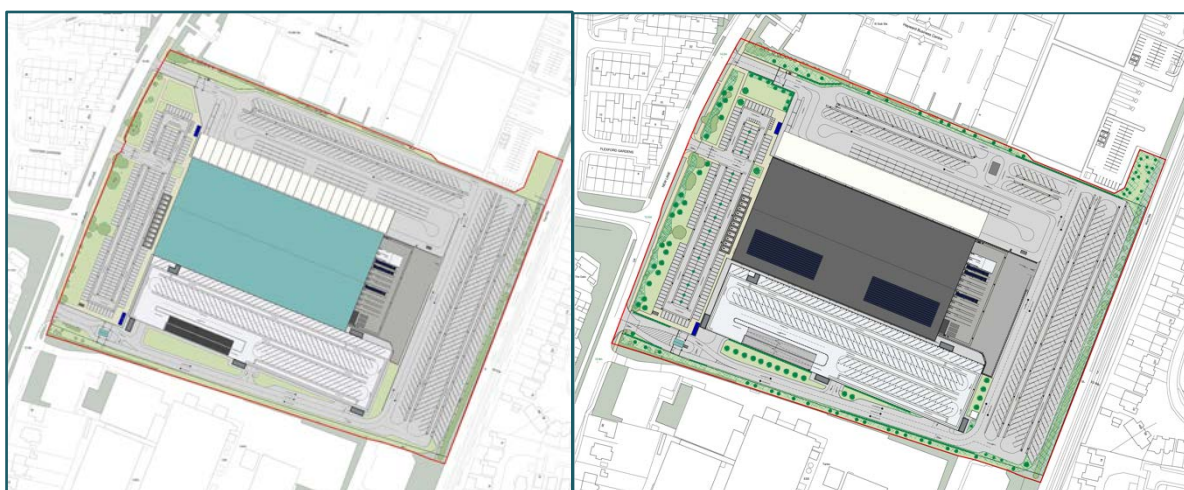
- 4.9 Further dialogue with the Council and various consultees have been on-going since pre-application discussions began in the summer. A copy of the formal pre-application response received from the Council along with other responses received are contained within the Statement of Community Involvement.
- 4.10 A summary of comments received is contained in the table below and how we have responded to each of the points raised.

| Consultation Comments                                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acknowledgement that the site has always been an employment site.                                                                                                                                                                                              | The site has been used as a specialist distribution facility for many years and is located within an industrial estate. The employment use was established on the site since the 1960s. It is an existing 24 hour operation. The proposal seeks to operate under very similar conditions.                                                                                                                                                                                                                                                                                                         |
| Many of the residents welcomed the height reduction of the proposed new buildings compared to the existing premises now located centrally within the site.                                                                                                     | The redevelopment of the site enables a new fit for purpose buildings and circulation space which is more suited for the distribution uses. This allows for the consolidation of the buildings and reflects operation requirements. The height reduction alongside the new planting proposed will have many positive benefits when viewed from the wider context / public realm.                                                                                                                                                                                                                  |
| Both Members and Residents sought additional tree planting both on the boundaries of the site and to break-up hardstanding areas. A couple of residents from Nutwick Road sought the existing poplar trees to be reduced in height along the eastern boundary. | The majority of existing trees and hedges have been retained apart from those required to be removed to make way for the new access. These will be replaced on a 1:1 basis. Additional soft landscaping has been incorporated within the design, including tree planting amongst hardstanding areas, along New Lane frontage and other boundaries. This will enhance the public realm and increase the biodiversity value of the site. A management plan can be sought by an appropriately worded condition, to include existing trees along the eastern boundary and new soft landscaping areas. |

|                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The sustainability credentials were positively received but solar PV on the roof was suggested in a number of responses.</p>                                                                                                                                                         | <p>A BREEAM 'Excellent' Sustainability Rating has been indicated as part of the pre-assessment carried out by the design team. The proposals now include solar PV on the roof and is show on the accompanying plans.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>Residents requested additional information and had concerns over a possible increase in traffic, its distribution, air quality, noise and lighting, each affecting their residential amenity. They were also concerned about the disruption the construction process will cause.</p> | <p>The application is supported by an array of technical reports covering each of these topics in more detail.</p> <p>The Transport Assessment provides details of how the existing site has operated in terms of vehicle trips generated and its distribution. We have been liaising with Hampshire County Council and the analysis undertaken indicates that traffic on the wider network will comparable to how the site has operated in the past.</p> <p>The scheme includes highway improvements along New Lane to reduce vehicle speeds and to improve pedestrian crossing.</p> <p>A lighting scheme has been carefully designed to ensure it meets both operational needs and appropriate for its context (having regard to neighbouring residential properties).</p> <p>An acoustic report forms part of the application documents. This includes mitigation measures such as acoustic fencing along route ways and an Operational Noise Management Plan to minimise incidence of potential disruption on the highway and noise disturbance to local residents. The plan includes restricting the use of reversing alarms for HGVs (using broadband reversing alarms where possible), switching off engines when stationary and continual training of staff.</p> |
| <p>The job opportunities that the redevelopment will bring was seen as important to the Borough. The timetable</p>                                                                                                                                                                      | <p>The applicant and the current occupier are working together to ensure a smooth transition. The application is accompanied by an</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| to reuse the site as quickly as possible strongly encouraged.                                                                                           | Employment and Skills Plan to promote jobs for local people.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Alternative sites suggested nearer the Strategic Road Network.</p>  | <p>This is an existing employment site, used as a specialist (national) distribution centre with ancillary uses to support its main function. The proposals seek to redevelop the site and continue its use as a storage and distribution facility. The site is within a sustainable location, with staff having the opportunity to walk, cycle or use public transport to work. The employment opportunities for local people were one of the attractions identified by the operator when looking at available sites. Job creation is also a key priority of Havant Borough Council.</p> |

- 4.11 The comments received during pre-application and the consultation process have influenced the detailed design including greater attention to new landscaping, some of these changes are illustrated below.



**Figure 3** Original Site Plan compared to the Proposed Site Plan

## 5. Planning Policy Context

- 5.1 The principle of redevelopment of the site for a storage and distribution facility which retains the current commercial/employment uses is considered to be acceptable due to the location within the designated urban area boundary and well-established North Havant Industrial Estate.
- 5.2 The site is sustainably located for employment use and will contribute positively to the aspirations of the Havant Local Plan to regenerate this large well-established employment area. The redevelopment also offers an opportunity to make use of underutilised brownfield land, the principle of which is fully supported by the NPPF.
- 5.3 The proposed development has the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and an attractive environment, assisting in job creation and reducing out-commuting.
- 5.4 The Development Plan for the site includes the Adopted Havant Core Strategy (2011) and the Site Allocations Plan (2014). This will remain in place and guide development until the Havant Borough Local Plan 2037 is adopted in late 2021. This emerging plan has been delayed due to Nitrate Neutrality issues within the region.
- 5.5 Other relevant guidance includes Havant Borough Council Parking Supplementary Planning Document (updated 2019) and Havant Borough Design Guide SPD.

