

WELCOME

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

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

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

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

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

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



Illustrative View of the new warehouse building from the eastern corner of the site



Illustrative View of the southern entrance into the site



Aerial view of the site and surrounding area



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THE STORY SO FAR

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

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

THE SITE

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

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

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



Existing aerial photograph of the site and immediate surroundings



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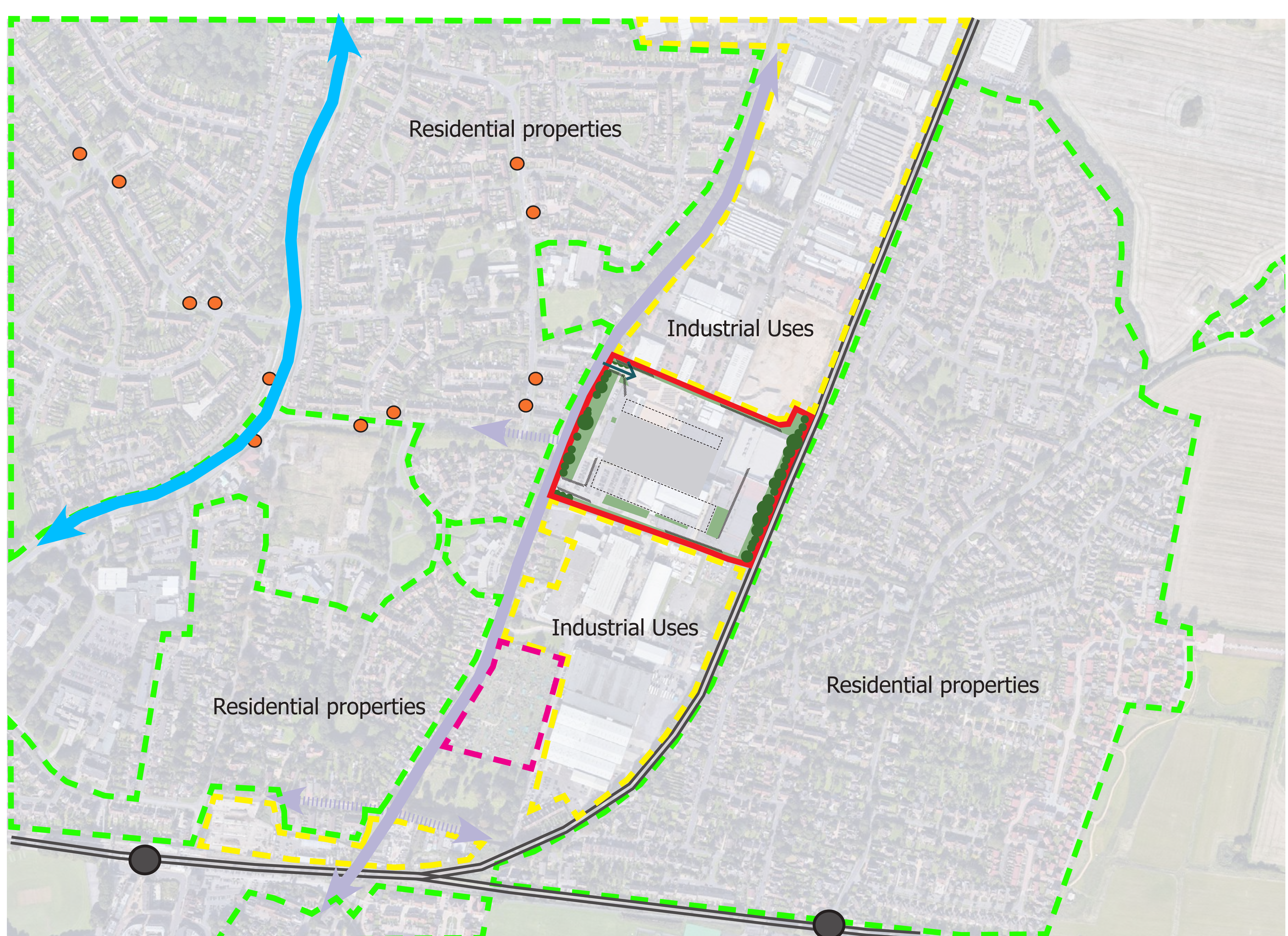
THE SITE & WIDER CONTEXT

