October 2022

ADATA

Site – 36 New Lane, Havant, PO9 2JL

Mission
Town Planning Consultancy

Description of Development - Construction of 6no. industrial units, with use class B2, B8 and E, following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works.

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1 Introduction

1.1 This planning statement, and submission has been prepared on behalf of AData to support a planning application for the redevelopment of 36 New Lane, Havant for a scheme for the "Construction of 6no. industrial units, with use class B2, B8 and E, following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works."

1.2 The application is supported by a number of supporting statements;

- Design and Access Statement – Prepared by HGP Architects
- BREEAM Assessment – Prepared by Watkins Payne
- Drainage Strategy – Prepared by Baynham Meikle
- Ecological Appraisal – Prepared by Delta Simons
- Flood Risk Assessment – Prepared by Baynham Meikle
- Planning Statement – Prepared by Mission Town Planning
- Transport Statement – Prepared by I-Transport
- Travel Plan – Prepared by I-Transport

1.3 The site owner and operator of the site is seeking to provide a more sustainable form of development that better utilises the site and allows for differing operators on site.

1.4 It is acknowledged that the applicant has not had to opportunity to engage with the local authority with regards to this submission. However, given the location of the site within an industrial estate, and the planning history of the site, and adjacent

sites it was considered on balance that in planning terms the scheme should be acceptable subject to conformity with the saved policies of the adopted local plan.

1.5 The planning submission also comprises of the following plans and drawings as prepared by HGP Architects in support the application submission.

Drawing Title	Plan number
Location Plan	22.015_HGP_XX_00_DR_A_0001 - Location Plan Rev P2
Existing Site Plan	22.015_HGP_XX_00_DR_A_0002 - Existing Site Plan Rev P2
Existing Elevations	22.015_HGP_XX_00_DR_A_0003 - Existing Elevations Rev P2
Existing Site Sections	22.015_HGP_XX_00_DR_A_0004 - Existing Site Sections Rev P2
Proposed Site Plan	22.015_HGP_XX_00_DR_A_0011 - Proposed Site Plan Rev P4
Floor Plan and Main Elevation	22.015_HGP_XX_00_DR_A_0012 - Units 1-3 - Floor Plan and Main Elevation Rev P2
Elevations and Section	22.015_HGP_XX_00_DR_A_0013 - Units 1-3 - Elevations and Section Rev P2

Proposed Levels Strategy Plan	13383_102_Proposed Levels Strategy Plan

1.6 Section 2 of this statement looks at the site and its surroundings. Section 3 reviews the planning History. Section 4 looks at the relevant planning policies which the application will be assessed against. Section 5 discusses the development proposals and outlines the level of consultation the applicants have undertaken for the development. Section 6 assesses the application against relevant planning policies and any other relevant material considerations. Section 7 concludes the report

2 The Site

2.1 The site is located on the junction of New Lane and Stanbridge Road, and comprises and area of 0.9 hectares, the site is broadly square in area, with the northern and western edges which are more irregular as they address the road boundaries.

2.2 The site is currently occupied by a large commercial unit which covers the majority of the site. The building comprises two monopitch elements addressing a central roof spine, which is mix of flat and pitched roofs.

2.3 To the front, north of the site is large area of hard standing laid out as a service and parking area for the existing building.

2.4 The neighbouring properties to the North, East and South are all commercial sites, of which the site to the North (Spring Business Park) has recently been redeveloped with 12 units ranging from 4,000 to 16,800 sq ft.

2.5 The western boundary of the site is formed by New Lane which is edged by substantial trees, a stream and residential properties, which are at a minimum 40metres away from the site.

2.6 The site is location in an area that comprises industrial and commercial units, albeit there is no allocation for this.

3 Planning History

3.1 The site has a significant amount of planning history the vast majority are for small developments, which would not be overly relevant to the application as proposed notwithstanding this the following are considered relevant.

3.2 Proposed warehouse with ground and first floor office, consented under reference; 16/00659. This has now been constructed.

