

Portsmouth Water

The Tannery, Brockhampton Road, Havant

**Planning, Design and Access Statement
(incorporating Heritage Statement)**

November 2020

Document control

Document:	Planning, Design and Access Statement (incorporating Heritage Statement)	
Project:	The Tannery	
Client:	Portsmouth Water	
Job Number:	HP20027-A118240	
Date:	November 2020	
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1. Introduction

1.1 WYG have been instructed by the applicant, Portsmouth Water to submit a full planning application to Havant Borough Council for the creation of new vehicular access off Brockhampton Road to enable an improved access into the yard, following demolition of 2no. buildings/ structures.

1.2 This application is accompanied by the following plans and documents:

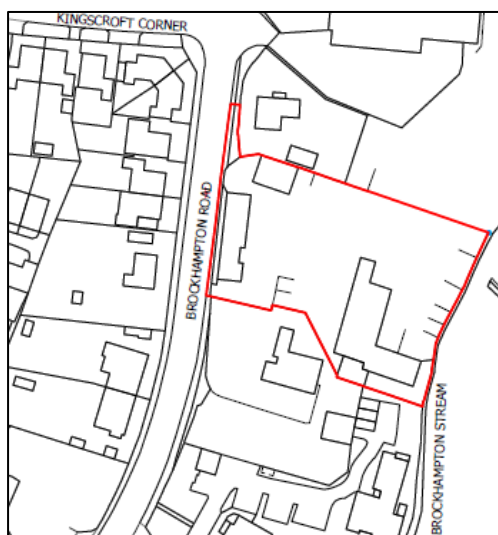
- Application Form
- Planning, Design and Access statement (incorporating Heritage Statement)
- Site Location Plan
- Existing Block Plan
- Proposed Block Plan- SK01 A
- Plan showing structures to be demolished
- Transport Assessment- Prepared by WYG

1.3 This statement will provide justification for how and why the proposals are acceptable within both a policy and built context. Firstly, establishing the principle of development and then describing how the proposals meet the aims and objectives of the relevant national and local policies listed in section 4. Specifically, it will be detailed that the creation of the new access does not impact on highway operation and or safety and does not harm the character of the conservation area or the listed building to the south of the site.

2. The Site and Locality

2.1 The site is located within the jurisdiction of Havant Borough Council (HBC) and is sited between Havant and Bedhampton. Hampshire County Council (HCC) are the Local Highways Authority. The site is located within the urban edge and built up area where the principle of development is acceptable and is located east of Brockhampton Road. The application site is 0.3 hectares and is outlined in red on the accompanying Site Location Plan, however the proposed development only relates to the access as shown on plan SK01 Rev A.

Insert 1: Site Location Plan



2.2 The Tannery currently comprises part of the Portsmouth Water headquarters which border West Street to the north and Brockhampton Road to the west. The Tannery site itself borders the remaining part of the headquarters to the north and Brockhampton Road to the east. Other than the Portsmouth Water buildings to the north of the site, the surrounding area on Brockhampton Road is typically defined by residential uses. The site neighbours existing residential properties to the west and the south.

2.3 The site is relatively free of constraints, located outside of the Green Belt, AONB and being located within Flood Zone 1, the lowest risk of flooding. However, the site is located within the Brockhampton Conservation Area and also adjoins the boundary of 'The Old Manor House' to the south which is a Grade II listed building. The proposals will not impact on any protected trees (TPO) or trees of amenity value.

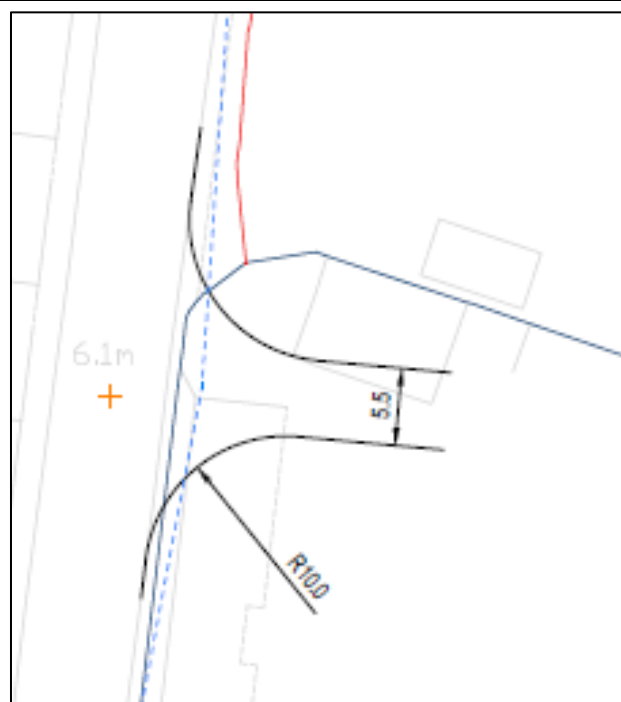
3. The Application Proposals

Description of development: Creation of new access from Brockhampton Road, to improve access to the yard, following demolition of 2no. existing buildings within the Conservation Area.