APPRAISING THE SITE

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

The constraints identified are:

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



OPPORTUNITIES

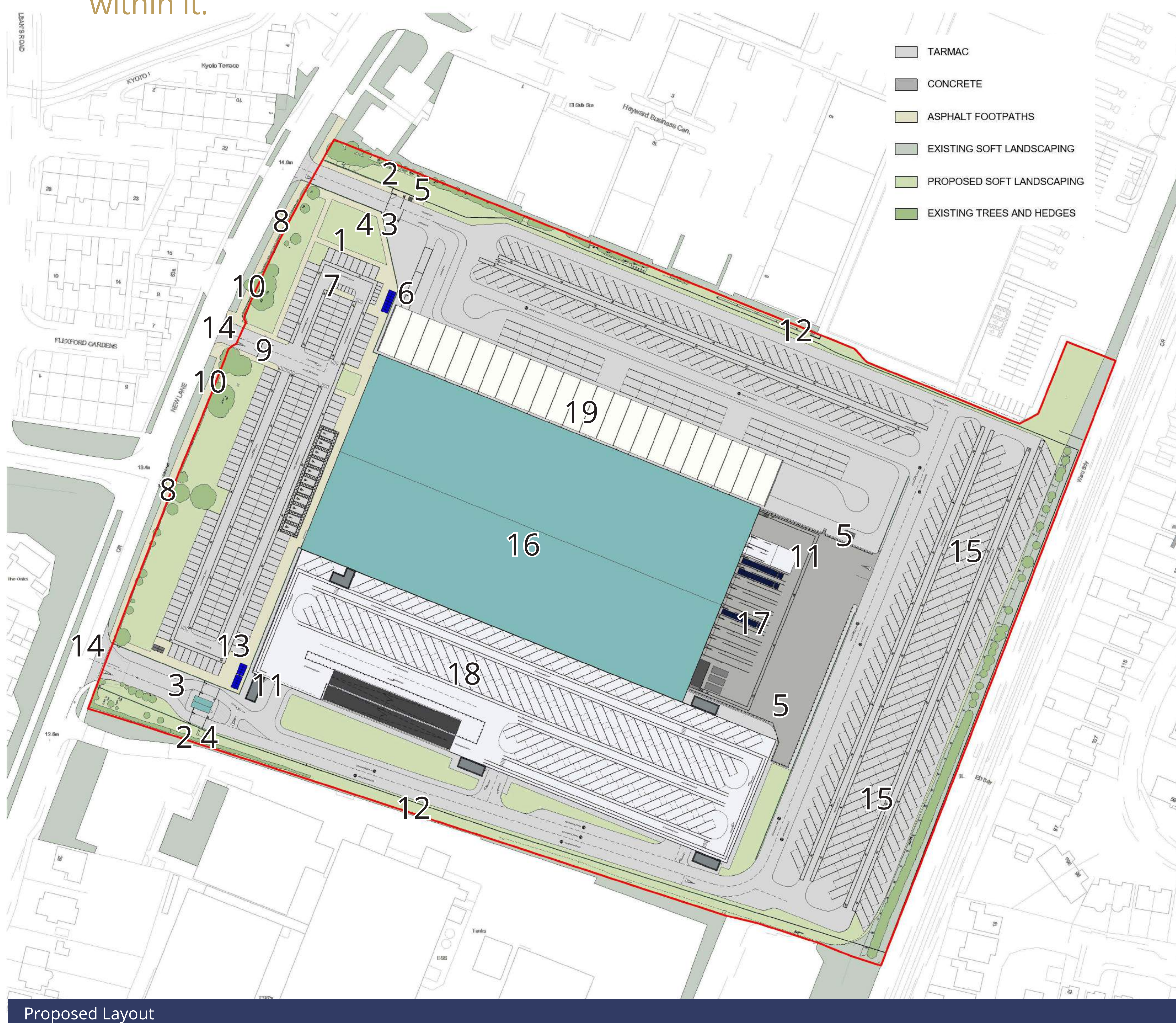
- Good vehicular access via New Lane and the B2149 to the wider highway network.
- Within close proximity to Warblington and Havant Train Stations.
- Large site with significant employment opportunities.
- Located in an established industrial area with a potential workforce on its doorstep.
- ➔ Creating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



