

Planning, Design & Access Statement

(including Employment Skills Plan)

**Application for employment development, with
associated access, parking, yards and landscaping**

**Interbridges site, North Street/New Brighton
Road, Emsworth
PO10 7PH**

On behalf of Emsworth Business Park Ltd

December 2024



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Town Planning ► Development Consultancy



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1. Introduction

- 1.1 Henry Adams Planning has been instructed to prepare a full planning application for our client, Emsworth Business Park Ltd (EBP) at Interbridges, land at North Street/New Brighton Road, Emsworth.
- 1.2 EBP are now seeking permission for the development of the site for employment uses with supporting infrastructure. The planning application is supported by a number of documents as listed in **Figure 1** below.

Figure 1 – List of Planning Documents		
Title	Document/Drawing Reference	Consultant
Drawings, Design & Planning		
Location & Block Plan	9173-HYP-00-DR-A-000011 P06	Hyphen
Proposed Site Plan	9173-HYP-00-DR-A-000010 P08	Hyphen
Block A – Proposed Ground Floor Plan	9173-HYP-DR-A-110 P2	Hyphen
Block A – Proposed Elevations	9173-HYP-DR-A-111 P2	Hyphen
Block B – Proposed Ground Floor Plan	9173-HYP-DR-A-120 P03	Hyphen
Block B – Proposed Elevations	9173-HYP-DR-A-121 P03	Hyphen
Drawing Issue Sheet	N/A	Hyphen
3D Views (To be submitted)	N/A	Hyphen
Topographical Survey x 2	254BUND/02	South Coast Surveys

Figure 1 – List of Planning Documents

Title	Document/Drawing Reference	Consultant
Planning, Design & Access Statement (includes an Employment Skills Plan)	December 2024	Henry Adams LLP
Landscape		
Landscape Plan	M444-200 P2	IJLA
Ecology & Biodiversity Net Gain		
Preliminary Ecological Appraisal	November 2024	EcoSupport
Biodiversity Net Gain Assessment, Habitat Management & Monitoring Report	November 2024	EcoSupport
Statutory Biodiversity Metric Calculation	November 2024	EcoSupport
Phase II Bat Survey Report	November 2024	EcoSupport
Landscape & Ecological Management Plan	November 2024	EcoSupport
Drainage & Flooding		
Drainage Strategy Drawing	6096/101 Rev A	Bellamy Roberts
Flood Risk Assessment	MT/6096/FRA.2	Bellamy Roberts
Transport		
Transport Statement	MT/RK/6096/TS.2	Bellamy Roberts
Framework Travel Plan	MT/RK/6096/FTP.2	Bellamy Roberts
BREAAM, Sustainability & Environmental		

Figure 1 – List of Planning Documents

Title	Document/Drawing Reference	Consultant
Combined Geotechnical & Ground Contamination Risk Assessment	R16181 – November 2024	Ashdown Site Investigation Ltd
BREEAM Pre-Assessment	Version 1 Rev B (29.11.24)	SRE
Sustainability Construction & Design Statement	Version 1 A	SRE
Energy Statement Inc, Passive Design Analysis & LZC Technology Feasibility Study	Version 1 A	SRE
SBEM Summary Report Table	V1 Rev A	SRE
Energy Performance Certificate	N/A	SRE
BRUKL Output Document	N/A	SRE
Air Quality Assessment	Version 1 Rev B (27.11.2024)	SRE
Lighting Strategy	P01	DFL
Outdoor Lighting Report Specification	N/A	DFL
Lighting Plan including Luminance levels (lux)	3477-DFL-ELG-XX-LD-EO-13001	DFL
Trees		
Arboricultural Report & Arboricultural Implications Assessment & Method Statement	November 2024	Johnston Tree Consultancy

Figure 1 – List of Planning Documents

Title	Document/Drawing Reference	Consultant
Appendix 1 – Tree Quality Assessment	N/A	Johnston Tree Consultancy
Appendix 2 – Root Protection Plan	N/A	Johnston Tree Consultancy
Appendix 3 – Tree Protection Plan	N/A	Johnston Tree Consultancy
Appendix 4 – Default Spec for Protection Barriers	N/A	Johnston Tree Consultancy
Appendix 5 – E.g's of Above Ground Stabling Systems	N/A	Johnston Tree Consultancy
Legals & Contributions		
CIL Forms	N/A	Henry Adams LLP

2. Site Description

- 2.1 The application site is a long, relatively narrow plot of land lying between the main south coast railway and south of the A27 in the Emsworth settlement area. It comprises a single parcel of land measuring 0.81ha and has frontage to North Street/New Brighton Road as shown in **Figure 2**.
- 2.2 The site rises gently from the road frontage and has historically been used as pasture. In recent years the site has been left vacant. There are a number of utility services crossing the site including a gas main to the gas compound at the rear of the site, drains and also two foul sewers. Easements from the utilities and the rail line dominate the site, particularly in the southern half of the site. Dense mature trees line the boundaries and in the north these merge with the wooded area on

the A27 embankment. As a result of the thick treelines the site is not overly visible in the street scene and wider landscape.

- 2.3 The site is immediately surrounded by transport infrastructure in the form of the A27 to the north, a railway line to the south, a public footpath, a gas compound and land owned by SSE on which they propose installing a new sub station to the east and to the west the main road heading north out of Emsworth town centre. Two restricted height bridges are also located either side of the entrance. In the wider context, the site is part of a mixed use edge of centre area with Emsworth Station and small industrial areas to the southwest on the opposite side of North Street/New Brighton Road. Employment, residential and the Brook Meadow Local Nature Reserve to the lie to the south of the railway line with the edge of Emsworth Town Centre lies around 200m away to the south. There are bus stops 80m away along North Street/New Brighton Road.