3.1 Full planning permission is being sought for the creation of a new vehicular access into the yard, following the demolition of 2no. Buildings/structures and concrete platform. The proposals have had consideration of the built and policy context, specifically, the character of the Brockhampton Conservation Area, the Grade II listed building and the HCC highways guidance. To this end, this statement and accompanying plans and reports demonstrate the following:

- The principle of development is acceptable
- No harm will be caused to the character of the Brockhampton Conservation Area
- The buildings to be demolished do not contribute to the Conservation Area
- There will be no adverse impact on the setting of the Grade II Listed Building (the Manor House) and
- The proposed access does not impact on highways operation and or safety

Insert 2: Extract taken from the Transport Assessment



4. Planning Policy

4.1 This section sets out the key relevant planning policy at national and local levels, section 5 sets out how the proposals accord with these policies. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in the determination of planning applications, decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. This section will firstly note the national policies of relevance before focusing on the local policies considered of most relevance to the consideration of the proposals for the site. Section 5 will then discuss the principle of development, as it relates to the relevant policies and why the scheme is considered acceptable when taking account of the adopted plan as a whole and material planning considerations.

National Planning Policy Framework

4.2 The most recent National Planning Policy Framework (NPPF) was published in February 2019 and establishes a presumption in favour of sustainable development. Paragraph 2 states that the NPPF is a material consideration in planning decisions.

4.3 Paragraph 8 confirms that there are three dimensions to sustainable development – economic (building a strong, competitive economy); social (providing the supply of housing required to meet needs and creating a high quality-built environment); and environmental (protecting and enhancing the natural, built and historic environment).

4.4 Paragraph 9 confirms that these roles should be delivered through the preparation and implementation of plans and the application of policies but also taking into account local circumstances to reflect the need and opportunities in each area.

4.5 Paragraph 11 stresses that plans and decisions should apply a presumption in favour of sustainable development. Development plans should positively seek opportunities to meet the development needs of the area, and proposals should accord with an up-to date development plan.

4.6 Paragraph 55 notes that Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

4.7 In terms of determining applications, paragraph 38 sets out that it is a requirement that local Planning Authorities should approach decisions in a positive and creative way. This paragraph also states that Planning Authorities should work proactively with applicants to ensure that developments will improve the economic, social and environmental conditions, whilst seeking to approve applications for sustainable development where possible.

4.8 Section 6 relates to building a strong, competitive economy including supporting sustainable economic growth and proactively meeting the development needs of business. The approach taken should address the challenges of the future, ultimately capitalising on Britain's performance and potential. In decision making, the NPPF paragraph 80 states 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

4.9 Paragraph 102 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.10 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

4.11 Paragraph 184 provides a description and what should be considered a Heritage asset, it notes that these are a irreplaceable resource and should be conserved in a manner appropriate to their significance, so they can be enjoyed by existing and future generations.

4.12 Paragraph 185 notes that importance of conserving the historic environment and appreciates the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

4.13 Paragraph 189 relates to proposals that affect heritage assets and requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 196 goes onto states that where development which has less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the scheme

4.14 Paragraph 192 details what the relevant LPA should take into account. This includes; the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness

4.15 Paragraph 193 related to considering the potential impacts of new development. It states that great weight should be given to the asset's conservation.

4.16 Paragraph 194 notes that any loss of a heritage asset, should require clear and convincing justification. It goes on to state that this refers to listed buildings, scheduled monuments and World Heritage Sites.

4.17 Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account. A balanced judgement should be required having regard to the scale of any harm or loss.

4.18 Paragraph 200 requires LPA's to look for opportunities for new development within Conservation Areas and within the setting of a heritage asset. It states that developments that enhance or better reveal their significance should be treated favourably.