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THE PROPOSALS

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



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

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



PROPOSALS

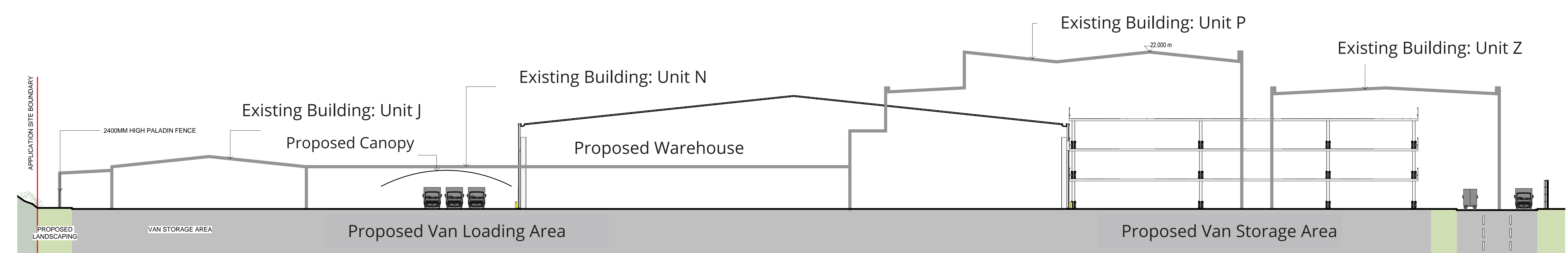
LAYOUT, BUILDING FORM AND SCALE

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

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

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

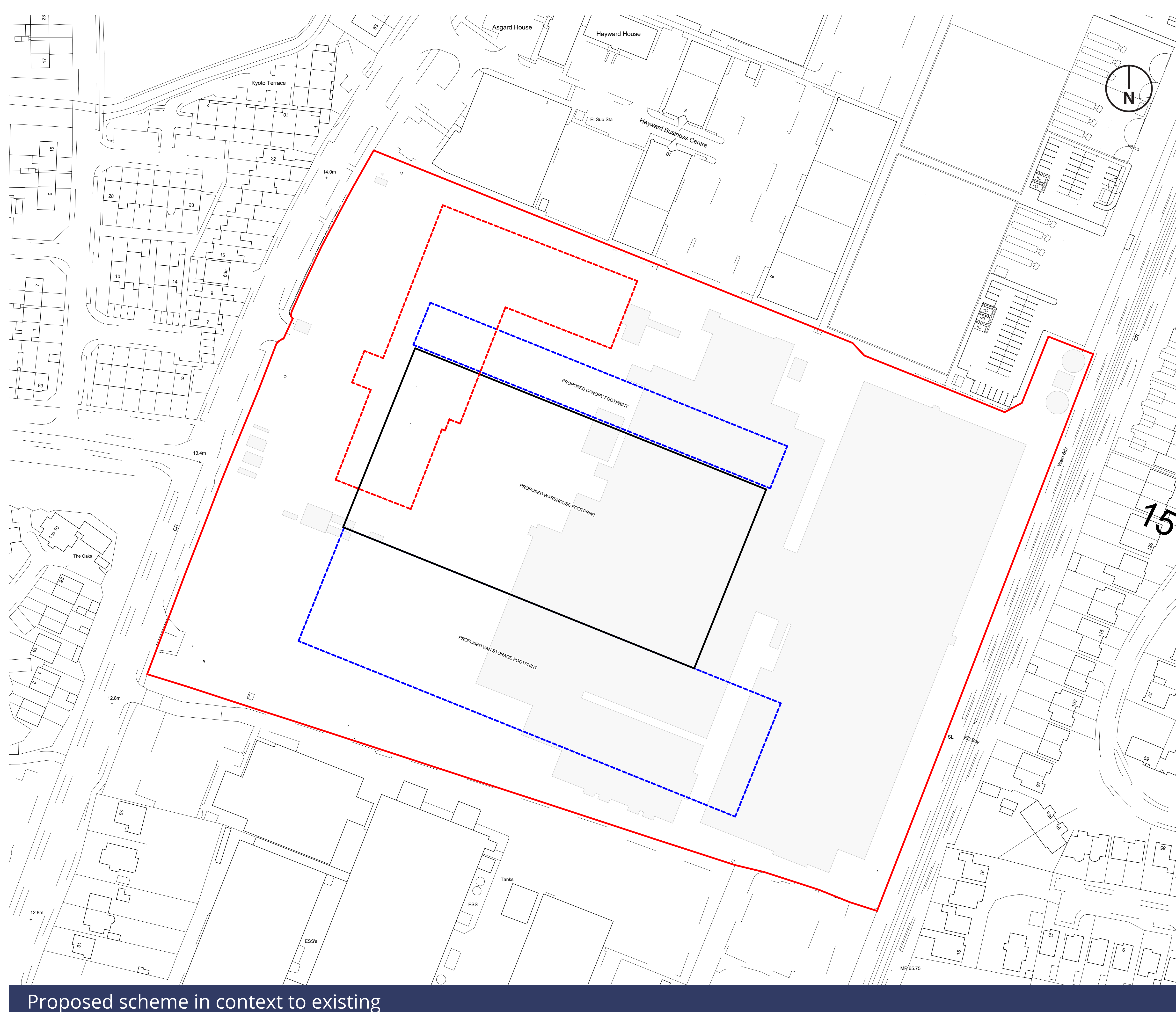
The illustrative section below shows the proposals against the backdrop of existing buildings within the site. These will be further refined to include the buildings relationship with houses to the east and west as part of the future planning application.