Figure 2 – Location Plan & Block Plan showing Interbridges Site



- 2.4 The site is approximately 6 miles from the centre of Chichester and 3.5 miles from Bognor Regis. Bus routes pass the site, and vehicular access is achieved via an existing access off New Brighton Road.

- 2.5 Chichester Harbour, which is a European designated site, is situated approximately 0.79km to the south. Such sites are protected under the Conservation of Habitats and Species Regulation 2017 (the 'Habitats Regulations'). Chichester Harbour is listed as a Special Area of Conservation, Special Protection Area (SPA), RAMSAR site and is also of national importance as a Site of Special Scientific Interest (SSSI). Brook Meadow Local Nature Reserve (LNR) is also located within 1km of the site.

3. Proposal

- 3.1 The scheme proposes fourteen employment units providing a mix of flexible employment use within uses Classes B2 (General Industry), B8 (storage & distribution) and Class Ec-g. The scheme provides for a mix of employment units in terms of size and use.
- 3.2 The units have been provided in two blocks and together will provide 2,195.5 sq.m of employment floor space. Two storage yards measuring a total of 1,098.6 sq.m (162.7sq.m and 935.9sq.m) will also be provided as part of the development. A range of infrastructure will serve the employment units including 14 loading ramps, 55 car parking spaces, 4 cycle units with a total of 24 cycle parking spaces, 20 bins, 3 bin stores and 6 EV charging stations .
- 3.3 The easements crossing the site (gas, drains, foul drainage and rail) have had a heavy influence on the site layout with the building blocks having to be kept clear of the utility runs and easement areas associated with them. As a consequence, the largest of the two building blocks sits along the northern edge of the site with the smaller block lying in a gap in the easements in the south-eastern corner.
- 3.4 A single access point is taken from the northern side of North Street/New Brighton Road with the central spine road sweeping in a curve to the southern edge before heading north again to serve the complex of employment uses as well as the existing SGN compound and the proposed new SSE sub station.
- 3.5 Much of the site is open and soft landscaping will dominate the western half of the development. Boundary trees will be retained and the spaces around the buildings and roadways will be soft landscaped.

4. Background & Relevant Planning History

- 4.1 The Interbridges East site is identified as an employment allocation in the 2014 Havant Local Plan Allocations DPD. The site therefore has an extensive planning history relating to employment use in terms of both applications and policy.
- 4.2 The planning history of the site in **Figure 3** below shows that various planning permissions have been granted for employment related development since the 1990s. In addition to the planning permissions granted on the site shown in Figure 3 below, a number of discharge of conditions applications have been determined relating to application 07/54901/007 and 10/00912 which related to planning permission granted for 12No. industrial units and 3No. Office units.

Figure 3 – Planning History for Interbridges, Emsworth		
Application Reference	Application Description	Decision
90/54901/000	Outline application for bus depot & maintenance building with associated parking, landscaping, creation of footpath & formation of vehicular access	Approved July 1990
95/54901/001	Outline application for bus parking & service depot & 3 N B1 industrial units with car parking, landscaping, creation of footpath & vehicular access onto New Brighton Rd	Withdrawn May 2003
02/54901/003	Outline application for the construction of 7 industrial units to fall within use classes B1 (b) and (c) and B2 and provision of commuter car park.	Approved Dec 2002

05/54901/005	Application for approval of reserved matters regarding the construction of 10 industrial units to fall within Use Classes B1(b) & (c) and B2 and the provision of commuter car park (including signalised junction with North Street/New Brighton Road).	Approved Jan 2006
07/54901/007	Development comprising 12No. Industrial units (1822.6sqm) within B1 (b & c) and 3No. Office units (395sqm). Open storage and the provision of a commuter car park with new access to North Street/New Brighton Road.	Approved Apr 2008
10/00912	Extension of time limit for the implementation of Planning Permission 07/54901/007 for development comprising 12No. Industrial units (1822.6sqm within B1 (b&c) and 3No. Office units (395sqm). Open storage and provision of commuter car park with new access to North Street/New Brighton Road.	Approved Jul 2012
16/00295	Veterinary practice, 4No. business units, parking and open storage yards. (Approved 30.05.17). Request to Discharge Condition No/s 4, 5, 6, 7 and 8. (22.06.17). Request to discharge condition No. 3 (15.03.2021).	Approved May 2017

4.3 Despite the policy allocation and the previous planning permissions granted on the site over the last thirty years, unfortunately no scheme has yet been implemented for employment use on the site. This is predominantly due to the

site constraints, which include a gas main, public sewer, and railway easements crossing through the site plus the 2 restricted height bridges either side of the access.