4.19 Paragraph 201 states that not all elements of a Conservation Area will contribute to its significance.

Planning (Listed Buildings and Conservation Areas) Act 1990

4.20 There is a duty placed on the Council under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act to pay special attention to the preservation or enhancement of the character of the surrounding Conservation Area. Section 16(2) of the Planning (Listed Buildings & Conservation Areas) Act 1990 states: *"In considering whether to grant Listed Building Consent for any works, the Local Planning Authority... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*

4.21 Section 66 details the duty on whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Development Management Policy

4.22 The application site falls within the jurisdiction of Havant Borough Council (HBC) where the development plan comprises the Local Plan (Core Strategy) adopted March 2011 and Local Plan (Allocations) July 2014.

Havant Borough Council Core Strategy- March 2011

4.23 The following local policies are considered of most relevance to the propose development:

- CS11: Protecting and Enhancing the Special Environment and Heritage of Havant Borough
- CS16: High quality design
- DM11: Planning for more sustainable travel

4.24 Also, of relevance, is the Brockhampton Conservation Area Character Appraisal (2005) which is detailed further within this statement.

Emerging Local Plan

4.25 Havant Borough Council have recently commenced public consultation on their submission version Regulation 19 Local Plan which will end on the 17th December 2020. The plan can therefore be afforded limited weight at this time, in accordance with the NPPF.

4.26 All of the national and local policies identified above have been carefully considered developing the new access. The following sections will demonstrate why, in consideration of these policies and other material considerations, the proposals that form this planning application submission should be supported.

5. Key planning considerations

Access and Highways safety

5.1 The new access will be taken from Brockhampton Road, which will serve as an improved vehicular access to the service yard. There are two existing accesses to the Portsmouth Water site; through a goods entrance further north on Brockhampton Road, and through a main entrance on West Street. The proposals would not result in an increase in traffic, the new access will provide an alternative entrance, removing conflict between service vehicles and pedestrians within the site and also keep service vehicles away from the staff car park.

5.2 The access has taken into account the guidance contained within the Manual for Streets and HCC design guidance which has informed the proposals. The access will be 5.5m wide and provide visibility splays of 2.4m x 43m in both directions. Refer to Drawing SK01 Rev A (Appendix A of the Transport Assessment) for more detail. It should also be noted that a review of the traffic accident data concluded that there have been no accidents within the vicinity of the site between 2016-2019.

5.3 It is concluded that the proposed development will present a negligible impact on the local highway network and is therefore acceptable in highways and transport terms. The proposals do not result in an increased risk to highways safety and or operation and therefore meet the test of paragraph 109 of the NPPF and local plan policy CS16. Please refer to the accompanying Transport assessment prepared by WYG for more information.

Heritage Statement and impact on character

5.4 This section will detail the impact of development on the Brockhampton Conservation Area and Grade II listed 'Old Manor House' which is located to the south of proposed access. This section will demonstrate that consideration and understanding of the significance of the heritage asset and an awareness of both the character of the Conservation Area and setting of the Listed Building have been key considerations in the evolution of the proposals. It will also be demonstrated that the Listed Building will not be affected by the proposals.

Planning (Listed Buildings and Conservation Areas) Act 1990

5.5 There is a duty placed on the Council under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act to pay special attention to the preservation or enhancement of the character of the surrounding Conservation Area. Section 16(2) of the Planning (Listed Buildings & Conservation Areas) Act 1990 states: *"In considering whether to grant Listed Building Consent for any works, the Local Planning Authority... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*

5.6 Section 66 details the duty in relation to considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

5.7 The Brockhampton Conservation Area was designated in April 2005 and incorporates four character sub-areas. These are;

1. West Street
2. **Portsmouth Water Works Site**
3. Staunton Road/Western Road, and
4. **Brockhampton Lane**

5.8 This application has had specific regard in relation to areas 2 and 4. A description of the Portsmouth Water Works Site sub-area 2, taken from the Conservation Area Appraisal is shown below:

'The historic context and natural features associated with the site (upon which some of the area's major industries were built including springs, streams, lakes and surrounding landscape and trees). The group value of the historic buildings on the west and southern parts of the Portsmouth Water Company site fronting Brockhampton Road, including the 1925 Pump Building, the two entrance lodges, office building and their associated boundary wall and the tannery buildings in the south west corner.'

5.9 An analysis of noteworthy buildings within proximity of the proposed access have been summarised below, however, the works do not directly impact them.

The Pump House, Brockhampton Road

5.10 Comprises the main Pump House building constructed in 1925 at the Portsmouth Water Site as a grand replacement for an earlier building in classical style with bold red brick. Due to its scale and quality, it is considered to have considerable architectural presence in the street scene and is a typical status symbol of a utility company's building of the period. The brick boundary walls and railings also contribute to the buildings setting.