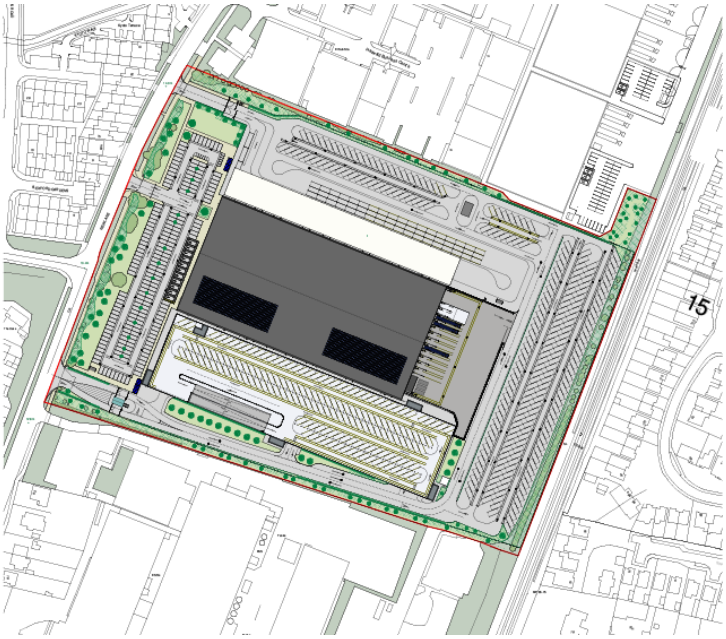
3.3 Planning application 19/00660, granted consent for the "Demolition of existing industrial buildings and erection of 2No industrial buildings (comprising 12No individual units) within B1, B2 and B8 use classes together with ancillary office use, landscaping, car and cycle parking and access". This was granted at 38 New Lane and is on the opposite side of the Stanbridge Road, and New Lane junction for the proposed application.

Unit No.	GF GIA (m2)	(ft2)	Mezz. GIA (m2)	(ft2)	TOTAL (m2)	TOTAL (ft2)	Mezz. %
1	356	3832	96	1033	454	4886	22%
2	356	3832	96	1033	454	4886	22%
3	413	4445	114	1227	527	5672	23%
4	351	3778	113	1216	464	4994	24%
5	351	3778	114	1227	465	5005	25%
6	352	3789	114	1227	466	5016	24%
7	382	4112	114	1227	496	5339	23%
8	381	4101	114	1227	495	5328	23%
9	381	4101	114	1227	495	5328	23%
10	383	4122	114	1227	497	5349	23%
11	253	2723	98	1055	351	3778	28%
12	253	2723	98	1055	351	3778	28%
	4313	46446	1323	14234	5636	60680	

Total GIA:	5316	58680
Total GeA:	5850	62945

Parking: 134 1/430m2

3.4 At 32 New Lane, Havant, planning application 21/00200 granted consent for the "Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure (approved 22.10.21"



4 Planning Policy

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990 requires that applications must be in accordance with the development plan unless material considerations indicate otherwise.

4.2 The Development Plan for the area currently comprises the adopted Core Strategy (2011) and the Site Allocations Plan (2014). This will remain in place until the Havant Borough Local Plan 2036 is adopted.

4.3 There are several supplementary planning documents which relate to specific areas of planning and are discussed below in the following section.

4.4 The Council has prepared a new local plan which has been submitted to the Inspectorate for examination. The plan will cover the period up to 2038. It is expected that the new Local Plan will embrace the development strategy and key site allocations in a single document.

4.5 Other material considerations include the National Planning Policy Framework, which as amended in July 2021, and the National Planning Policy Guidance which is an online resource and is updated on a regular basis.

National Policy

4.6 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

Sustainable Development

4.7 Para. 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

4.8 Para. 8 refers to the three dimensions to this: economic, social, and environmental. These dimensions give rise to the need for the planning system to perform a number of roles. These roles should not be undertaken in isolation because they are mutually dependent.

4.9 At the heart of the NPPF is a 'presumption in favour of sustainable development'. Para.11 states that for decision-taking, this means:

c) Approving development proposals that accord with an up-to-date development plan without delay; or

d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i) The application of policies in this Framework that protect areas or assets of particular importance provides clear reason for refusing the development proposed; or

ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole.

4.10 Paragraph 38 looks for Local Planning Authorities to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

4.11 Paragraph 39 identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

4.12 Paragraph 47 identifies that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statuary timescales unless longer period has been agreed by the applicant in writing.

