



**Planning Statement in support of an Application  
For planning permission to use Units at Southmoor Lane  
as an Engineering Workshop.**

**Units 1-3, Solent Building,  
Southmoor Lane,  
Havant, PO9 1JW**

**Application by Monolution Ltd**



Photo – Courtesy of Savills

***Bryan Jezeff Consultancy Ltd  
The Galley, 3 South Street  
Titchfield  
Fareham  
Hants, PO14 4DL  
[www.jezeph.co.uk](http://www.jezeph.co.uk)***

## **CONTENTS**

- 1.0 Introduction**
- 2.0 Site Description**
- 3.0 Planning History and Use**
- 4.0 The Use Proposed**
- 5.0 Planning Policy**
- 6.0 Analysis**

## **Appendices and Plans**

- Plan H 124 -LP      Location Plan**
- Plan H 124          Site Block Plan**
- Proposed Floor Plan**

## **1.0     INTRODUCTION**

- 1.1     The application relates to a site on Southmoor Lane that is referred to as Units 1-3, but effectively serves as one planning unit. This comprises of two large areas of workshops together with a suite of offices, occupied until recently by the Guinness Partnership, comprising of workshops and associated offices.
- 1.2     The site lies within the wider area referred to as the Southmoor Lane employment area, for which planning permission was first granted for industrial uses in 1959 and 1960. This has subsequently been built out with a varied selection of industrial and storage buildings. This includes a specialist marine engineering firm in the immediately adjacent buildings.
- 1.3     The applicants are a specialist engineering company, producing precision machine parts, largely using high tech automated cutting machines. The company currently works from premises elsewhere in Havant, but wishes to relocate to these larger premises, both to have more working space and potentially to allow expansion of the business.
- 1.4     The buildings on the site were granted planning permission for light industrial purposes in 1973 but there is some uncertainty about the permitted use. A separate application has been submitted under S192 of the Act to clarify this. Meanwhile, as there is an urgent need for the company to relocate, this application is submitted as an alternative means of securing permission, to allow the site to be used as an engineering workshop (and associated office space).

## 2.0 SITE DESCRIPTION

- 2.1 The application site comprises of a long rectangular strip of land of just over 1 acre in size, situated on the east side of Southmoor lane, which has a building in excess of 1,700m<sup>2</sup> located approximately in its centre.
- 2.2 The area to the front of the building is laid out as a car park and delivery space, with a slightly smaller area for car parking to the rear (see Figure 1).



**Figure 1** – aerial view of the application site (centre picture)

*(photo courtesy of Google Mapping)*

- 2.3 The main building on the application site comprises one building (internally) which is made up of several component parts. The largest part of this comprises two large, connected ‘sheds’ situated at right angles to the road linking into brick office buildings to the front and rear.
- 2.4 The two large sheds are effectively two storeys in height, internally, with roller shutter doors to the front and rear. There is a brick wall that divides the two internally for most of their length, but there is an open link between the two at the front and other doorways that connect the two towards the rear. This effectively operates as one unit internally. The recent occupants of the building are in the process of vacating the site, but the northern shed operated internally mainly as a maintenance shed for various ground maintenance machinery, and the southern unit for a mix of uses, including an assembly area for kitchens and other modular furniture. Both units are laid out and provided with ‘industrial scale’ heating and ventilation units.
- 2.5 The office unit at the front is two storeys in height and typical of many office spaces on the road frontage of industrial units. The office space at the rear is a

larger block of offices and could be occupied independently, but is currently interlinked with the industrial space described above.