- 4.4 Our client, EBP, are fully aware of the site constraints and pre-application discussions have taken place with advice sought from Southern Gas Network, Network Rail and Southern Water on the required easements prior to the application submission. EBP are committed to delivering a high quality, successful business park on the site which will provide employment opportunities for the local area. Over the past twenty years, EBP have purchased and renovated/refurbished various Business & Industrial Parks across the south of England including Passfield Business Park, Newhaven Industrial Park, Castlegrove Industrial Park in Bognor and Hawker Business Park which have operated successfully, providing economic growth and opportunities for businesses in the local area.
- 4.5 A Preliminary Planning Enquiry was submitted to Havant Borough Council in October 2023, (Ref: GEN/23/00933). The scheme related to provision of 2,322 sqm of employment space made up of 150 modular shipping containers clad in timber cladding, metal mesh or printed mesh. The Council supported the principle of the employment development, and considered that an increase in floor space could be acceptable, on the basis that the development would promote a prosperous economy in line with local planning policies. However, it was noted that this would also be subject to other material planning considerations.
- 4.6 Within their written pre-application response, the Council expressed a preference for a more traditional design for the commercial site, with reference made to the previous planning permissions for industrial and commercial development on the site, which were considered to be appropriate in terms of design and scale. The Council's pre-application advice and the site constraints have shaped the current layout, design and scale of the proposed scheme submitted. The proposed development incorporates two main buildings, the larger Block A is located to the north of the easements and the smaller Block B is located further to the south, separated by the internal road within the development. The buildings incorporate a high eaves line to accommodate the roller shutter doors. The buildings are finished primarily in a mix of grey vertical cladding and buff brick.

5. Planning Policy

National Planning Policy

5.1 Relevant National Policy and guidance is set out in the following documents:

- National Planning Policy Framework (December 2023) **NPPF**
- Planning Practice Guidance **PPG**
- National Design Guide (2021) **NDG**

5.2 The Labour Government introduced a consultation on the reforms to the NPPF and other changes to the planning system which ran from 30 July to 24 September 2024. The proposed NPPF reforms focussed on seeking to address the housing crisis and encouraging economic growth. One of the Government's reform objectives is get Britain building again to create jobs and deliver new and improved infrastructure. It also wants to support the development needed for a modern economy. The changes to the NPPF are currently anticipated to be introduced in late December 2024.

5.3 The following sections and paragraphs of the current NPPF that are considered relevant to this proposal are listed below.

Section 2 Achieving Sustainable Development

- Paragraphs 7 - 11 - Presumption in favour of sustainable development and approving developments that accord with an up-to-date development plan without delay.

Section 4 Decision Making

- Paragraph 38, 47 & 48 – Local Planning Authorities should approach decisions in a positive and creative way...working proactively to secure sustainable developments
- Paragraph 55 – 58 – Planning conditions and obligations

Section 6 Building a strong competitive economy

- Paragraph 85 – Planning decisions should help create the conditions in which businesses can invest, expand and adapt. 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.

Section 8 Promoting Healthy & Safe Communities

- Paragraphs 96 – 97 – Planning decisions should achieve healthy inclusive and safe places and beautiful buildings.
- Paragraph 101 – Planning decisions should promote public safety

Section 9 Promoting Sustainable Transport

- Paragraph 108 - 109 – Promotion of sustainable transport, addressing potential impacts of development on transport networks
- Paragraph 111 - 112 Parking standards
- Para 113 - Planning decisions should recognise the importance of providing overnight lorry parking facilities
- Paragraphs 115 – Development proposals should only be refused on highways ground if there would be an unacceptable impact on highway safety.
- Paragraph 116 – Promotion of pedestrian and cycle movements

Section 11 – Achieving appropriate densities

Para 128 – Planning decisions should support development that makes efficient use of land

Section 12 Achieving Well Designed and Beautiful Places

- Paragraph 131 – Developments should create high quality, beautiful and sustainable places through good design
- Paragraph 135 – Design requirements for new developments
- Paragraph 136 – Importance of trees in developments
- Paragraph 137 & 139 – Design quality and use of Design Codes

Section 14 Meeting the Challenge of Climate Change, Flooding & Coastal Change

- Paragraph 159 - 164 – New development should be planned to mitigate and adapt to impacts of climate change and incorporate renewables and low carbon energy sources.
- Paragraph 173 – In determining applications Local Planning Authorities should ensure that flood risk is not increased elsewhere. Development will

only be allowed where the Sequential and Exception texts (where relevant) have been passed.

- Paragraph 175 – Major developments should incorporate sustainable drainage systems unless there is evidence that this would not be appropriate.

Section 15 Conserving and Enhancing the Natural Environment

- Paragraph 180 - Decisions should contribute to and enhance the natural and local environment
- Paragraph 185 – 188 - Habitats and biodiversity

Section 16 Conserving and Enhancing the Historic Environment

- Paragraph 195 – Heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- Paragraphs 200 – 204 – Proposals affecting heritage assets
- Paragraph 205 – When considering potential impacts on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Section 17 Facilitating the sustainable use of minerals

- Paragraph 215 – It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.
- Paragraph 217 – When determining planning applications great weight should be given to the benefits of mineral extraction.

Statutory Development Plan

- 5.4 There is a statutory duty on local planning authorities to take decisions in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.5 The Statutory Development Plan relating to this site comprises:
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- Havant Core Strategy Adopted (2011) **HCS**
- Havant Local Plan (Allocations); Adopted (2014) **HAP**
- Hampshire Minerals and Waste Plan; Adopted (2013)
- Emsworth Neighbourhood Plan; Made (2021) **ENP**

5.6 Relevant policies in the Havant Development plan are set out below.

Relevant Havant Core Strategy policies

CS2	Employment
CS3	Skills and Employability
CS8	Community Safety
CS11	Protecting and Enhancing the Special Environment and heritage of Havant Borough
CS13	Green Infrastructure
CS15	Flood and Coastal Erosion Risk
CS16	High Quality Design
CS17	Concentration and Distribution of Development within the Urban Areas
CS19	Effective Provision of Infrastructure
CS20	Transport & Access Strategy
CS21	Developer Requirements
DM3	Protection of Existing Employment and Tourism Sites
DM6	Coordination of Development
DM8	Conservation, Protection and Enhancement of Existing Natural Features
DM10	Pollution
DM11	Planning for More Sustainable Travel
DM12	Mitigating the Impacts of Travel
DM14	Car and Cycle Parking on development (excluding Residential)
DM16	Freight Transport