4.13 Paragraph 49 of the NPPF states; "Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Local Policy

4.14 The Development Plan for the area currently comprises the following documents;

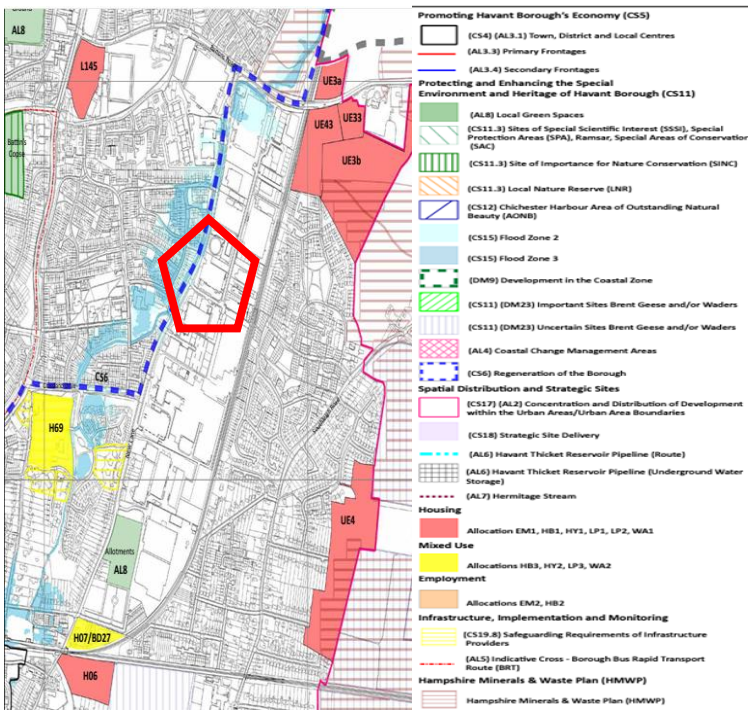
- Core Strategy (2011)
- Site Allocations Plan (2014).

4.15 There are a number of policies in the Core Strategy which are relevant to the proposal;

- CS2 Employment
- CS3 Skills and Employability
- CS6 Regeneration of the Borough
- CS8 Community Safety
- CS14 Efficient Use of Resources
- CS15 Flood and Erosion Risk
- CS16 High Quality Design
- CS17 Concentration and Distribution of Development within the Urban Areas

- CS20 Transport and Access Strategy
- DM10 Protection of Existing Employment and Tourism Sites
- DM6 Coordination of development
- DM10 Pollution
- DM11 Planning for More Sustainable Travel
- DM14 Car and Cycle Parking on Development (excluding Residential)

4.16 Below is the relevant part of the proposals map that supports the core strategy.



4.17 The Plan highlights that Havant is well paced to attract business with its easy access to the coastline and has high accessibility by road and rail. A decline in the traditional employment base for the borough has resulted in a number of problems including unemployment historically above the rest of Hampshire and out-commuting which the plan seeks to address.

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

- 75,000 square metres of B1 offices.
- 45,500 square metres of B2 manufacturing.
- 41,500 square metres of B8 warehousing

4.19 The policy goes onto state that planning permission will be granted for development proposals that:

1. Prioritise the use of previously developed land for the provision of new employment floorspace.

2. Favour town centre locations for the provision of B1a offices and other town centre uses.

3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.

4. Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.

5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses.

6. Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.

7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses.

8. Encourage smart economic growth and promote advances in information and communications technologies.

Havant Borough Local Plan – Allocations (Adopted Version) July 2014

4.20 The Allocations Plan sets out detailed proposals and policies required to allocate land to help deliver the development strategy for new housing, economic growth and diversification for the period to 2026.

4.21 It also includes a number of development management policies in addition to the core policies in the Core Strategy.

The following policies in the Allocations Plan are relevant to the proposal;

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

4.22 The application site itself lies within the defined urban area boundary of Havant and Bedhampton (please see Inset Policies Map above). Where the principle of the proposals is supported by Policy AL1 and AL2 which seek to concentrate development within the urban areas. This is a key component of delivering sustainable development in Havant, protecting and enhancing the undeveloped gaps which often include nature designations.

Emerging Policy

4.23 Following the Council taking their emerging 2036 plan to EIP following advice from the Inspector the plan was withdrawn, as such the Council have started work on a new plan.

5 Development Proposals

5.1 The application is for the construction of 6no. industrial units, with use class B2, B8 and E totalling a gross internal area of 4537 m². The overall split is set out below.