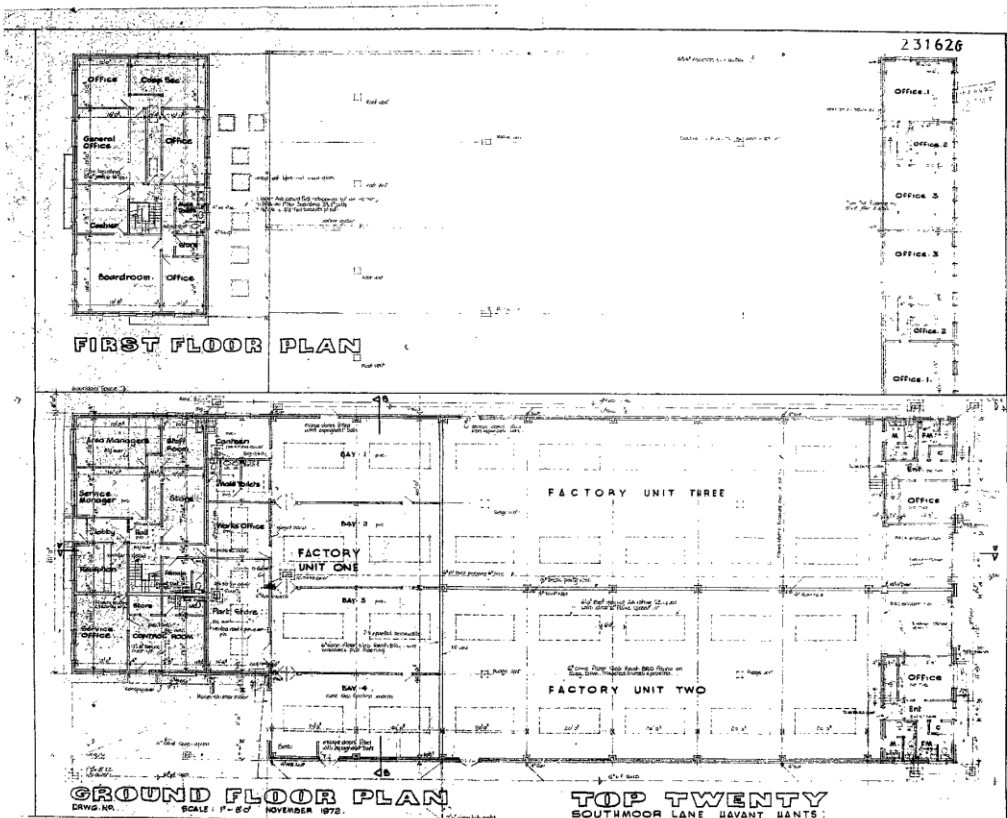
- 2.6 There is vehicular access along the north side of the site to the parking area and delivery doors at the rear, and a narrower, pedestrian access along the southern side.
- 2.7 Situated on either side of the site (north and south) are premises occupied by Lewmar Engineering, producing high quality engineering products for ocean going yachts.
- 2.8 Further to the south and north are other large scale industrial premises. On the opposite side of Southmoor Lane is Havant Lorry Park and Budds Farm sewage treatment works.
- 2.9 The buildings on site have been referred to historically as Units 1-3, with the office space at the rear described as Unit 1, and the two sheds as units 2 and 3 (unit 2 to the north of unit 1).