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



BUILDING FORM



RED DASHED LINE COVERS BUILDINGS AND STRUCTURES PREVIOUSLY DEMOLISHED



PROPOSED CANOPY AND VAN STORAGE DECK



EXISTING BUILDINGS ON SITE



PROPOSED WAREHOUSE UNIT

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

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

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

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

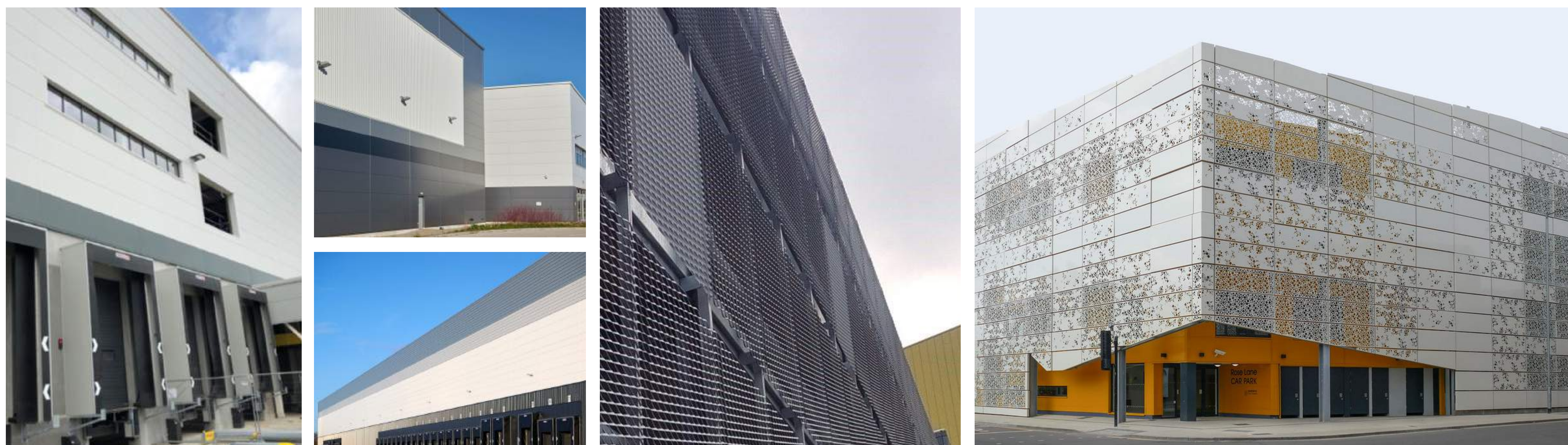


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ELEVATIONAL TREATMENT

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

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