Unit	Ground Floor m²	Total including Mezzanine m²
1	435	581
2	537	681
3	488	597
4	435	581
5	897	1042
6	904	1051
Total SQM		4537

5.2 The parking provision proposed is for 101 spaces.

5.3 The layout has been prepared based on market need and demand in the area. The practical needs of a typical B2, B8 and E user where fundamental elements when designing the layout.

5.4 Each unit having its own parking and loading area, directly accessed from the central spine road.

5.6 The first-floor mezzanine office space incorporated into all units has been located within the buildings to provide natural surveillance over the site access road, parking and loading areas.

5.7 Careful consideration has been given to the scale of the units within the context of the surrounding buildings and the appearance, to ensure that all units have a uniform aesthetics and a sense of continuity when viewed from the wider site.

5.8 The overall height, scale and massing of the proposed development has been driven by the function of the units and governed by the internal clear height requirement of 10m to the underside of the structural members. The roof of each building has a shallow pitched roof to keep the overall height as low as possible.

5.9 The proposed buildings will incorporate a steel framed structure, clad with metal composite panels, synonymous with modern industrial construction and similar to other buildings found within the wider New Lane Industrial Estate.

5.10 Each building sits under a shallow pitched metal clad roof, with integrated rooflights providing natural daylight to the main body of the unit. The pedestrian and vehicle access to the units will be expressed by a feature entrance, formed with aluminium cladding details and profiled cladding to contrast against the flat panels of the main building. A ribbon of windows is provided within the entrance feature, to provide natural light and surveillance from the first-floor mezzanine.

5.11 The entrance feature, minus the access doors, will be replicated on the West elevation facing New Lane, to break up the mass of this elevation and provide visual interest.

5.12 The site already has well established transport links for both vehicles and pedestrians. With the existing junction at New Lane and Stanbridge Road providing direct access into the industrial estate.

5.13 The site currently has two existing vehicle access points from Stanbridge road, at the north of the site. It is proposed that the existing access points will be closed off and new junction will be provided closer to New Lane, which will be suitable to accommodate the movement of articulated vehicles.

5.14 A 2m wide footpath runs along the eastern side of New Lane, heading north towards Barton Road and south towards the centre of Havant. Dropped Kerbs adjacent the site provide safe crossing points to the footpaths on the western side of New Lane.

5.15 The eastern footpath links to the footpath on Stanbridge Road and this will be continued into the site. Beyond this, pedestrian provision will be through a shared surface environment common with employment and commercial areas. To ensure inclusive access, proposals will be developed in line with the guidance of Approved Document M of the Building Regulations.

5.16 New Lane also provides designated cycle lanes on both sides of the carriageway, offering a safe environment for on-road cycling. A covered cycle shelter will be provided on site to promote this mode of transport.

5.17 The site is also well served by public transport, with a frequent bus service running between Havant and Portsmouth to St Albans Road, approx. 575m from the site. Havant Railway station is located within a comfortable walking distance from the site and is regularly served by services from London, Portsmouth and Southampton.

5.18 Car Parking provision will be provided in accordance with Havant Borough Council's car parking standards and has been fully demonstrated within the Transport Statement which will accompany the planning application.

5.19 The development will also provide the infrastructure required to allow easy installation of electric vehicle charging points in the future.

6 Development Considerations

6.1 The following sets out how the above proposal, as set out and described in section 5 of this report conform with the national and local planning policies as set out within section 4. This report should be read in conjunction with associated reports which support this application and are listed in paragraph 1.6 of this report.

Principle of Development

6.2 The site is located within an area known as New Lane Industrial Estate, which is located within the urban area north east of Havant Town Centre.

6.3 The current size comprises a single large building which is impractical for modern employment requirements. The existing building is problematic due to its large footprint which makes it challenging to subdivide or to use in any form or other manner. The proposal with its modern flexible facilities could employ as many as circa 120 people across the 6 units, assuming an employment density rate of 1 person per 36 sqm.

6.4 Consideration must also be given to the existing building on site, as well as the redevelopments that have been consented to the north, south and east. These all set a clear precedent for the acceptability of the scheme.

Existing building

6.5 The current occupier's of the application site, QVIS own the property and if indicated strongly that the property is not fit for their purpose's or operation, and need to relocate for their own long term growth plans.

6.6 Currently there are 108 staff employed by QVIS and these are all located at their Havant location. The majority of the staff live in close proximity to the Borough of Havant and providing the right property is available and at the time they are in a position to relocate they will wish to remain within the Borough.