### **3.0 PLANNING HISTORY AND USE**

- 3.1 The planning history for units 1-3 reveals the following:-
- 3.2 Outline planning permission was granted in in sept 1959 for industrial use of 50 acres of land – ref **HWU 5450**. There are various planning conditions, but none of these limit the use of the land.
- 3.3 A second outline planning permission was granted in June 1960 for the industrial use of 37 acres of land. ref **HWU.5450/1**. Again, none of the conditions attached limit the use of the land.
- 3.4 There is no plan available to show the extent of these two permissions, but it seems likely that together these granted permission for some 80+ acres of land to be used for industrial purposes Given the referencing, it is possible that 5450/1 related to part of 5450 and was part of the 50 acres. If so then only 50 acres had planning permission, but there is no significance in this. There are no conditions limiting the type of industrial activity or suggesting that this should be a use that would now equate to B1.
- 3.5 Planning permission was granted in Feb 1973 for 'light industrial premises' at Southmoor Lane **ref 23162**. The applicants were the 'Top Twenty Phonograph and Automatic Machine Co. No details of the building or the site are available to the public.
- Condition 2 required parking for min of 61 cars.
  - Condition 3 required landscaping scheme.
  - Condition 4 requires no machinery within the building likely to cause a nuisance or annoyance to the occupiers of neighbouring premises.
- 3.6 There are two points to note. First that the reference to light industrial in 1973 had a different meaning to a B1(c) use now, in that it related only to the processes within the building. Second, the reference in condition 4 to not causing nuisance or annoyance to neighbouring premises, did not relate to residential neighbours, but to other commercial (industrial) businesses. Hence this condition would not secure the level of protection that would be expected for a B1(c) use. In reality any use requiring 61 parking spaces would not now be considered a B1 use.
- 3.7 A second Planning permission was granted to the Top Twenty Phonograph and Automatic Machine Co, in May 1979 – **ref 23162/1**. This proposed the addition of a second floor over the rear part of 'unit 1' to provide additional office space.
- 3.8 Plans submitted with the application show units 2 and 3 (the LH and RH units as viewed from the car park) as 'factory unit two and 'factory unit three', each with a large open floor area, and unit 1 as part 'factory unit one' and part as smaller rooms (offices). The drawing suggests that most of the ground floor was in use

as a factory. The application involved extending over the offices. The layout on the drawings is consistent with my inspection of the site on 12<sup>th</sup> December, as described in section 2 above).

- 3.9 The application form describes the existing use as machine sales, servicing and administration, although this may relate only to unit 1 (the red edge).
- 3.10 Overall, it appears that permission was granted for the industrial use of 50-80 acres of land, with a detailed permission for the erection of a building described in 1973 as 'light industrial'. The only limitation placed on this use, was that any machinery installed within the building should not cause nuisance to the occupiers of the neighbouring (industrial) premises.
- 3.11 The subsequent occupants of the building then used this for the sales, servicing and administration of phonograph and other machines, with approximately  $\frac{3}{4}$  of the building laid out as factory space and approximately  $\frac{1}{4}$  as office space (based on the submitted floor plans).



**Figure 2** copy of plan submitted with 23162/1 - - showing three 'factory units'

#### **4.0 THE USE PROPOSED**

- 4.1 The proposed user of the site is a precision engineering company manufacturing precision parts. These parts are provided to most of the front-running Formula 1 teams, as well as to prestigious aerospace and automotive customers. This is done using modern computer controlled cutting (CNC) machines before, in some cases, parts are polished, quality checked and then dispatched to customers.
- 4.2 The company currently uses 17 CNC machines, each operating within its own enclosed cabinet. Each machine is programmed to produce complex three-dimensional parts to a high specification. Inside each cabinet the machine will select the appropriate cutting heads, and then machine the appropriate part whilst being sprayed with the required lubricant. This all occurs with the cabinet closed, unless the operator needs to interrupt the process.
- 4.3 Most of the parts produced are machined from high quality aluminium alloys.
- 4.4 the attached Floor Plan shows the proposed arrangement of machinery and workspaces within the building. This will involve approximately 17 bases for machinery (normally a CNC machine) and a total of 24 engineering workstations. In addition, parts of the building will be used for storing materials, both coming into and leaving the premises, and for quality control and finishing of products.

#### **Reasons for the move**

- 4.5 Monolution is currently based in Downley Road (Havant) and has expanded its activities at that site from just one unit in 2006 to four units (currently) and now to needing additional space (which is not available at that site). It currently employs 30 people and has plans to expand by approximately 50% over the next 3 years. The site now proposed will provide the space it needs to meet its current needs, and allow for this future expansion.

#### **Vehicle Movements**

- 4.6 Raw materials (aluminium) and other general manufacturing supplies are delivered using small vehicles, typically of 7 tonnes or less (small rigid lorries or transit style vans). These are unloaded using an electrically operated, walk behind, pallet truck, direct from the lorry into the incoming stores area. The company currently receives approximately 3-4 deliveries per day. Outgoing goods are delivered using the company van or an external courier, with a similar number of movements.
- 4.7 The application building currently has three unloading doors, that provide flexibility for unloading into the site, and for the despatch of goods. In addition,

the site has approximately 60 parking spaces, which is more than is required for the current workforce, or for anticipated expansion within the next few years.