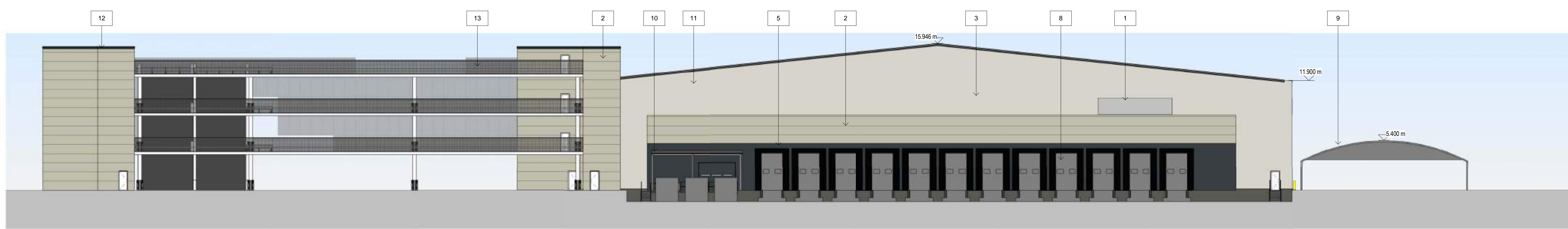
Examples of Materials and Finishes

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

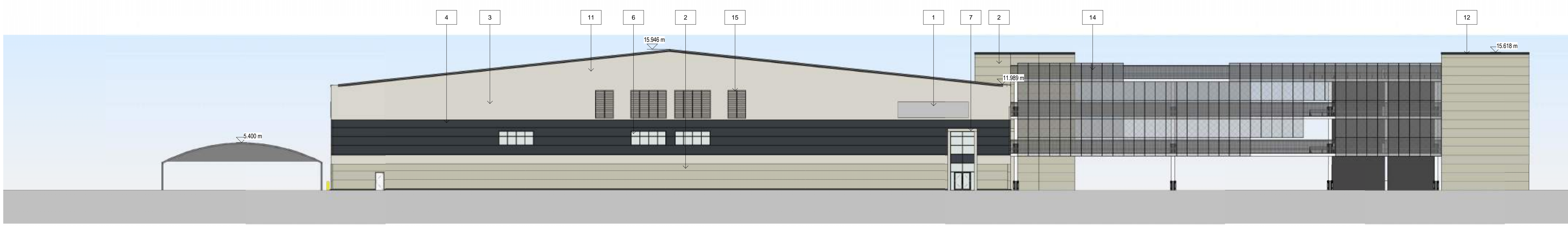
Galvanised mesh protection barriers, wrapping around each floor, will provide a safe and secure facility for all operators and drivers utilising the multi-storey deck. The mesh will help to screen the parked vehicles and further break up the overall mass of the structure.

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

PROPOSED ELEVATIONS



East Elevation



West Elevation

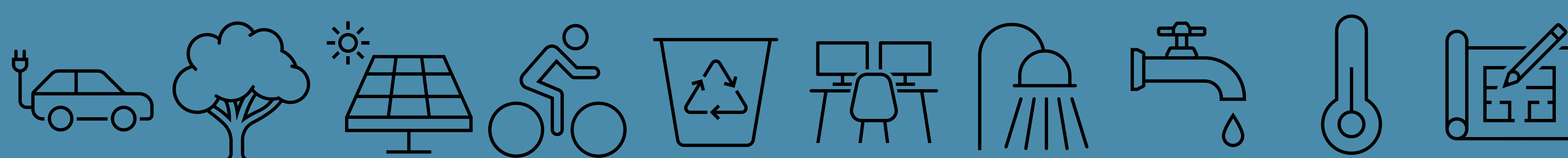


SUSTAINABILITY

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

SUSTAINABILITY AIMS:

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



ACCESS & MOVEMENT

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

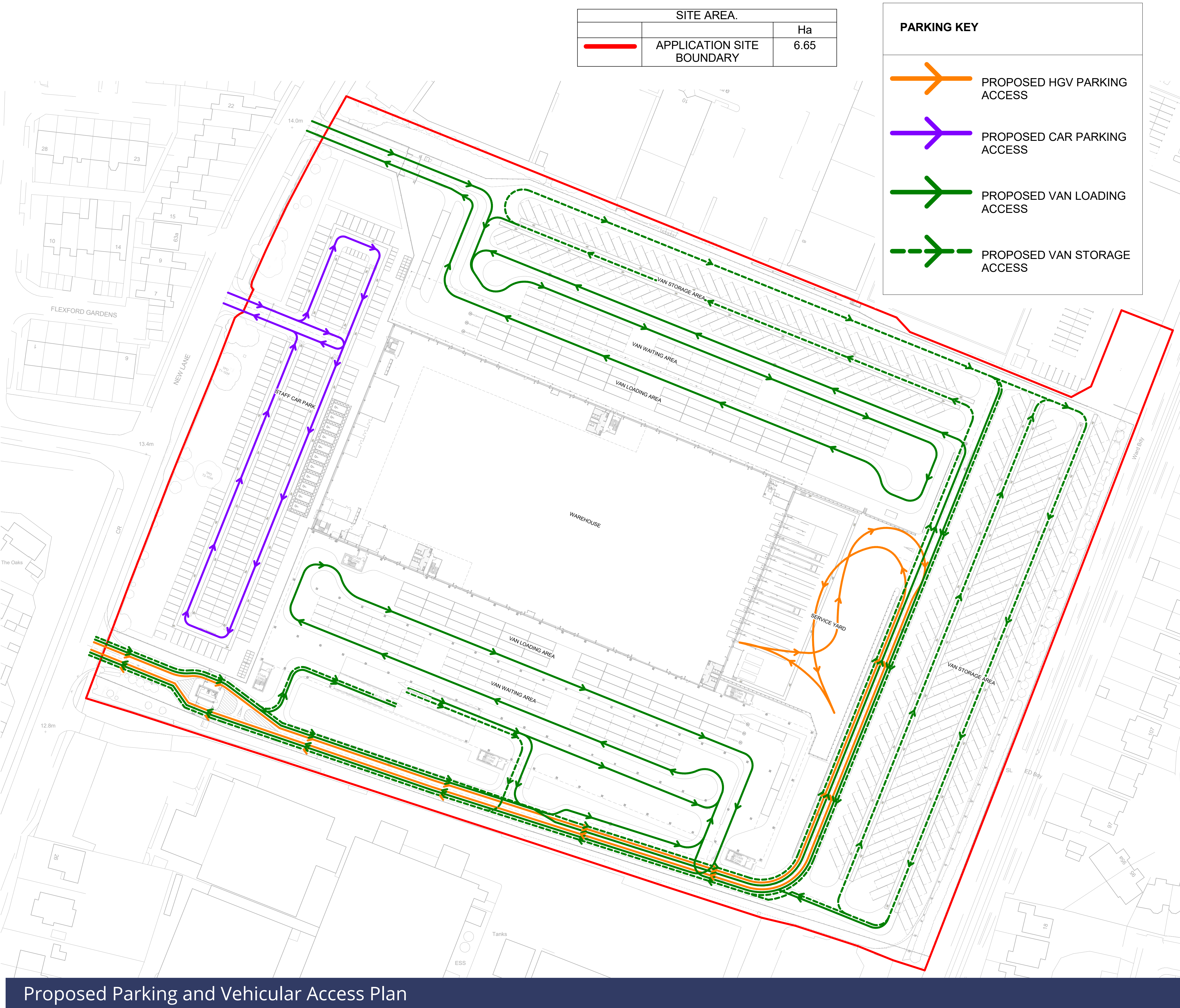
The proposals relate to a ‘last-mile’ distribution facility where small parcels arrive for onward delivery to customers in the area. The occupier is looking to consolidate their operations on one site, as parcels are already in circulation by the end-user. No customers will be able to collect parcels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