6.7 Given they own the property, if planning consent is not granted, they will not relocate, but it will severely inhibit their long plans for the business as well increased costs with maintaining an ageing property.

Proposed buildings

6.8 The Solent Industrial market continues to remain very active with high demand and continuous low level of supply available. The lack of supply within the local market has led to new multi-let developments at Phase 1 Proxima Park in Waterlooville (now fully let) and Spring Park in Havant (10 units let and the last two under offer).

6.9 As we discussed on our Teams Meeting, consideration has been given to not flooding the marketing with similar sized units to that which have been built in the locality over the last few years. Most notably the adjacent Spring Business Park which offered units of circa 5,500 sq ft. There is now a shortage of units from 5-15,000 sq ft. Proxima Park in Waterlooville offered units similar to this size range which is now fully let.

6.10 There is currently strong demand from industrial / warehouse occupiers seeking premises of this size.

6.11 The Economic, Employment and Commercial Needs (including logistics) Study dated March 2021 and prepared for Partnership for South Hampshire has identified an industrial need of 9 hectares based on 5 years trends up to 2040. However the Havant Employment Land Review update report May 2021, identifies that Havant has sufficient overall employment floorspace, however this would need to maintained of the plan period.

6.12 Further to the above, and as with the consents set out within section 3 of this report we would seek unencumbered working hours for future operation of the units.

6.13 Given the above it is clear that the development accords with Policy CS2 of the Core Strategy.

Design and Appearance

6.14 The design and appearance of the building is discussed in detail within the Design and Access Statement (DAS) prepared by HGP Architects, that supports the application. This sets out the brief from the applicant to make a more efficient and usable space for future operations.

6.15 The DAS set out the design evolution and rationale and the overall context of the development. The layout and design of the proposed units have been designed to respond to the opportunities and constraints of the site, and making the most effective and efficient use of the land available.

6.16 The design also seeks to rationalise the number of vehicular entrances into the site with one single point of access from Stanbridge Road (as opposed to a double access/through-road.

6.17 It also seeks to improve the aesthetic quality of the immediate environs, in a manner in keeping with the adjacent redeveloped industrial buildings.

6.18 The proposed site layout has been designed to meet the operational requirements of any future commercial user. Each unit will have easy access to the main entrance by any mode of transport.

6.19 The proposed height, scale, massing and appearance of the proposed units have been dictated by their use. The roof of each block has a shallow mono pitch to the keep the overall height as low as possible.

6.20 The proposed buildings use high quality materials, which will be sustainable, durable, and appropriate to the context. These comprise of a steel framed structure with metal cladding to walls and roof which are typical of modern construction and will be similar to others found within the wider Industrial Estate.

Character of the area

6.21 There will be no significant adverse effect on the surrounding area. The proposed high quality design is in keeping with the adjacent uses to the north, east and south.

6.22 A significant benefit of the proposal is that that layout sets out clear boundaries and definition of the site in a manner similar to the development to the north.

6.23 Given the above considerations it is considered that the development is in full accordance with Policies CS16 High quality design, CS14 Efficient Use of Resources of the Core Strategy.

Impact on Amenity

6.24 As a result of the improved layout the scheme should reduce any detrimental impact on the neighbouring properties. The scheme is sited within an established industrial estate, with a good separation distances from residential dwellings to the west.

6.25 The nearest residential property is some 50m to the east addressing Littlegreen Avenue. The scheme is on the east side of New Lane which in turn abuts the rear gardens which back onto a significant green and verdant landscape buffer comprising mature and dense vegetation. Moreover when considered in conjunction with current and historic uses, the proposed redevelopment will place all associated activity within a central yard area which is bordered by two buildings which will assist in containing any noise, positioned away from residential properties. The proposal is therefore considered to be in accordance with Core Strategy Policy DM10 Pollution and emerging Local Plan policy E22 Amenity and Pollution.

Landscaping

6.26 Soft landscaping and planting plan has been incorporated into the layout to ensure an attractive environment.

6.27 The landscape provision is set out within the DAS and shows a scheme with landscaping to the north, and west of the site reducing the visual aspect of the site while adding to the ecology of the area.

Transport and Highways

6.28 A transport statement and travel plan have been prepared by i-transport to the support the application.

6.29 A-Data Limited is proposing a commercial redevelopment of the former PureTech Security site to the South of New Lane, Havant. The proposed redevelopment comprises 4533 sqm of B use floor area with vehicular and pedestrian access onto Stanbridge Road to the north.