Relevant Havant Local Plan Allocations policies

AL1	Presumption in Favour of Sustainable Development
AL2	Urban Area Boundaries and Undeveloped Gaps between Settlements
EM2	Emsworth Employment Allocations (Site BD39 – Interbridges East)
DM17	Contaminated Land
DM20	Historic Assets
DM25	Managing Flood Risk in Emsworth

Relevant Hampshire Minerals and Waste Plan policies

15	Safeguarding – mineral resources
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Emsworth Neighbourhood Plan

H1	Design & Heritage
W1	Employment Premises & Design Quality
W2	Strong economy & youth training
M1	Cycle Storage Provision
D1	General Design Policy
D2	Height, Mass & Materials
D3	Layout, Form & Density
D4	Design of Public Spaces & External Areas
D5	Integration & Strong Connections
D6	Resource Efficiency
D7	Mitigate Light Pollution

- 5.7 The planning policy of specific relevance to the Interbridges site is Policy BD39 which allocates the site for employment use. The policy allocates the site for around 2,200 sq m of new manufacturing and/or warehouse floorspace with between 32 – 62 jobs. A number of site specific requirements are set out in the policy relating to access, flooding and information required to support a planning application
- 5.8 Other documents that are also considered relevant to the proposal include:
- Borough Design Guide; Adopted Feb 2011
 - Parking Supplementary Planning Document (SPD) – 2016 with partial update 2019
- 5.9 Havant is at an early stage of reviewing its Local Plan having completed a consultation on its Regulation 18 draft plan in May 202. This document did not contain any draft policies and thus is it not a material consideration for this application.

6. Planning Considerations

- 6.1 With the principle of employment development on the site already established through the local plan and a series of planning consents for employment use, this section of the Planning Statement focusses on detailed matters relating to scale, intensity, employment and skills, design and environmental considerations and how it complies with local and national planning policy.

Principle of Development

- 6.2 The site lies within the urban area of Emsworth and the principle of employment development on the site has been established through the allocation of the site for employment use in Policy BD39 of the Havant Allocations DPD, and a number of historic permissions for employment related schemes.
- 6.3 The principle of the scale of the development has been established by policy BD39 which provides an indicative floorspace of 2,200 sqm. The proposed development would provide 2,195 sqm. which sits just below the site specific space requirement set out in policy BD39. The quantum of development has been adjusted during the design process to take into account the easement requirements set by Network Rail, Southern Gas Network and Southern Water.