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

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

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

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



HIGHWAYS

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

Traffic Calming

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

Traffic Volumes

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

Car Parking

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

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



Existing north vehicular entrance into the site



View looking south along New Lane

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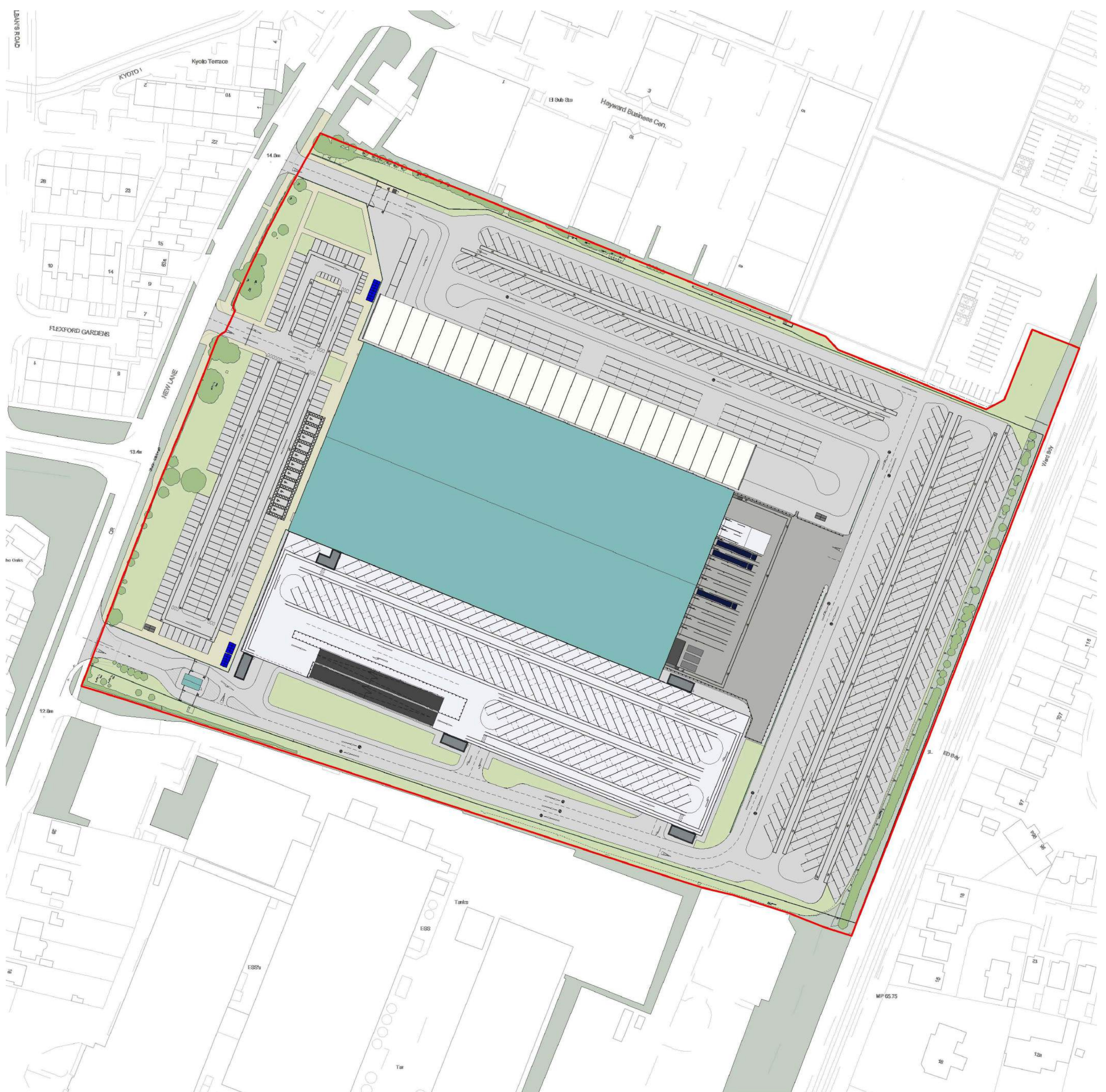


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SUMMARY

PRINCIPLE OF DEVELOPMENT

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



Proposed Layout



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MOVING FORWARD

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



Illustrative View of the new warehouse building from the eastern corner of the site