### **Havant Core Strategy**

- 5.6 There are several policies in the Havant Borough Core Strategy Local Development Framework (March 2011) which are relevant to the proposals including:
- Policy CS2 Employment
  - Policy CS3 Skills and Employability
  - Policy CS6 Regeneration of the Borough
  - Policy CS8 Community Safety
  - Policy CS14 Efficient Use of Resources
  - Policy CS15 Flood and Erosion Risk
  - Policy CS16 High Quality Design
  - Policy CS17 Concentration and Distribution of Development within the Urban Areas
  - Policy CS20 Transport and Access Strategy
  - Policy DM3 Protection of Existing Employment and Tourism Sites
  - Policy DM6 Coordination of development
  - Policy DM10 Pollution
  - Policy DM11 Planning for More Sustainable Travel
-

- Policy DM14 Car and Cycle Parking on Development (excluding Residential)
- Policy DM16 Freight Transport

5.7 The Core Strategy highlights Havant's excellent transport connectivity, namely the M27/A27 and the A3(M) routes to London which meet in Havant and link the south coast towns and their expanding ports. It is well placed to attract business with its easy access to the coastline and has high accessibility by road and rail. A decline in the traditional employment base for the Borough has resulted in a number of problems including unemployment historically above the rest of Hampshire and out-commuting which the plan seeks to address.

5.8 Policy CS2 Employment seeks to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:

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

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

1. Prioritise the use of previously developed land for the provision of new employment floorspace.
2. Favour town centre locations for the provision of B1a offices and other town centre uses.
3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.
4. Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.
5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses.
6. Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.
7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses.
8. Encourage smart economic growth and promote advances in information and communications technologies.

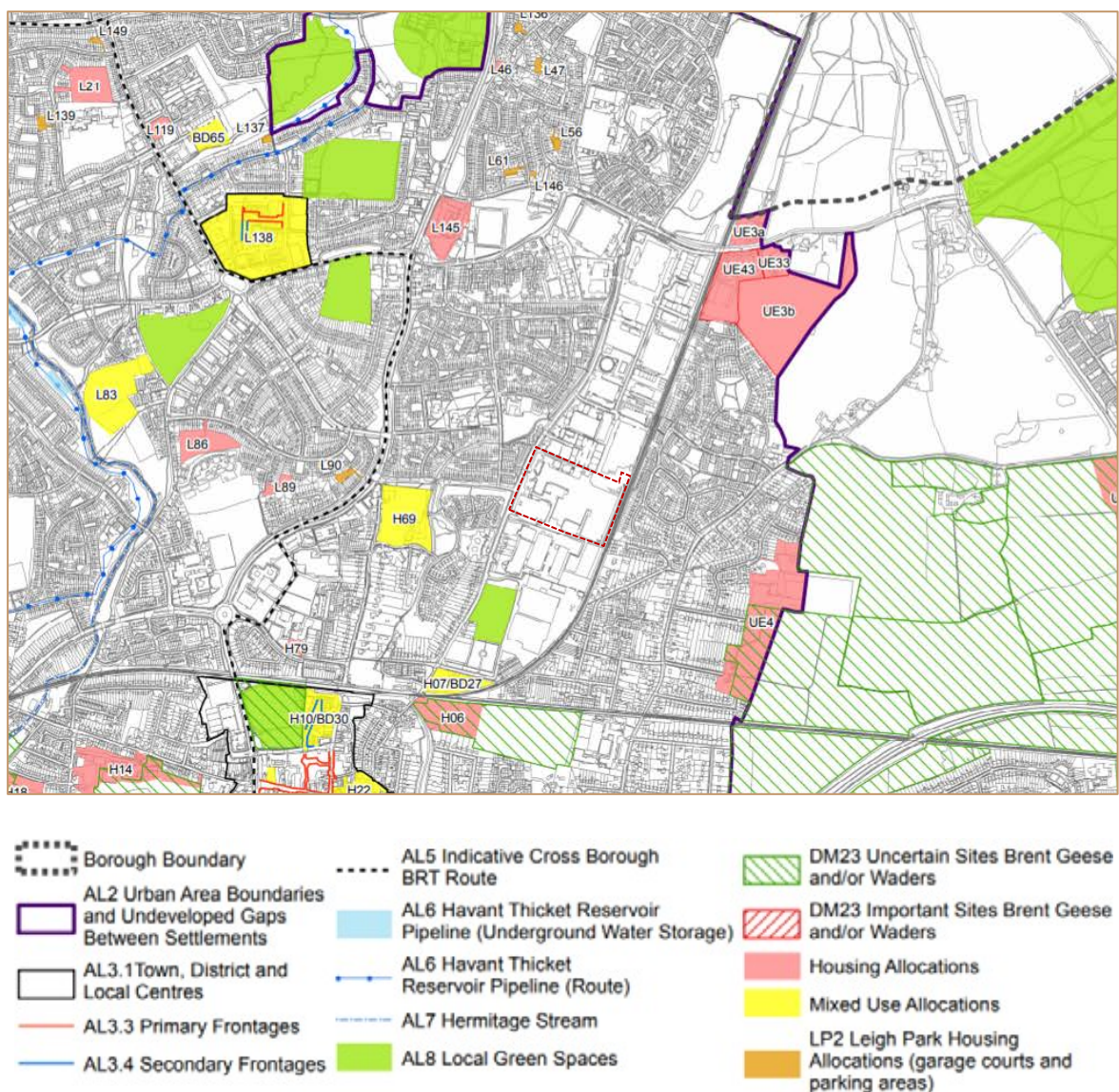
#### **Havant Borough Local Plan Allocations (July 2014)**

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

5.11 The following policies in the Allocations Plan are also relevant:

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

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



**Figure 4 – Allocations Plan: Leigh Park, Havant and Bedhampton Policies Map alongside the identification of 32 New Lane Site**

## **Havant Emerging Local Plan 2037 – Pre-Submission Draft with Changes**

- 5.13 The latest draft of the Pre-Submission Local Plan underwent consultation in November to December 2020. This outlined some amendments to earlier versions of the plan before being submitted for examination in Q1 2021. Whilst policies have limited weight at this stage of the process, it does contain a more up to date evidence base and shows the Council's direction of travel in terms of future development. This is important given the date of the evidence base of the Council's current Development Plan.
- 5.14 The emerging Local Plan makes provision for the delivery of about 96,759 net square metres of employment floorspace (Classes B1, B2 and B8) in Havant Borough between 2016 and 2037. The Council has also adopted a clear 'open for business' approach and supports sustainable growth in homes, jobs and services in principle, as set out in Policy DR1, Delivery of Sustainable Development. Furthermore, Regeneration Policy DR2 highlights that many areas of the Borough have seen a lack of investment in renewal for some years, resulting in deterioration in the quality of the urban form and building stock. This has in turn exacerbated the lack of private sector investment. The Council seeks to break this cycle, supporting the more efficient use of brownfield sites to assist in providing for the Borough's development needs. Commercial development is also expected to support local people in accessing employment and skills training as a result of new investment.
- 5.15 Policy C1 seeks to protect existing employment sites by reinforcing their function and role, supporting market confidence in further development within these areas. It highlights the need to ensure continuing flexibility for the redevelopment and intensification within the established employment areas, enabling businesses to relocate to premises more suited to their needs. It also seeks to safeguard business uses including offices, general industrial and storage and distribution uses (Class B8) from alternative uses.
- 5.16 The following policies in the emerging Local Plan are also relevant:
- DR1 Delivery of Sustainable Development
  - DR2 Regeneration
  - IN3 Transport and parking in new development
  - E1 High Quality Design
  - E2 Health and Wellbeing
  - E3 Landscape and settlement boundaries
  - E12 Low Carbon Design
  - E18 Trees, hedgerows and woodland
  - E19 Managing flood risk in new development
  - E20 Drainage Infrastructure in new development
  - E21 Aquifer Source Protection Zones