6.30 There is good pedestrian and cycle provision within the vicinity of the site. Buses stop within reasonable walking distance of the site and provide services at suitable times, further to this Warblington and Havant rail stations are also within walking distance of the site and provide access to further afield locations.

6.31 The proposed access from Stanbridge Road meets current highway design standards given in Manual for Streets and provides safe and suitable access for all modes. It has been demonstrated that suitable arrangements have been made for cycle parking, motorcycle parking, deliveries and refuse collection. From the accident analysis it is

demonstrated there is no record of an existing highway safety issue in the past five years within the vicinity of the site.

6.32 The proposal is expected to generate some 27 two-way trips in the morning peak period and 21 two-way trips in the evening peak period. Compared to the existing use, the proposal is expected to generate only one additional vehicle movements in each peak and the impact is therefore deminimis.

6.33 Considered against the key transport criteria of the NPPF, it is concluded that:

- Sustainability: The site is in a suitable, sustainable location with access to alternative methods of transport for employment development; and
- Access: The proposal will provide safe and suitable access for all modes via an improved priority access from Stanbridge Road with adjacent pedestrian access to the site. The redevelopment will also remove an existing vehicle access to the public highway t therefore providing a beneficial impact to all highway users;
- Parking Areas: The proposal will provide adequate parking for both staff vehicles and bicycles;

Ecology

6.34 The ecology of the site has been assessed within a Preliminary Ecological Appraisal Technical Note prepared by Delta Symons. The report noted the sited and that there are practically no ecological constraints on the site.

Flooding and Drainage

6.35 A Flood Risk and Drainage assessment carried out by BMP to support the submission of the planning application. This concluded that

6.36 Foul water will discharge into Southern Waters existing Foul sewer in Stanbridge Road.

6.37 Surface water will be designed to cater for storm events up to 1 in 100 plus 40% climate change. The site is proposed to soakaway at an assumed infiltration rate of 1.35x10 -5. Some storage of exceedance flows at the surface in events in excess of the 30 – year event is considered providing they are safely contained within the site.

6.32 The use of sustainable drainage systems (SuDS) has been considered and can be incorporated within the design. Surface water discharge will be attenuated on site via underground cellular tanks and permeable paving.

6.38 The development is classified as Less Vulnerable usage; the area of the site to be developed is in Flood Zone 1 and meets the Sequential Test. The Exception Test is not therefore required.

6.39 The site does not pose any increased flood risk to the site itself or adjacent developments and is not susceptible to flooding by other techniques.

6.40 The report was prepared to meet the requirements of National Planning Policy Framework (NPPF) for a site not at risk from flooding.

6.41 The hydraulic modelling indicates no flooding in the 1 in 1-year storm event, no flooding in the 1 in 30-year storm.

Sustainability

6.36 A BREEAM pre-assessment has been undertaken to support the application (please see the accompanying report for further details). This assessment concluded that an overall BREEAM rating of 'very good' BREEAM rating of 60.03% in accordance with Policy CS14, efficient use of resources for non-residential development over 500 sqm.

7 Conclusions

7.1 The proposed development will deliver high-quality employment units and modern commercial floorspace contributing to modern business needs.

7.2 The industrial units have been designed and laid out to reflect the market demand for a variety of use class B2 , B8 and E uses, ranging from small and medium premises for start-up companies or existing companies which have found their existing premises not fit for purpose.

7.3 The development has the opportunity to create up to 121 FTE jobs, benefiting from its location along the south coast for its wider labour pool and attractive environment.

7.4 The site is sustainably located, and benefits from good accessibility both by road, public transport, and bikes with local facilities nearby for employees.

7.5 A rationalised and improved safe vehicular access has been proposed, with parking and cycle provision provided for both visitors and employees alongside servicing vehicles in line with the Councils requirements.

7.6 The design is responsive to its context and identified planning opportunities and constraints, whilst still maintaining an efficient use of land.

7.8 The application would not adversly effect on neighbouring properties given the improved layout, significant separation distances.

7.9 We would request that the application is consented as soon as possible, having regard to the relevant Policies within the Havant Borough Core Strategy: Local

Development Framework (2011), the Site Allocations Plan (2014) and all other material planning considerations