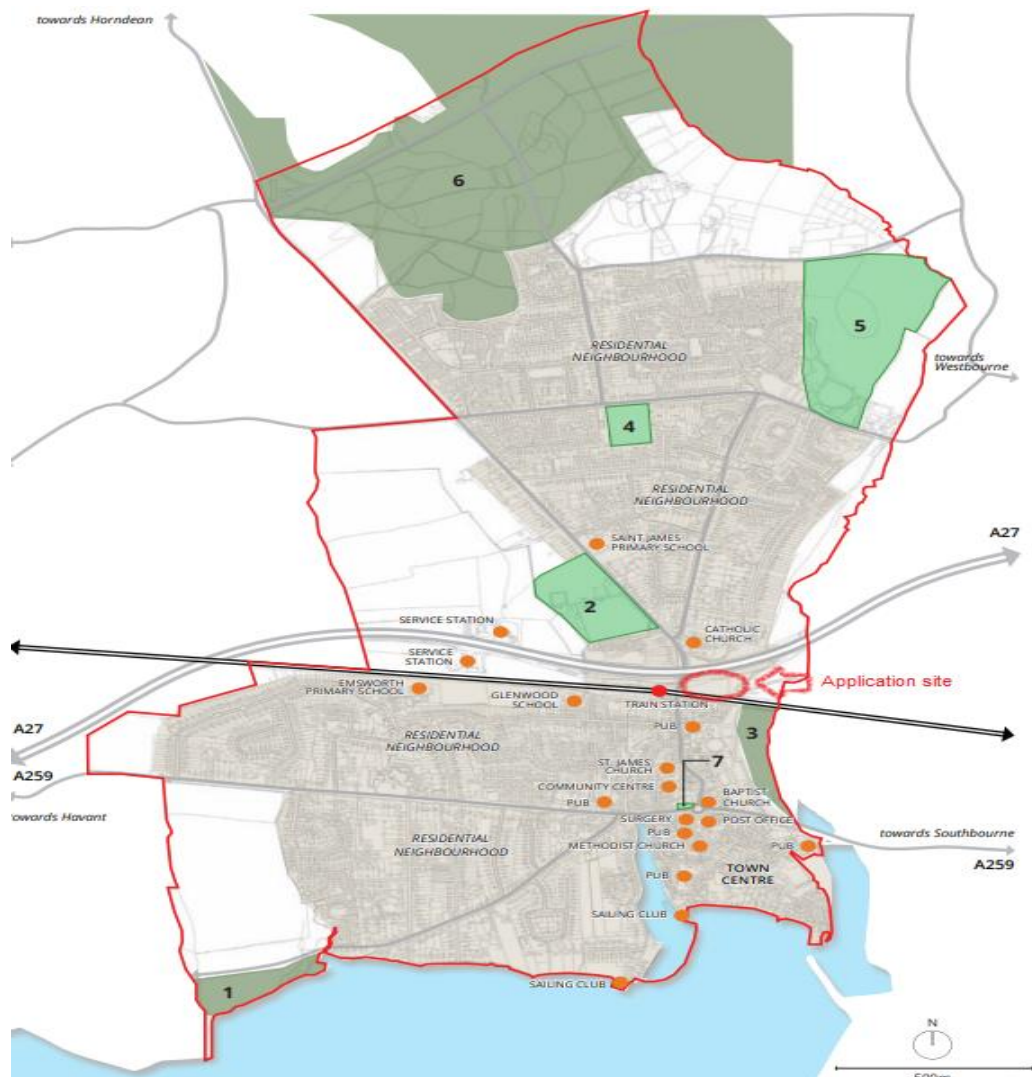
Design

- 6.4 The proposals have been through an extensive and iterative design process taking into account the following:
- The easement requirements relating to the gas main, sewers, and railway constraints of the site.
 - Design requirements set out in Policies CS16 (High Quality Design) of the HCS W1 (Employment Premises & Design Quality) of ENP
 - Council requirements conveyed through the pre-application process (GEN/23/00933 relates);
- 6.5 Policy W1 of the ENP requires new employment development to demonstrate how through design, scale, and materials it provides an attractive business environment which takes into account the character of Emsworth. Likewise, policy

CS16 requires development to demonstrate that its design responds to and draws inspiration from the local context and contributes to the improvement of the public realm.

- 6.6 In terms of geography, the site is well contained, being bound on all sides by either roads or railway line as shown by the map extract within the ENP shown in **Figure 4**. The site is bound by the A27 trunk road to the north and the main south coast rail line to the south with mature planting and established residential development beyond. Given the physical separation from the northern and southern parts of Emsworth, and the predominantly residential character of buildings beyond the bridges to the north and south of the site, there is scope to provide a commercial development which sits between the north and southern parts of Emsworth, yet draws reference to its surroundings through careful siting of buildings, use of appropriate materials and a sensitive landscaping scheme.

Figure 4 – Map extract from Emsworth Neighbourhood Plan showing Interbridges site



- 6.7 The site itself is only transiently seen from the road, especially if travelling in a vehicle. The entrance road slopes up and curves around so that only a distant view of the development will be feasible, should a viewer look at the correct moment. The site and entrance area will be landscaped to further enhance the entrance.
- 6.8 The primary objective of the development is to achieve the maximum built area possible, consistent with good design principles and the topography of the site. This approach enables the applicant to build at a lower cost than many of their competitors and to provide end users with excellent value-for-money. This market, aimed at new businesses and companies who are ready to own their first building, is highly price-sensitive and a rational approach to design is essential.

- 6.9 The use of each unit depends on the purchaser or tenant but are generally within User Classes B1, B2 and B8. Although the developer will not prescribe the precise use of each type of unit, it is likely, based on other similar schemes, that the development will attract young companies moving beyond the start-up phase, often from serviced rental units.
- 6.10 The layout of the site is driven by constraints of the gas, rail and sewer easements, so building in the proposed areas of the site is only feasible away from the public road. The buildings are intended to be simple and unadorned, commensurate with their intent as discussed above.
- 6.11 All blocks have been designed with brickwork at low level, with metal faced cladding above, up to the underside of the roof eaves. Cavity wall construction with brickwork outer leaf from ground to mezzanine level provides greater security than if cladding was taken to the ground. The cladding is predominately Light Grey with Dark Grey trims, flashings, downpipes and banding panel at eaves level. The Dark Grey banding is intended to provide the appearance of a shadow detail.
- 6.12 The buildings are of steel frame construction with insulated wall and roof cladding. The buildings generally offer minimum 6 metres eaves height (which is an industry standard for such units). Each unit is provided with a personnel entrance door with accessibility compliant level threshold, sectional loading bay door, mezzanine (primarily intended to be used for storage), fully accessible WC and kitchenette. The units are sold as shell for future fit-out by purchaser or tenant.

Employment Skills Plan

- 6.13 Policy CS2 (Employment) and Policy CS3 (Skills & Employability) of the HCS seek to promote local employment and training initiatives on new employment sites particularly with regard to construction skills. Policy BD39 requires an Employment & Skills Plan to be submitted with the planning application which is detailed below.
- 6.14 The proposed development would present an opportunity for economic growth through new businesses occupying the new development, the construction

activities associated with implementation of the development and through regular maintenance of the Business Park.

- 6.15 The occupiers of the proposed employment are not currently known, however they will typically be within uses Classes B2 (General Industry), B8 (storage & distribution) and Class Eg (light industrial, office or research) uses. On the basis of these uses it is estimated that the proposal would result in between 32-50 jobs through occupation of the Business Park.
- 6.16 There will also be jobs created through the construction and implementation of the proposed development. Whilst it is noted that these will be on a short term basis, they will still provide employment for a number of skilled trades and professions. It is estimated that the implementation of the development would result in employment for approximately 41 people, with the following list of skills and trades required.
- Ground Workers
 - Site Manager
 - Labourers
 - Electricians
 - Plumbers
 - Cladders
 - Tarmac
 - Steel Erectors
 - Statutory Services
 - Landscapers
- 6.17 In addition to this, it is anticipated that the Business Park will need to be regularly maintained with ongoing repairs and maintenance to buildings, the yards and common areas. This will also create an element of regular employment, albeit on a lower level.
- 6.18 The proposed business park will increase economic growth within Emsworth as envisaged by allocation of the site for employment use within policy BD39. The

proposal represents an opportunity to raise skills levels through the provision of 14 new units within Class B and E.g uses and the yard areas. Given the sustainable location of the site, the proposal would also appeal to local business who would be able to travel using sustainable transport methods to the site.