- E22 Amenity and Pollution
- E23 Air Quality
- E24 Pollution
- C1 Protection of existing employment sites

### **Opportunity Havant – A Regeneration Strategy for Havant Borough 2018-2036**

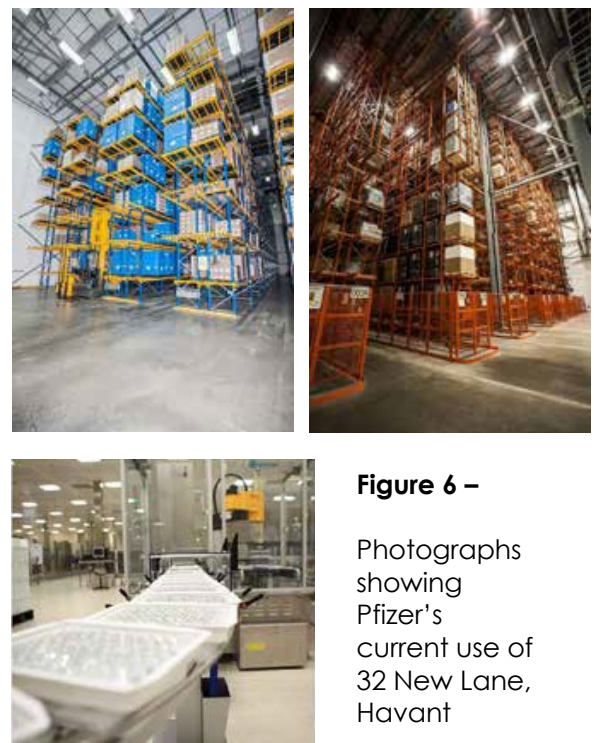
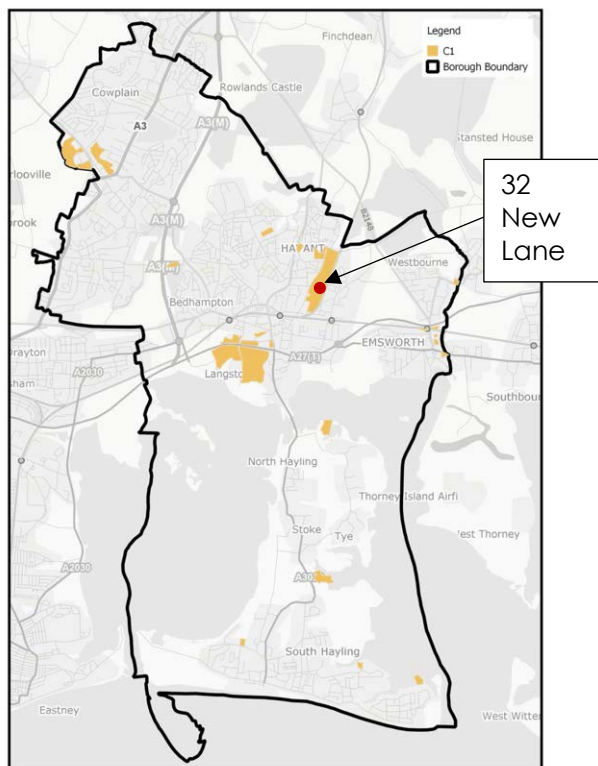
- 5.17 The strategy acknowledges that Havant's employment floorspace is predominantly a mix of industrial and warehousing (78%) and occupier enquires within the warehousing and logistics sector are on average 30% higher than other business uses. Key employment sites, in proximity to the strategic road network, are well placed to take advantage of growth within the transport, distribution and logistics sector. In particular, last mile delivery is driving growth of courier, express and parcel services fuelled by increasing demand in this type of delivery method.

### **Employment land Evidence Base (March 2020)**

- 5.18 Havant Borough Council has examined the existing strengths and weaknesses of its local economy, and the factors likely to influence the nature and level of demand for employment floorspace in the future. This has been reviewed by the Employment Land Report (ELR) (March 2020) which forms part of the evidence base for the emerging Local Plan. This examines existing employment sites, in terms of market demand and appeal, their quality and suitability for purpose and their current and future availability in the market.
- 5.19 The ELR found that the Borough has good road and rail transport connections to Portsmouth and beyond to London, Brighton and Southampton via the A3 (M), A27 and M27 corridors. Its highly accessible location means that it is well placed to attract new businesses.
- 5.20 The local economy has been traditionally manufacturing-based with a high concentration of advanced manufacturing and marine businesses. The contraction of the manufacturing sector has had a disproportionate impact on the Borough when compared to its neighbouring authorities, and it has experienced an increase in unemployment and out-commuting, and higher skilled people commuting in.
- 5.21 Given this history of being manufacturing based, the majority of Havant's employment floorspace is dated stock on older industrial estates developed during the 1960s and 1970s. Employment floorspace is also largely focused in and around Havant and Waterlooville, where the site is located. Only around 12% of industrial stock has been constructed since 2000 as the Borough has seen only limited speculative development in recent years.
- 5.22 The ELR also indicates that whilst the macroeconomic climate continues to be uncertain, many international and national businesses within the Borough are restructuring and reorganising their organisations. These will have implications for the way in which businesses

operate. There will be a need to provide flexibility for redevelopment and also enable intensification within the borough's established employment areas, to ensure that proposals which strengthen the function and role of these areas are supported. Future redevelopment opportunities will need to have regard to changing market signals and the relative need for different land uses. For example, there is a general shift towards more flexible employment floor- space, where warehouse operations may only form one element of the business, with supporting office and storage components. These sites could also play a key role in attracting inward investment and the continuing need for choice to secure a healthy market churn. It does note that often redevelopment opportunities result in the net loss of some employment space due to older stock often having a high level of site coverage. A comparable site density will be made.

- 5.23 Over the plan period, there will be a continuing demand and growth in the logistics sector in the Borough. In the wider-region, demand has been largely focused within locations adjacent to, and well located in relation to the strategic road network. Within the wider subregion, there is increasing demand from large 'big box' logistics companies and whilst warehouse and distribution uses have tended to provide low value jobs in the past, job density is higher now due to the increasing range of employment opportunities offered at a range of skill levels and actual take up specifically in logistics.