### **Noise**

- 4.7 The company currently operates seventeen high-speed CNC machining centres. These machines are all fully enclosed. The machines run all day and part/all of the night, but at night-time are unmanned and run on a reduced performance cycle.
- 4.8 The company takes a responsible attitude to the safety of employees which includes monitoring the noise levels within the working environment. Noise level produced is low – normal conversation can be made while standing next to any of the machines. Most parts are produced from aluminium so cutting noise and vibration is minimal. Hence, operators are not generally required to wear hearing protection. Hearing protection is *sometimes* required in the polishing areas when air-powered tools are being used, but this will normally be for short periods at a time. Sound level within the factory is typically measured at below 80dBA. Outside (1m from the roller doors) sound level is around 60dBA. These are typical values, measured instantaneously with a Mercury TSL01 Digital Sound Level Meter. Although there will be spikes above these levels, H&S reviews have not identified the need for hearing protection other than for brief periods when using air-powered hand polishing tools.
- 4.9 The layout plan attached proposes that the polishing area will be set back from the front of the site in a position convenient for the finishing and inspection of goods, but also where any noise that does arise will be contained within the building.

### **Ventilation / Extraction:**

- 4.10 Monolution do not employ any processes which generate steam, gases or vapours other than very small and localised amounts produced as a result of normal machining methods. This machining does not require any form of extraction – the tiny amounts of steam produced as a result of the cutting lubricant boiling at the cutting tip are dissipated naturally in the immediate area of the machine. All of the cutting lubricants are water-based.
- 4.11 The manufacturing and finishing processes only involve a limited number of ‘dry’ processes. Where this occurs, machines are fitted with dust collection devices, with any dust produced collected internally and disposed of by means of normal waste disposal routes. There are no exhaust/ventilation/extraction chimneys of any kind.

**Sustainability:**

**- Environmental**

- 4.12 The current building on site is 'tired' and much of its facilities dated, such that the Company intend to invest significantly in re-furbishing and upgrading the premises. These works will include:-
- safe removal & disposal of asbestos building products,
  - replacement of the old workshop lighting with energy efficient LED lights,
  - replacement and uprating of the main incoming electrical supply (this to meet our own requirements and to ensure compliance with current best-practice – replacing the three individual supplies with a single one,
  - repairs/cleaning/replacement of roof lights,
  - safe removal of the obsolete & non-legal air-conditioning system and
  - improvements to the general appearance of the building which is now showing its age.
- 4.13 Collectively these works will result in a building that is healthier to work in, and more efficient in the use of energy, as well as better maintained externally.

**- Economic**

- 4.14 Paragraph 4.12 above describes the changes proposed to the building, which represents a considerable investment in the building and hence in the quality of infrastructure available locally. These works themselves will also provide direct income to local trades and businesses who undertake the work.
- 4.15. Paragraph 4.5 above describes the growth of Monolution over the last 10-12 years, and the need that the company now has for larger premises, to allow it to retain its current position within the industry and to continue to expand and take on more staff. In turn this will release 4 employment units on Downley Road, for other firms to take up and occupy.

**- Social**

- 4.16 There are no direct social benefits to this move, other than that it will enable existing employees to remain working in the local area, rather than face a potential move to another site, especially if the firm was forced to relocate away from Havant Borough.

## **5.0 PLANNING POLICY AND GUIDANCE**

5.1 The site lies within an established employment area to the south of the A27, in an area known generally as Southmoor Lane.