Landscape

- 6.19 The application is supported by a landscape plan (Drawing No. M444-200 Rev P2) which shows the existing trees to be retained, along with the soft and hard landscaping scheme.
- 6.20 The site constraints presented by the gas, sewer and rail easements, has led to some limitations in relation to the proposed soft landscaping scheme and the ability to meet the 10% biodiversity net gain requirement on site. The landscaping scheme therefore draws on the existing landscape features comprising the tree lined boundaries as a framework, along with a proposed sensitively designed landscaping scheme that will be functional with the operation of the proposed Business Park.
- 6.21 Areas of native shrub planting meeting easement requirements have been utilised to create habitat environments on both the eastern and western boundaries along with shade tolerant wildflower meadow. Native ground covers are also utilised on the eastern side of the site. A native hedge creates screening along the western boundary using native planting meeting the gas and water easement restrictions in species selection. Ornamental planting is located around substation area to create an attractive entrance feature, with further structural ornamentals planting adjacent to parking spaces where robust planting is important. The landscaping proposals will create an attractive environment which will assist on providing soft screening of the proposed development from the New Brighton Road, and an attractive working environment for future occupiers of the Business Park.

Trees

- 6.22 The application is supported by an Arboricultural Report prepared by Johnston Tree Consultancy. The tree survey records the quality of the fourteen trees on the site. Thirteen of these trees (T1-T13) are along the southern boundary of the site and comprise Category B and C trees. T14, a Pine tree, located at the western front

part of the site comprises a Category A tree, which represents a tree of high quality and good condition. None of the trees are protected by a tree preservation order or by conservation area status.

- 6.23 The proposal would seek to retain all fourteen trees on the site, however the Arboricultural Implications Assessment recommends the removal of five lime trees (T5 T6, T11 and T12) on safety grounds, not as a result of the proposal. Minor remedial works to several trees have been recommended as part of the Arboricultural Report.
- 6.24 The southern yard area and some parking spaces would be located within the root protection area (RPA) of the retained trees within the site. No ground levels would change as a result of the proposals. A no dig surface shall ensure minimal disruption to the retained trees, with a Cellweb 200mm to be installed under arboricultural supervision. At this stage final details of the finishing surface had not been confirmed. This will however be permeable and details can be secured by planning condition in agreement with the Council.
- 6.25 The proposal would retain all the existing trees on the site which would maintain the green boundary screening along the southern boundary. The Pine tree in the south-western corner which adds to the visual amenity of the street scene along the site's frontage will be retained and enhanced with additional low level planting in the western frontage of the site.

Ecology & Lighting

- 6.26 The application is supported by a Preliminary Ecological Appraisal (PEA), Phase II Bat Survey Report (BSR) and a Landscape & Ecological Management Plan (LEMP) prepared by Eco Support. Within 1k of the site lies Brook Meadow Local Nature Reserve (LNR), Chichester & Langstone Harbour SPA & Ramsar, Chichester Harbour SSSI and Solent Maritime SAC.
- 6.27 As part of the ecological surveys, a preliminary roost assessment of the trees on the site was undertaken and no trees were identified to support roosting features and such as considered to hold negligible potential to support roosting bats. Given the proximity to the Brook Meadow LNR and River Ems, bat activity surveys have been undertaken to ascertain the value of the site for commuting and foraging bats and assess any ecological impacts relating to the proposed development.

Activity was predominantly recorded adjacent to the sites northern and southern boundaries, with the site considered to be of at least 'local' importance to support commuting and foraging bats.

- 6.28 The BSR identifies that lighting associated with the construction activities to implement the development and relating to the usage of the Business Park will have the potential to impact on foraging and commuting bats. The submitted Lighting Strategy prepared by DFL has been prepared in line with the mitigation measures outlined in the BSR and LEMP, and the GN08/2023 Bats and Artificial Lighting in the UK (ILP / BCT, 2023). The lighting scheme for the operation of the Business Park will include warm light sources, buffer zones and downlighting to avoid horizontal and vertical light spill into the identified sensitive receptors. The carpark and access road will not be lit to avoid adverse impacts on identified commuting bat corridors. Construction activities will be limited to daylight hours and will not be undertaken 30 minutes prior to dusk or dawn to avoid any disturbance to bats. These measures will mitigate any lighting impacts to commuting or foraging bats during the construction or operational phases of the proposed development.
- 6.29 As part of the works associated with previous planning permission 10/00912 and variation of condition application 16/00295, the reptile population previously on the site, comprising thirteen slow worms, were subject to a translocation operation to an off-receptor site in Nutborne. As reptile exclusion fencing has been put up and maintained on the site since the translocation, the site is considered to hold negligible potential to support common UK reptiles. No other protected species were considered to be present on the site following the ecological surveys undertaken, however a pre-commencement badger survey is recommended, along with vegetation clearance works to be undertaken outside the bird nesting season.
- 6.30 The proposed scheme incorporates ecological enhancements measures which will include installation of bat and bird boxes on suitable trees around the site boundaries to provide additional roosting features.