**Figure 6 –**  
Photographs showing Pfizer's current use of 32 New Lane, Havant

**Figure 5 - Pre-Submission Local Plan 2036, Figure 28: Established Employment Areas (Policy C1)**



6.3 The following opportunities were identified:

- 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 visual and ecological value of the site.
- Bus stops in close proximity of the site.

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

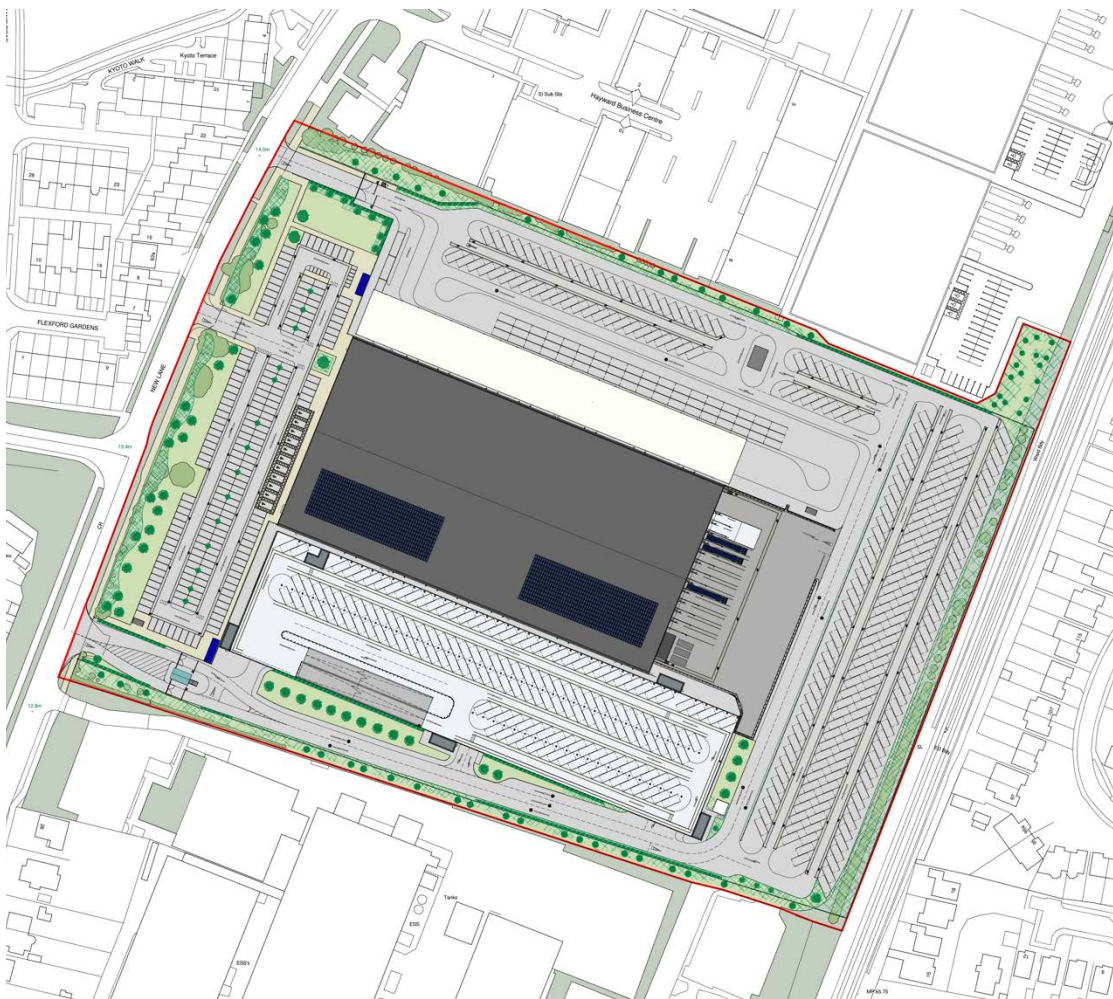
## 7. Proposals

7.1 Whilst some of the existing buildings have been refurbished, adapted and new additions added in the last 10 year 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.

7.2 Purpose built premises increase their suitability and can be designed to meet the practical needs of a modern B8 storage and distribution use, with ancillary facilities such as offices and welfare areas. 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.

- 7.3 As previously indicated, the applicant has identified an occupier, who proposes to use the site as a 'last mile' distribution centre. The facility seeks to deliver parcels via small vans to customers in the wider area. The scheme comprises of a warehouse building, with ancillary offices on the upper floor, a van storage deck and other associated works described in more detail below. The site will contain storage spaces for the occupier's fleet of vans and parking spaces for drivers that arrive at the site by private car.
- 7.4 Local drivers will arrive at the site by various means of transport, collect a van and leave the site to make their deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven) or travel home by other means of transport.
- 7.5 The proposals involve the provision of a new building located centrally within the site, standing at just under 15.7m in height. This would make a provision of some 14,017 sqm (Gross Internal Floorspace) of commercial space, including mezzanine floors above to provide additional accommodation/ancillary offices and a plant room above that. The proposals also include two ancillary buildings, a guard cabin at the southern entrance and a security cabin at the rear. Both ancillary buildings provide an additional 32 sqm (Gross Internal Floorspace). A canopy 5.4m tall, abuts the northern elevation of the proposed warehouse unit to aid van loading in all weather conditions.
- 7.6 A van storage deck measuring some 15.9m in height, is also proposed to the south. This incorporates additional van loading areas at ground floor, with warehouse doors facilitating access to this adjacent building. There are ramps installed on the southern side of the deck to provide access to the upper floors which functions as a van storage area.
- 7.7 HGVs will unload using the docks located within the service yard area on the eastern side of the warehouse building. They would enter the site at the southern access from New Lane only. Staff who are based on the site itself and visitors, would use the central access leading to the workers car park, cycle facilities and main entrance. Vans would utilise the new northern access and existing southern entrance.
- 7.8 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.
- 7.9 In summary the application proposes:
- 14,049 sqm of high-quality commercial premises, complimenting neighbouring employment sites. This will meet Havant's continuing demand and growth in the logistics sector.
  - Benefits from good accessibility by both road (for servicing and employees) and public transport, with local facilities nearby for employees

- Location assists in reducing out-commuting
- Retains commercial/employment use
- Will create broad range of jobs form a wide labour pool (please see the accompanying Employment and Skills Plan for details)
- The provision of 208 car parking spaces serving both employees and visitors, motorcycle parking and 50 secure cycle parking spaces
- Creation of a northern access to assist with on-site circulation and operational requirements
- Enclosed refuse and recycling storage/collection facilities
- Other ancillary structures such as security huts and welfare
- Provision of solar PV on the warehouse roof and EV charging infrastructure for the commercial fleet of vans and cars
- Retention of mature treed boundaries with the exception of the new access
- Additional landscaping and trees provided across the site to reinforce the existing provision. Planting has been used to provide relief to hardstanding areas where operational requirements permit. This planting, alongside other measures identified in the ecology and landscaping plans, will also enhance the biodiversity value of the site as a whole.