5.2 **Policy CS2** of the Core Strategy advises that:-

**Planning Permission will be granted for development proposals that:**

**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.**

5.3 Table 1.1 of the Core Strategy sets out various 'Core Strategy Theme Descriptions' which, relevant to the economy advises :

**Revitalising the economy of Havant Borough is fundamental to generate wealth and raise living standards for everyone. This will be achieved by providing high quality land and buildings for employment development that will help to raise skill levels and employment opportunities.- -**

5.4 The Employment Land Review undertaken by Lambert Smith Hampton, on behalf of the local planning authority, in December 2017, provides a summary of the main employment sites within the borough, and advises at para 6.11 "The main industrial employment area to the south of the A27 comprises Southmoor Lane (BD2), Penner Road (BD3) and Endeavour Business Park (BD4), which has seen the vast majority of industrial development over the last 10-15 years." The map of such sites, on page 60 of the document, shows the application in approximately the centre of the site identified as BD2, and surrounded by other employment uses to the north, east and south, with Budds Farm Sewage Works to the south-west. Site BD2 is described as having an area of 6.9ha. The accompanying schedule for BD2 identifies this 6.9ha site as providing 18,834m<sup>2</sup> of B2 floorspace, 5,461m<sup>2</sup> of B1(c) uses, and 1,518m<sup>2</sup> of B8.

5.5 **Policy DM10** of the Core Strategy advises that developments that might cause pollution, including through noise, fumes, dust and vibration, will, only be permitted where 6 criteria are met. Criteria 1 is relevant and requires that the health and safety of nearby occupiers and residents is not put at risk.

### **National Planning Policy Framework**

5.6 The NPPF strongly supports economic growth in sustainable locations. Specifically paragraph 19 advises:-

**19. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.**

5.6 In relation to noise, paragraph 123 advises:-

**Planning policies and decisions should aim to:**

**- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.**

5.7 The Governments (web based) Planning Practice Guidance (PPG) includes the following advice in paragraph ID 30-004-10140306. The advice is specifically relevant to adjacent residential properties.

**Paragraph: 004 Reference ID: 30-004-20140306**

**How to recognise when noise could be a concern?**

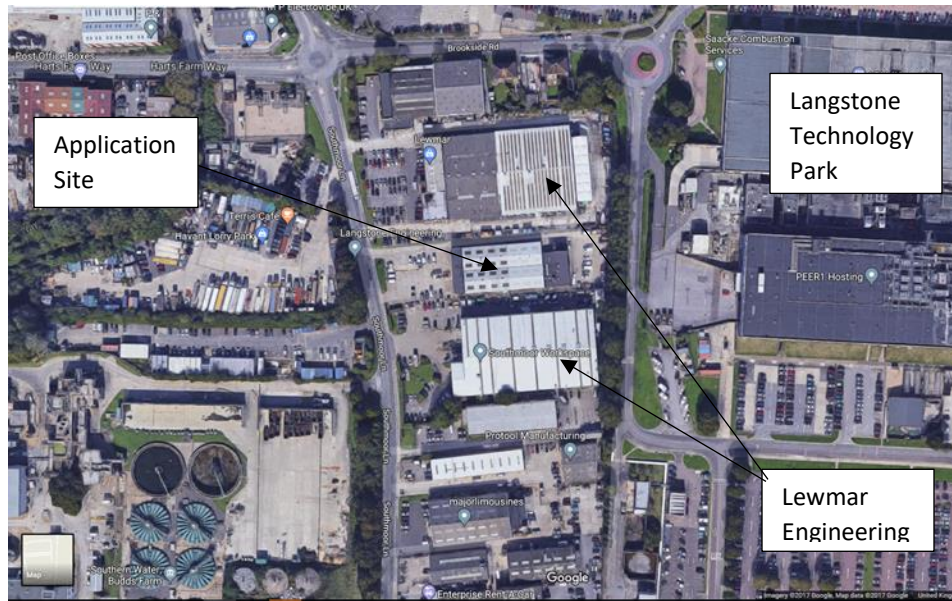
**As the exposure increases further, it crosses the lowest observed adverse effect level boundary above which the noise starts to cause small changes in behaviour and attitude, for example, having to turn up the volume on the television or needing to speak more loudly to be heard. The noise therefore starts to have an adverse effect and consideration needs to be given to mitigating and minimising those effects (taking account of the economic and social benefits being derived from the activity causing the noise).**