Biodiversity Net Gain

- 6.31 Paragraph 174 of the NPPF requires developments to enhance the natural and local environment through minimising impacts on and providing net gains for biodiversity. Statutory legislation requires a minimum of 10% Biodiversity Net Gain (BNG) to be achieved on all developments.
- 6.32 This application is accompanied by a BNG Baseline, Habitat Management & Monitoring Plan and BNG Metric prepared by Eco Support. The site covers approximately 0.65ha and comprises predominantly of grassland, woodland and scrub.
- 6.33 The habitat definitions were based on those identified during the survey walkover on the 27th March 2024, and reported within the PEA (Ecosupport, 2024). The habitats on site have been categorised as other neutral grassland, bramble scrub, other woodland (mixed) and individual trees. The BNG baseline of the site is 3.96 habitat units. The proposal would create 0.94 habitat units and 0.12 hedgerow units. Given the constraints presented by the easements which has restricted the location of the proposed buildings within the scheme, it has not been possible to provide the 10% BNG uplift on the site. The BNG Report confirms that there would be a net loss of -3.03 habitat units and that the trading rules would not be satisfied.
- 6.34 A total of 3.43 habitat units would therefore be required to provide a 10% biodiversity net gain for this development. To address the habitat deficit detailed in the 'Trading Summary Area Habitats', the offset units would need to comprise of at least 1.90 units of broad 'heathland and scrub' habitat (of medium distinctiveness or higher) and 1.30 units of broad 'grassland' habitat (of medium distinctiveness or higher).
- 6.35 As it is not possible to provide the BNG 10% uplift on-site, the Applicant is intending to purchase credits from the Habitat Bank, with the Iford Biodiversity Project site (BNG sites reference : BGS-290224001) utilised to provide appropriate off-site offsetting for this project. The proposed development will therefore provide the 10% mandatory BNG in line with national planning policy requirements.

Transport, Access & Parking

- 6.36 Policy CS20 of the HCS seeks to ensure development provides safe access on to the highway network; efficient operation of the road network and improves accessibility to goods, services and employment. Schemes should accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, be accessed by high quality public transport facilities, create safe and secure layouts for traffic, cyclists and pedestrians and provide appropriate levels of parking.
- 6.37 The site is sustainably located 40 metres to the south of Emsworth Train Station and 115 metres to the north of the nearest bus stop. An uncontrolled pedestrian crossing is located by the proposed access and is equipped with dropped kerbs, tactile paving and lighting. The site is sustainably located as acknowledged in policy BD39, and would provide employment opportunities which could be accessed sustainably by multiple modes of public transportation within Emsworth.
- 6.38 The application is supported by a Transport Statement (TS) and Travel Plan (TP) prepared by Bellamy Roberts. As part of the TS a personal injury assessment has been undertaken and does not identify any specific road safety problems with the local highway network.
- 6.39 Policy BD39 requires access to be provided from North Street/New Brighton Road to the satisfaction of the Highways Authority. Vehicular access to the scheme will be achieved from the eastern side of North Street/New Brighton Road via a T-Junction arrangement. According to a recent speed survey conducted by Bellamy Roberts, the average Annual Daily Traffic (AADT) flows on the major road, North Street/New Brighton Road, is 12,684. The traffic flow data shows there is minimal queuing and delay at the site access which indicates that there is no requirement for signals at this junction and that a simple T-Junction onto North Street/Brighton Road is appropriate.
- 6.40 The access onto North Street/New Brighton Road would achieve visibility splays of 2.4m x 49m to the north and 2.4m x 42m to the south of the proposed access which would be achievable within the highway boundary. The existing uncontrolled pedestrian crossing will be relocated approximately 26 metres north of the existing crossing on North Street/New Brighton Road. The TS concludes that

the proposed access to the development via a T-Junction would provide safe means of access to the development, and would not cause any safety issues on the operation of the highway or pedestrian network.

- 6.41 Swept path analysis have been carried out to ensure a refuse vehicle (11.2m long) and a fire engine can manoeuvre within the site conveniently and safely, and leave in a forward gear. This would ensure safe access for refuse and emergency services to the Business Park.
- 6.42 Details of the vehicle and cycle parking (including design and layout) and how they will be accommodated in the development are set out in the TS and shown on the Site Plan drawing. The occupiers of the proposed units are not yet known, and the proposal seeks a flexible employment use. A total of 55 vehicle parking spaces are provided within the proposed development and this has been based on a light industrial use as set out in the TS. The parking provision exceeds the minimum requirement of 50 parking spaces for the development as set out within the Havant Borough Council Parking SPD.
- 6.43 A total of 14 cycle parking spaces would be required for the development in relation to the Havant Borough Council Parking SPD. The BREEAM requirements state the proposal should provide 24 cycle spaces. A total of 24 cycle spaces have therefore been provided within the proposed development, which would be distributed across the site. The proposal would comply with the BREEAM and Havant Borough Council minimum cycle parking requirements.

BREEAM & Sustainability

- 6.44 Policies CS14 and CS16 of the HCS and policy D6 of the ENP, require all developments to minimise carbon footprint through the promotion of good design. The proposed development prioritises sustainability, incorporating thoughtful design and construction measures to address climate change and reduce CO₂e emissions through a highly efficient energy strategy. This approach also minimises environmental impact during both construction and operation, resulting in a building that aligns with local and regional policies while positively contributing to its surroundings. Further details on the sustainability and energy features incorporated into the design are outlined in the supporting Sustainable

Construction & Design Statement, Energy Statement and BREEAM Pre-Assessment Report prepared by SRE.