**Figure 8** – Proposed Site Plan

## 8. Planning Considerations

### Principle of Development

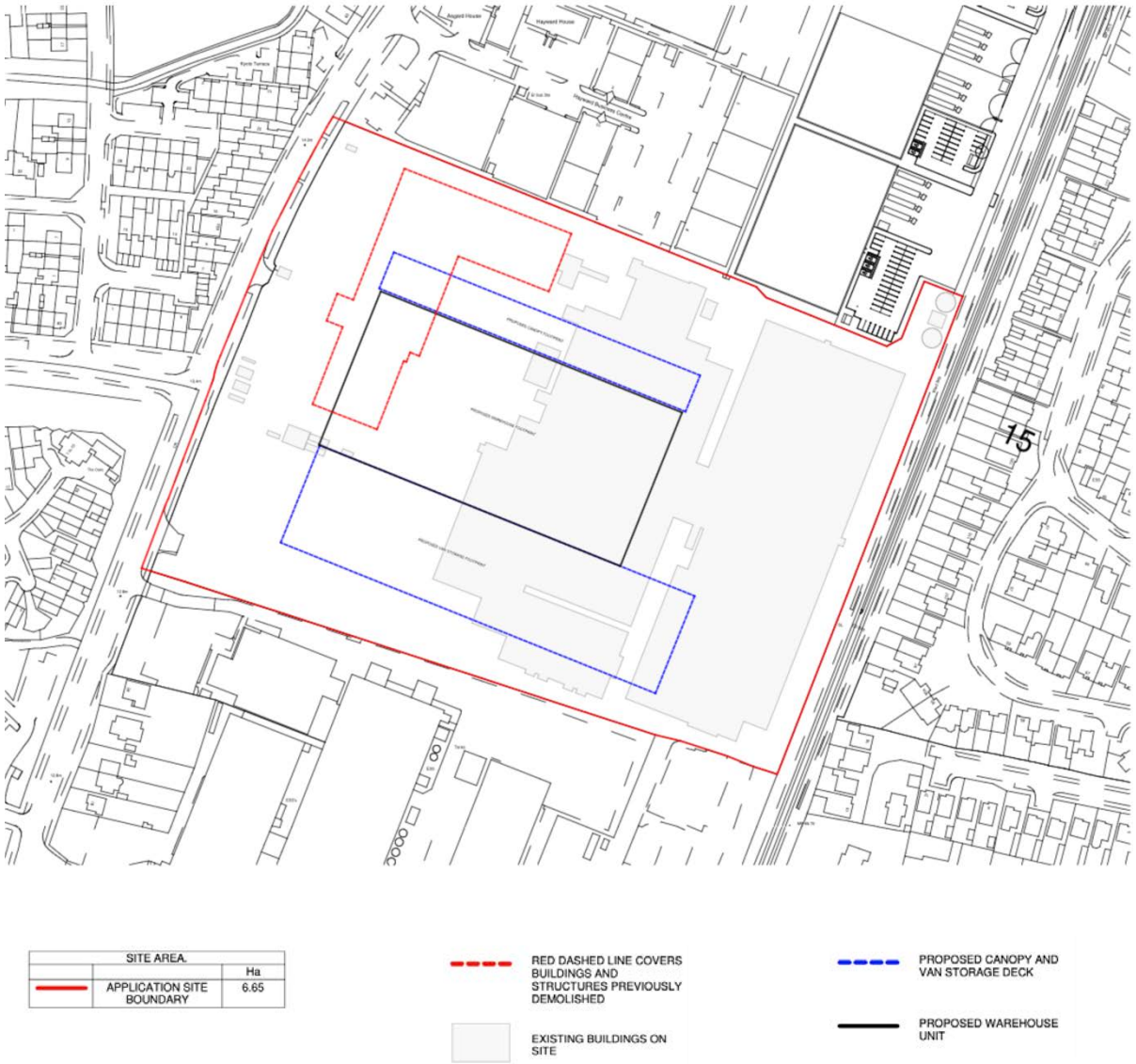
- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the provisions of the statutory Development Plan, unless material considerations indicate otherwise, including the National Planning Policy Framework (NPPF).
- 8.2 The NPPF reiterates the presumption in favour of sustainable development (Paragraph 7) and in terms of building a strong, competitive economy Paragraph 80 states, "Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."
- 8.3 The NPPF is therefore fully supportive of the principles which this development pursues through doing what it can to support a strong and competitive economy and by re-using more effectively, previously developed land.
- 8.4 The NPPF supports the notion of making effective use of land where, for example, development could make use of underutilised land and bring forward economic growth. This is further compounded by the need to support the economic recovery following the Covid-19 pandemic. Clearly at this time the local economy, especially the construction industry and high unemployment rates in the Borough is a material consideration. There is also strong support for the smooth transition of employment opportunities sought by the application given the current occupiers imminent departure from the site. The proposal will provide compelling and tangible economic benefits, including the creation of jobs, during the construction phases and when occupied which should be given significant weight in light of current circumstances.
- 8.5 The site is within a well-established employment area and safe guarded for employment uses such as that now proposed.
- 8.6 As previously highlighted, the current buildings and layout of the site are not flexible enough to respond to current business needs of the intended occupier. In addition, the proposals seek to respond to the growing demand for logistics space within the area as identified by the emerging evidence base for the Local Plan (please see earlier policy section for further details). The NPPF also requires Local Planning Authorities to make provision for storage and distribution operators at a variety of scales and in suitably accessible locations (Paragraph 82).

- 8.7 In light of the above, the principle of development is considered acceptable given the site is located within the defined urban area and seeks to retain employment uses (on a soon to be vacant site) within an established employment area as identified by Policy C1 in the emerging Local Plan and safeguarded by the Employment Policy CS2 and DM10 Protection of Existing Employment sites in the current Core Strategy.
- 8.8 The proposal helps to strengthen an existing business cluster in this area and support the creation of new jobs and growth. It also contributes to the supply of employment floorspace in a sustainable location, maintaining a diverse and successful economy in accordance with Policy CS2 Employment, Policy CS3 Skills and Employability, Policy CS17 Concentration and Distribution of Development within the Urban Areas and Policy DM10 Protection of Existing Employment Sites and is in conformity with the NPPF.