**Increasing noise exposure will at some point cause the significant observed adverse effect level boundary to be crossed. Above this level the noise causes a material change in behaviour such as keeping windows closed for most of the time or avoiding certain activities during periods when the noise is present. If the exposure is above this level the planning process should be used to avoid this effect occurring, by use of appropriate mitigation such as by altering the design and layout. Such decisions must be made taking account of the economic and social benefit of the activity causing the noise, but it is undesirable for such exposure to be caused.**

## **6.0 APPRAISAL**

- 6.1 The application site is situated within an established location for employment purposes and one where it appears that permission was first granted for industrial activity in 1959/1960. A more specific permission was granted in 1973, for most of the existing buildings on the site.
- 6.2 The application seeks permission for the site to be occupied by an existing business based within Havant, whose main business is machining high specification parts for the automotive industry, using computer controlled milling machines. Although this employs 30 staff, the business focuses on a high-quality output rather than large quantities of parts, meaning that there are relatively few deliveries to and collections from the site. The application site would allow the company more space for its current activities, plus space to expand in future years.
- 6.3 Whilst such activities would normally be welcomed on any employment site, a question has arisen here due to the description of development in 1973 referring to a light industrial use. Notwithstanding the size of the building and the activities undertaken by the previous occupants (workshops and offices) this application seeks specific permission for use as an engineering workshops (B2), so as to clarify that the applicant is able to occupy the site.
- 6.4 The Council's own review of employment land recognises the site as part of are BD2, most of which comprises of premises being used for B2 purposes (see paragraph 5.4 above and Figure 2 below). The premises immediately to the north and south are occupied by Lewmar Engineering, who machine and manufacture products for the marine industry. This is a B2 use. Immediately to the rear (behind trees) is an access road and main service area to Langstone Industrial Park whilst, to the west, across Southmoor Lane, is a lorry park and sewage works. Hence the site is surrounded on all sides by uses that would be inappropriate in a sensitive residential area, but entirely appropriate in an employment location. None of these uses would be especially sensitive to noise (or other pollutants).
- 6.5 Havant's Core Strategy recognises the importance of employment uses, and seeks to grant permission for these, unless doing so would cause the health and safety of nearby occupiers and residents to be put at risk (policy DM10). In this case none of the adjacent uses would be significantly at risk, even if the use proposed were to cause some noise. However, the details provided (para 4.8 above) indicate that even inside the premises noise levels are rarely high enough to impede speech, and that outside the (existing) building noise is barely audible. Hence, there is no conflict with Policy DM10.

**Planning Application for the  
proposed use of Units 1-3 Southmoor Lane,  
by Monolution Ltd**



**Figure 2** showing the general layout of industrial buildings around the site.

- 6.6 Policy CS2(5) seeks to retain existing employment buildings in use for this purpose and the use proposed will do this. More specifically, by focusing on producing precision parts for the automotive industry, especially Formula 1 clients, the use proposed has the strong support of Policy CS2 (4).
- 6.7 Government advice (in the NPPF and PPG ) is set out in section 5 above, and clarifies that planning permission should be granted unless there would be **significant adverse impacts on health and quality of life as a result of new development**. The PPG clarifies that a significant (observable) adverse impact will only occur where this will cause a significant change in the behaviour of the adjacent occupants. Whilst this advice is clearly directed to situations where residential properties lie adjacent, it is clear that the limited levels of noise described will not be observable, much less cause a change in the behaviour of the adjacent business premises. Hence the proposal is entirely compliant with the NPPF and supported by paragraph 19.
- 6.8 Given that this is a recognised employment site, and that the Council is keen to promote Southmoor Lane for further employment uses, there should be no objection in planning terms to the use proposed.