- 6.45 Policy CS14 of the HCS advises that on completion, non-residential development over 500sq.m should meet the 'very good' rating of the Building Research Establishment's Environmental Assessment Method (BREEAM). A pre-assessment estimator is required to be submitted which shows how the development will meet BREEAM 'Very Good' standard together with a sustainability statement setting out the development's approach to sustainable design.
- 6.46 The BREEAM pre-assessment shows that the proposed development would achieve a target score of 58.36% and a rating of 'very good' under BREEAM UK NC V6.1. The credits targeted are considered by SRE to be realistic and deliverable on-site.
- 6.47 The development ensures air pollution contributions remain negligible by excluding combustion-based systems, as no gas connection is proposed on-site. Future tenants may install electric systems, with the energy model accommodating a worst-case scenario for heating and cooling needs. Noise impacts are mitigated through effective insulation, and flooding risks are low, with surface water management strategies in place as needed. Sustainable practices, including efficient waste management and the use of environmentally friendly materials, further support the project's commitment to reducing its ecological footprint. Additionally, water efficiency measures align with BREEAM UK NC v6.1 standards, contributing to the overall sustainability of the building.

Flood Risk & Drainage

- 6.48 This application is accompanied by a Flood Risk Assessment & Drainage Strategy as required by policy BD39. The application is also supported by a Drainage Strategy Drawing setting out the proposed foul and surface water drainage as well as existing and proposed levels and slab heights.
- 6.49 The majority of the site is located within Flood Zone 1 with only a small section of the lying in Flood Zones 2 & 3. The developed area of the site has been located on the Flood Zone 1 and therefore complies with the sequential test set out within the NPPF and local planning policies, which seeks to steer new development to

areas with the lowest risk of flooding. As the developable part of the site sites outside of Flood Zone 1, it is not therefore considered necessary for our client to contribute to the Flood Alleviation Scheme in respect of policy DM25.

- 6.50 The existing surface and foul water sewers records have been obtained from Southern Water and show the presence of a surface water sewer in North St /New Brighton Road and that two foul water sewers cross the application site. The proposed site layout has been designed to accommodate the existing foul sewers and the required easements, including a 1 metre buffer.
- 6.51 The Ground Condition Assessment prepared by Ashdown Site Investigation to support this application details the infiltration testing results on the site, despite favourable infiltration rates being achieved, the high groundwater level will not allow a minimum freeboard of 1m to be achieved between the base of the infiltration feature and groundwater level. Infiltration will not therefore represent a viable means of disposing of surface water from the site. There are no watercourses within the site therefore surface water will be attenuated on-site and discharged at a restricted rate into the surface water sewer in North Street.
- 6.52 An on-site surface water pumping station is proposed as part of this proposal, with the volume of storage calculated using the Microdrainage software to allow for the 1 in 100-year + 45% climate change. During each modelled storm event, the analysis demonstrates that no flooding occurs. Foul water from the application site will discharge to the existing foul sewer as indicated in the FRA & Drainage Strategy.
- 6.53 The proposed development is considered to meet the requirements of NPPF and local planning policies, which seeks to steer new development to areas with the lowest risk of flooding. The proposed development would be appropriately drained, incorporate sustainable drainage systems and maintenance in accordance with the requirements of the allocation policy BD39.

Contamination & Minerals

- 6.54 The application is supported by a Combined Geotechnical and Ground Contamination Risk Assessment. The site previously comprised agricultural land dating back to 1869, with the southern extent part of a residential garden since circa 1897. The site was later confined between the A27 and a railway line following

the construction of the road, and demolition of the associated dwelling in the late 1980s, and has remained vacant since.

- 6.55 The ground investigation confirmed the underlying soils to comprise a variable thickness of made ground, overlying River Terrace Deposits and, in turn, London Clay deposits. Both the River Terrace Deposits and Head are classed as Secondary A Aquifers, whilst the underlying London Clay Formation is an Unproductive Stratum. The site does not lie within a SPZ.
- 6.56 The ground investigation did not identify any of the potential contaminants to be present at concentrations considered to pose an unacceptable risk to end users of the site. However, a radon risk has been identified which may require radon protection measures to be installed at the site. A detailed assessment of the risk posed by radon could be undertaken which may mitigate the requirement for radon protection measures.
- 6.57 The site lies within a Minerals Consultation Zone. A geophysical survey by Ashdown Site Investigation identified the site as potentially containing River Terrace Deposits, Head and London Clay Formation. The extent of usable minerals on this small site is expected to be limited but the applicant would support the objective of extracting and using on site any useable sand and gravel minerals resources.

7. Conclusion

- 7.1 This application seeks planning permission for the development of the site for employment development, with associated access, parking, yards, landscaping and supporting infrastructure. The principle of employment development on the site has been established through the allocation of the site for employment use in Policy BD39 of the Havant Allocations DPD, and a number of historic permissions for employment related schemes.
- 7.2 The proposed development has been designed in response to the gas, rail and sewer constraints of the site, to accommodate the required easements. The proposed development would provide considerable economic benefits to the area and increased employment in the local area.
- 7.3 The scheme proposes a high quality scheme which draws reference to its surroundings through careful siting of buildings, use of appropriate materials and a sensitive landscaping scheme. The development would not cause any harm to trees, ecology, the function of the highway network, flooding, drainage or the environment. This application would enable a vacant piece of allocated employment land that has had a number of unimplemented previous planning consents, to be finally developed.