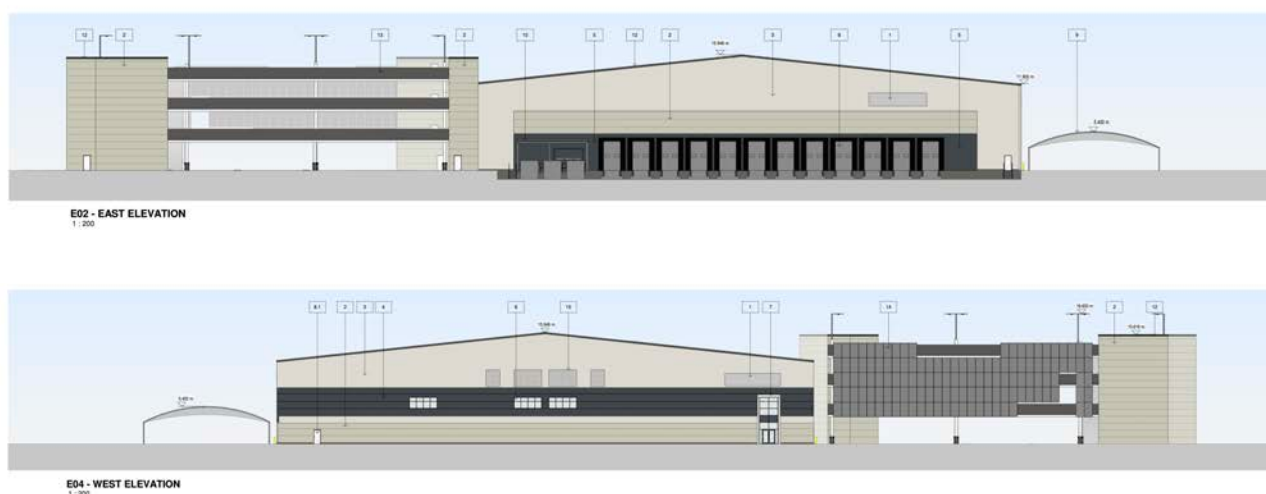
### **Design and Appearance**

- 8.9 The layout and design of the proposals have been designed to respond to the identified opportunities and constraints, namely the proximity of road frontages on the west, and the current landscaped character of New Lane, whilst still making efficient use of the land available.
- 8.10 The design also seeks to meet the business needs of the identified occupier by providing storage facilities for the fleet of delivery vans it uses. This will provide operational efficiencies if the fleet of delivery vans is managed by the operator and stored on-site rather than elsewhere. It is a model which represents a more efficient solution and will assist the prospective occupier to achieve its objectives relating to reducing emissions. Practical needs including points of entry and egress from the access road have also been considered and an additional access in the north-western corner of the site will assist operational requirements.
- 8.11 It also seeks to raise the quality of the local environment, similar to the existing adjacent industrial estates that have been redeveloped, by incorporating an improved environment and outlook.
- 8.12 The overall height, scale and massing of the proposals have been influenced by its function. The proposed buildings will be constructed using high quality materials, which are both durable and appropriate to the context. These comprise a steel framed structure with profiled metal cladding to walls and roof synonymous with contemporary industrial construction, similar to others found within the wider Industrial Estate.
- 8.13 The overall height of the warehouse building is lower than the current buildings on site. This consolidation of new buildings centrally within the site and the significant reduction in height

compared to the existing premises was welcomed by many of the adjacent residents during the consultation. The proposals also reflect the prevailing scale of built development in the surrounding area. Entrances and loading doors are articulated to add visual interest. Please see the accompanying plans which overlay the existing footprint and building heights on the proposed layout and illustrative site sections produced by SMR architects (a snapshot showing some of these are shown below).



**Figure 9** Proposed Building Overlay (drawing 7379-SMR-00-ZZ-DR-A-2004-S4-P2)



**Figure 10** Proposed Elevations (drawing 7379-SMR-00-ZZ-DR-A-2101-S4-P6)

- 8.14 The proposed van storage area has been designed to complement the industrial nature of the site and its surrounding area, and reflects the prevailing scale of built development adjacent the site. The use of a decked storage area is considered to be a more pragmatic and attractive solution, compared to an at-grade, off-site facility that would require a greater footprint to accommodate the required number of vehicles, and would not represent an efficient use of land in the Borough.
- 8.15 A soft landscaping and planting plan has been prepared to ensure a well-designed environment and to visually break-up areas of hardstanding in line with comments received. The site does benefit from mature tree boundaries to the east and to the west along New Lane, which are to be retained and protected (apart from those removed to create the new entrance). This will help to integrate the built-form into the wider area. There is an opportunity to provide an amenity area for the use of employees along the western boundary which will be soft landscaped. A safe and secure environment with appropriate boundary treatments is proposed, whilst encouraging natural surveillance of car parking areas through the orientation of buildings and outlook of offices and staff areas. Please see the accompanying Design and Access Statement for further details.
- 8.16 In summary, no significant adverse effect on the surrounding townscape character will result from the proposals. The overall design is in keeping with the neighbouring industrial and employment land uses to the north and south. The layout also contains sufficient space and enclosures for waste and recycling for the premises. Therefore, the design and appearance of the development is considered in accordance with Policies CS16 High Quality Design, CS14 Efficient Use of Resources in the Core Strategy and Policy DR1 Delivery of Sustainable Development, Policy E1 High Quality Design within the emerging Havant Local Plan.

## **Access and Movement**

- 8.17 The proposed vehicular access is directly from New Lane. The proposal seeks to utilise the two existing accesses, alongside the creation of an additional access to help on-site circulation and separate commercial traffic (HGVs and vans) from visitors, which will provide a highway benefit. The new access junction has also been tested for its safety and shown to operate satisfactorily by the accompanying Transport Statement provided by Vectos. The proposed access arrangements will therefore ensure a safe access to, from and within the site by reducing opportunities for conflict between the various vehicles. The Transport Statement and associated plans also demonstrate that sufficient turning space has been provided for HGVs and refuse vehicles accessing the site and sufficient loading/unloading space for deliveries to the servicing yard.
- 8.18 The site itself is located within a sustainable location, within an established employment area. A good level of pedestrian accessibility is provided around the site with continuous level footways to the nearest bus stops (the nearest 110m away along St Albans Road with services to Portsmouth every 30 minutes), the town centre and nearby railway stations located within a comfortable walking distance of the site. The National Cycle Network can be accessed close to the site and New Lane includes on-road cycle lanes. Taken together, the analysis indicates that future employees and visitors have appropriate opportunities to access the site by a choice of travel modes. An accompanying Travel Plan Framework has been provided by Vectos which promotes non-car travel use for employees based at the site and van drivers.
- 8.19 In addition, a total of 208 car parking spaces have been provided for members of staff and visitors, which is in accordance with Havant Borough Parking Standards SPD (2019) and Policy CS20 relating to transport considerations. The parking provision has been calculated using the minimum standards for a B8 Storage and Distribution use class.
- 8.20 The end-user has sought to go above the minimum standards to avoid the possibility of staff parking off-site in any nearby residential areas given the parking restrictions in place in the wider industrial estate. One motorcycle space has been provided for every 25 car parking spaces and a ratio of 5% all spaces are disabled spaces. The proposed parking exceeds this minimum standard, therefore the proposed 208 car parking spaces is considered acceptable given the site's accessible location
- 8.21 Secure cycle parking provision has also been provided to serve the development. The proposal includes a total of 50 covered cycle stands across the site in accordance with floorspace requirements of a typical B8 use class.