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

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

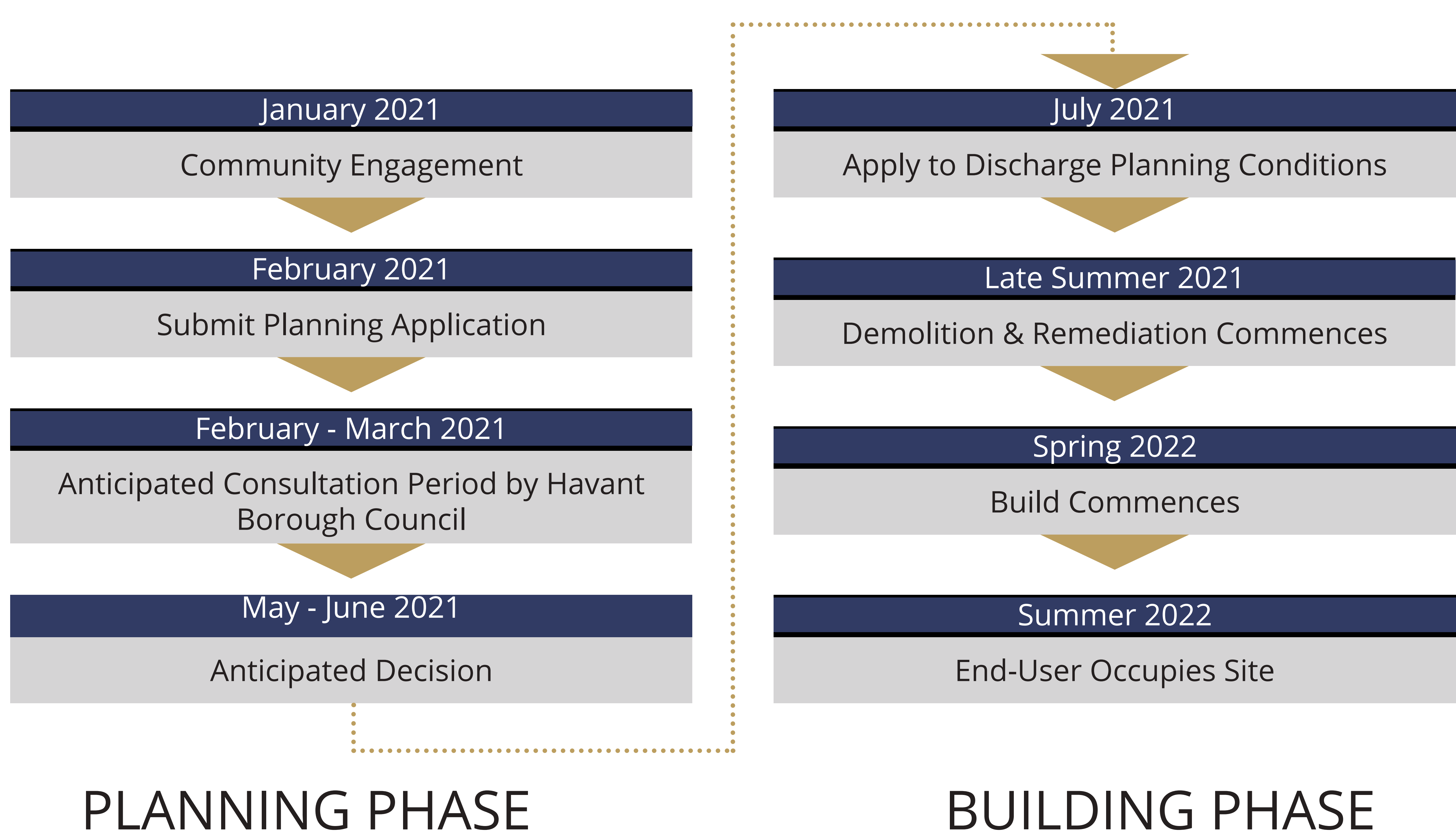
Please make sure you get in touch using our email address below to provide feedback on the proposals for the site.

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

We look forward to hearing from you.

NEXT STEPS

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



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FINALLY - A BIT ABOUT US

Havant Property Investment LLP - A Joint Partnership ABOUT KINGSBRIDGE ESTATES

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



ABOUT BRIDGES

BRIDGES
Fund Management

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

3,200+ SMEs
Supported

**30,000
Tonnes**
of CO2
Emissions
Averted

4,200 Direct Jobs
Enabled from
Investment through
Construction &
Provision of Workspace

90%
of properties located
in underserved
areas*



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



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



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