- 8.22 These are located in two areas at the front of the building to ensure cycle parking provision is secure and provides appropriate weather protection. This is conformity with the Havant Borough Parking Standards SPD.
- 8.23 Vectos Transport Consultants have considered the impacts of the proposals on the local highway network, details of which have been submitted alongside this statement. Engagement with Hampshire County Council (HCC) through their own pre-application service has been carried out prior to the submission of the planning application.
- 8.24 The traffic generation of the proposed redevelopment has been considered in the context of it being an existing employment site. Trip generation has been compared to two scenarios, the previous maximum usage of the site and the existing use in the same way the consented development on the north-east of the site was considered.
- 8.25 It has been demonstrated that the proposals will result in a reduction of vehicle trips on the local highway network compared with the previous maximum usage of the site. This has been evidenced using a population-based gravity model based on Census data using a 1-hour driving catchment.
- 8.26 Further to a request by HCC, a second gravity model has been prepared using figures taken from the Transport Assessment which supported planning application APP/19/00660. This is a commercial scheme along New Lane which has similarities to the current proposals. The results of this assessment also demonstrated a reduced or immaterial impact at local junctions. The proposed redevelopment will therefore not have any material impact on the operation of the surrounding highway network and there is no need for any improvements to the surrounding highway network to safely accommodate the proposed scheme.
- 8.27 Off-site highway improvements form part of the development proposals. A speed reduction scheme is proposed at the Crossland Drive priority junction with New Lane. This is in the form of two traffic islands, with the detailed designs included in the Transport Statement and its appendices. Improvements will also be provided to assist people crossing the road where the footway ends on the eastern side of New Lane. These improvements are proportionate to the scale of the redevelopment proposals on an existing employment site.
- 8.28 In conclusion, the proposed redevelopment would not give rise to any severe transport impacts in line with national and local planning policies. The separation of access arrangements for the van fleet, staff vehicles and HGVs will ensure safe access to, from and within the site. The site is accessible by a various means of transport including by walking and cycling. In light of the above, the site is considered to be highly accessible and the proposal will allow for sustainable transport movements by staff and delivery drivers.

- 8.29 The development proposal is fully acceptable in transport and highway terms and therefore in accordance with Policy CS20 Transport and Access Strategy, Policy DM11 Planning for More Sustainable Travel and Policy DM14 Car and Cycle Parking on Development (excluding Residential) within the Core Strategy and the Havant Borough Council Parking Supplementary Planning Document (2019).

### **Residential Amenity and Noise**

- 8.30 In terms of impact on the neighbouring properties, the proposal benefits from being sited within an established industrial estate, with a good degree of separation from residential dwellings to the west, east and south. The nearest residential property is some 30m to the west from the site boundary, albeit the proposed building frontage is some 65-70m away from the nearest facade. The majority of these properties have rear gardens which back onto New Lane. The eastern boundary includes an embankment and the railway line. Beyond are rear gardens associated with residential properties in Nutwick Road and Swallow Close with separation distances of some 35m-41m to the rear of habitable rooms.
- 8.31 Taking into account the existing established uses, the proposed redevelopment will place the majority of the associated activity within the rear service yard area (for HGVs) and the northern and southern sides of the warehouse building which is set further into the site than the current situation. This will help to contain any potential noise, positioned away from residential properties alongside measures to enclose these areas.
- 8.32 Similarly to the Velocity development, an acoustic report produced by Tetra Tech has been provided to support the application. This has set out existing noise baseline conditions in which the site currently operates. The report has provided a series of recommendations to minimise noise to any sensitive receptors. This includes the installation of acoustic barriers / fences to the east of the service yard and along route ways. Please see the accompanying Acoustic Report for further details and the figure 11 indicating acoustic fence positions.
- 8.33 It should also be noted that the layout, including circulation spaces and routes, have been designed to avoid vehicles reversing again to minimise noise and perceived disruption. Details explaining the various vehicle movements are shown in the Movement Plan contained in the Design and Access Statement.
- 8.34 In addition to the above measures, the Acoustic Report includes an Operational Noise Management Plan (ONMP), to minimise any incidence of potential disruption on the highway and noise disturbance to local residents. The document has been produced in accordance with the Department for Transport Quiet Deliveries Good Practice Guidance (2014) and other legislation. The ONMP includes measures that the end-user will implement prior to occupation. As an example, this ranges from the selection of plant and location of vents, to the regular

inspection of the service yard (ensuring the surface is in good order with no cracks or mixed height joints) and signage to remind drivers to be quiet (no shouting in the yard or the use of horns except in an emergency).

- 8.35 In relation to questions raised by residents on the use of reversing alarms, we understand that the majority of vehicles owned by the intended occupier use broadband (white noise) reversing alarms. There will be third party vehicles, such as those carrying out maintenance from time to time which may not have broadband reversing alarms, but the occupier will endeavour to use this technology wherever possible.



**Figure 11 – Noise Levels (Worst-Case Daytime)** Source: Tetra Tech

- 8.36 The site is located in a predominantly industrial area and given its distance and separation from residential areas, with the appropriate noise measures in place, will not give rise to adverse effects on residential amenity. Furthermore, the operator intends to work within the same conditions as the existing use. The site will continue to be used as a 24 hour operation, however, the majority of movements are associated with vans delivering small parcels within the local area. Van drivers will generally arrive at the site from 6am onwards, with delivery drivers returning by 9pm. Van drivers only carry out one round trip to maximise efficiencies. Staff shift patterns and transport movements are described in the supporting Transport Statement and the accompanying Noise Impact Assessment.
- 8.37 In light of the above mitigation measures, the proposal is considered to be in accordance with Core Strategy Policy DM10 Pollution and emerging Local Plan policy E22 Amenity and Pollution.

## **Trees and Landscaping**

- 8.38 The planning application is accompanied by a Tree Constraints Plan, Tree Retention and Removal Plan, and Arboricultural Impact Assessment (AIA). There is limited landscaping within the current site. This is mostly found around its perimeters, consisting of small ornamental trees, hedges, shrubs and several self-seeded trees. There are a number of more mature individual trees on the western boundary which are protected by a Tree Preservation Orders which will be retained as part of the proposals.
- 8.39 Given the current expanse of hardstanding across the site, the proposals are seen as an opportunity to increase soft landscaping, particularly along the New Road frontage. This will enhance visual amenity in the wider streetscene but also bring biodiversity benefits.
- 8.40 Whilst some tree and hedgerow removal is required to make way for the building and new access arrangements, these have been replaced on a 1:1 basis. The overall soft landscaping proposed has increased across the site when compared to the existing layout.

## **Ecology**

- 8.41 The Site is characterised by buildings and hard surfaced areas of low ecological value. The ecological report found that the site is isolated from higher-quality habitats and is of low ecological value. There are several hedges within the site however they mostly provide amenity value as their ecological value is limited. No further surveys have been recommended as a result of these findings.
- 8.42 Given there is limited vegetation and the fact that it is well-lit at night, the site was found to have very limited potential for protected species. The site is unlikely to support foraging, commuting or roosting bats apart from some limited potential along the treed railway embankment.
- 8.43 The ecological survey has been carried out as part of the BREEAM assessment process with measures taken to improve the ecological value of the site. Enhancements proposed include the use of flowering shrubs which act as pollinators, planting of new trees, hedges and understorey planting, the provision of bat and bird boxes to boundary trees, the inclusion of a hedgehog box and the creation of other natural refuges. These measures described in the Ecological Assessment are in accordance with Core Strategy Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features.

## **Sustainability and BREEAM Pre-Assessment**

- 8.44 A BREEAM pre-assessment has been initially undertaken as part of the early design proposals and has been submitted to support the application. An overall BREEAM rating of 'very good'

is required, in accordance with Policy CS14 requiring efficient use of resources for non-residential development over 500 sqm. However, the emerging Local Plan seeks to update the above requirements through Policy E12, relating to Efficient Use of Resources and Low Carbon Design. Policy E12 seeks a BREEAM 'Excellent' Level to be achieved for buildings with a Gross floorspace of over 1000+ sqm. The applicant has sought to go above current policy requirements in line with emerging policy and achieve BREEAM 'Excellent' sustainability rating. Please see the accompanying pre-assessment produced by Yonder for further details.

- 8.45 The proposals also include solar PV to be installed on the proposed roof, in line with comments received during the consultation process. EV charging infrastructure will also be included as part of future proofing the site, the details of which have been provided in the Transport Statement. This will feature as part of the above BREEAM assessment, at the appropriate stage.
- 8.46 All reasonable measures will be taken to ensure an adequate sustainability rating and maximum improvement in energy efficiency can be achieved. If the operational activities and functional requirements for the end-user can go above the rating set out, they will aspire to do this, but this depends on the viability of the project.

### **Flood Risk and Drainage**

- 8.47 The site is situated within Flood Zone 1, which has a low probability of flood risk, therefore the distribution and storage uses proposed are appropriate for this location.
- 8.48 According to the Environment Agency's 'Long Term Flood Risk Assessment' the site could experience surface water flooding around the perimeters of the site (please see figure 12 on the following page). As the site is over 1 hectare a Flood Risk Assessment and Drainage Report produced by Pinnacle has been submitted to support the planning application. This has taken into account responses received from Portsmouth Water, Southern Water and the Environment Agency during pre-application discussions. These highlighted the presence of the ground water source protection zone (SPZ) which has indicated that infiltration measures may not be suitable for the site.
- 8.49 The drainage strategy suggests permeable block paving for the staff car park area and acknowledges the decrease in impermeable surfaces across the site as a result of the proposals. The scheme anticipates using some of the existing foul water drainage infrastructure. This seeks to discharge foul water via existing connections to the public sewer under New Lane. Capacity enquiries have been made to Southern Water but a response is awaited. Please see the drainage strategy and FRA which accompanies the application for further details. In light of the above, it is anticipated that drainage will be controlled by a suitably worded planning condition. It is suggested that this is worded so as not to prevent

initial remediation and demolition works to commence to enable a smooth and rapid transition of the site.



**Figure 12** – Long Term Flood Risk Map Extract (Surface Water) Source: [www.gov.uk](http://www.gov.uk)

## External Lighting

- 8.50 An external lighting scheme has been designed by KTA. The scheme seeks to minimise upward light spill and avoid the illumination of any nearby potential wildlife corridors to the rear of the site. This has been carried out by incorporating lighting only where necessary, such as entrances to buildings, key route ways and car parking areas which will still ensure a safe and secure environment. External Lighting can be controlled by condition if deemed appropriate.

## Land Contamination

- 8.51 The application has been will be accompanied by a Land Contamination Assessment given the historic uses at the site and surrounding area. This has been carried out by EPS who have based their report on a substantial set of data and reports for the site extending back over a period of twenty years. The assessment found that overall qualitative risk posed by contamination at the site was considered to be low to moderate. This was assessed in the context of the proposed commercial development.
- 8.52 Further site investigations are currently taking place and this additional data will be used to determine a remedial strategy for the site. These results will be shared as and when they are available with the Environmental Health Officer. Each stage of on-site investigations and verification can be controlled by an appropriately worded planning condition.

## Summary

- 8.53 The proposals comprise a 'last-mile' storage and distribution facility accommodated within a new high-bay warehouse building, with ancillary offices at first floor, van storage facilities with associated service yards and parking areas. The proposed infrastructure and additional site access arrangements will support the use of the site and operational requirements by having dedicated circulation routes for different vehicle types and staff / visitor parking areas.
- 8.54 The proposed development will deliver high-quality employment premises and a valuable storage and distribution facility contributing to Borough's long-term goals of regenerating poor quality, older industrial accommodation within its well-established Industrial Estates where these do not reflect modern business needs.
- 8.55 The site is sustainable, and benefits from good accessibility both by road, public transport, walking or cycling with local facilities nearby for employees. A safe vehicular access is proposed, with adequate parking and cycle provision provided for both visitors and employees alongside servicing vehicles. The design is responsive to its context and identified planning constraints, whilst still providing an efficient use of land.
- 8.56 The application will not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances and intervening mature vegetation/mature tree belt. This will be further strengthened using acoustic fencing adjacent serving yards and service routes, alongside the ONMP which the occupier has agreed to follow.
- 8.57 In summary, these proposals represent a sustainable development, securing an employment generating economic use of a soon to be vacant site. It would result in significant improvements to economic productivity without materially impacting on highway capacity, highway safety, biodiversity, arboricultural, flood risk, air quality, or other amenity interests.
- 8.58 The proposal warrants support by the Council and is acceptable, having regard to the relevant Policies within the Havant Borough Core Strategy: Local Development Framework (2011), the Site Allocations Plan (2014) and all other material planning considerations

## 9. Conclusion

- 9.1 The proposed redevelopment of a storage and distribution facility on the existing employment site at 32 New Lane, Havant would result in a number of distinct planning benefits. These include:
- Proposed retention of an employment generating use that will contribute successfully to the economic wellbeing of the area
  - Location assists in reducing out-commuting
  - Makes more efficient use of Previously Developed Land
  - Results in an improved design which will have a less impact upon the area due to its reduced height and overall design approach
  - Will create a broad range of jobs – from a wide labour pool
  - Contributes to Havant's continuing demand and growth in the logistics sector
  - Range of skill levels and actual take up specifically in logistics which will benefit local people
  - Aiming for a seamless transition from Pfizer, through build, to new user occupying the site
  - Opportunity to provide biodiversity enhancements through additional soft landscaping and the installation of bird boxes and other measures at suitable locations
- 9.2 The proposals, the subject of this planning application, will provide the necessary infrastructure and site access arrangements to support the use of the site as a 'last mile' storage and distribution facility.
- 9.3 All key planning considerations have been taken into account in the preparation of the development proposals, which comply with National and Local Development Plan policies.
- 9.4 In summary, the proposals comprise sustainable development, securing an employment generating economic use of a soon to be currently vacant site. It would result in improvement to economic productivity without negatively impacting on highway capacity, highway safety biodiversity, arboricultural, flood risk, air quality, or amenity interests.
- 9.5 The development has been demonstrated to be compliant with the Development Plan, and therefore, warrants support from the Local Planning Authority.