Victorian Office Building

5.11 Comprises a single storey red brick building to the south side of the Pump House. Whilst not on the Local List the building is considered to provide a group value contribution to the architectural character of the Pump House.

The Old Tannery

5.12 Situated within the within the Tannery Site and within the south west corner of the overall waterworks site. The building comprises a remnant building historically associated with the site's former uses.

Sub-area 4: Brockhampton Lane

'The mid-19th century character of small cottages and their setting, grouped in rows and terraces at the southern end around the crossroads.'

5.13 The proposals will not have an impact on the properties noted within the Character Appraisal on Brockhampton Lane.

Demolition of buildings on site within the Conservation Area

5.14 The proposals will result in the demolition of 2no. buildings on site to enable the new access. The buildings to be demolished have not been referenced as landmark buildings or other buildings of local interest within the Conservation Area Appraisal. Furthermore, the buildings to be demolished do not meet the definition of 'heritage asset' under paragraph 184 of the NPPF.

5.15 The structure along the western boundary to be demolished to enable access is of a modern single storey dual pitched gable end design. This structure is open sided to the east for storage, is roofed with corrugated sheeting and is of negligible architectural merit and does not contribute to the character of the Conservation Area. The other structures to be demolished are a small single-storey brick-built structure and adjacent concrete platform, also used for storage.

Insert 3: Building to be demolished on the western boundary



Insert 4: Single storey structure and concrete platform to be demolished



5.16 The buildings are not of architectural or historical merit and do not warrant to be preserved. The buildings are not locally historic nor located in a World Heritage Site which are internationally recognised for their outstanding value. The buildings are not an irreplaceable resource and do no contribute to the quality of existing and future generations.

5.17 It should be noted that not all buildings in a Conservation Area will contribute to its significance, this is recognised and supported by paragraph 201 of the NPPF. As detailed above, the buildings to be demolished do not contribute to the character or significance of the Conservation Area and are not considered heritage assets. Therefore, the proposals should not be considered within the context of paragraphs 195 and 196 of the NPPF. The NPPF also states that justification should be given for the loss of designated heritage assets, however the buildings to be demolished are not listed buildings nor an asset of highest significance as noted in 194b) of the framework. The demolition of the unattractive buildings on site better reveal the Old Manor House and improve its setting, this aspect should be viewed favourably, within the context of paragraph 200 of the NPPF.

5.18 The new access will require the demolition of a small section of walling which fronts Brockhampton Road. The existing wall is not a significant sustained feature within the streetscene and there is evidence of existing punctuation and omission throughout. Considering this, this aspect does not harm the character and appearance of the area or the

character of this part of the conservation area. Therefore, the proposal causes negligible/positive impact on the character of the conservation area in accordance with section 16 of the NPPF and policy CS11 of the HBC local plan.

Impact on the setting of The Manor House

5.19 The Manor House is a Grade II Listed and was listed in May 1952 (List Number 1154427). The list entry from Historic England has been reviewed and is detailed below:

'House. Early C19. Brick, with a tile roof. 2 storeys and attic, 4 windows. Blue header walling with red brick dressings; brick dentil eaves, quoins, 1st floor band, rubbed cambered arches to the ground floor plinth. Sashes in exposed frames, Doorcase with pediment, frieze, pilasters, panelled reveals, 6-panelled (2-top-glazed) door.'

5.20 The building was formerly owned and occupied by the owner of the Tannery Business which formerly occupied the Water Works site. Evidence of Tanning Pits can still be seen in the garden of the Manor House.

5.21 Considering the siting of the access, the proposals do not have an adverse impact on the setting or significance of the Manor House, in fact, the demolition of the unattractive buildings on site can be seen as betterment by revealing the buildings significance. The proposals arguably, improve its setting which should be viewed favourably, as detailed in paragraph 200 of the NPPF.

5.22 There is a duty under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The proposed works; due to their nature, size, scale, design and materials; are considered to comply with the aims and requirements of the primary legislation and planning policy and guidance. The proposed is acceptable and preserves the significance of the designated heritage asset.

5.23 Overall, due to the nature of the proposals, there is no impact on archaeological, architectural or historic interest of the Conservation Area and the Grade II Listed Building. The proposals do not impact on the historic fabric or affect any key views or any physical or visual

relationships. The proposals, due to their size, scale and design, respond positively to local context and do not cause harm to the amenity of neighbouring occupiers. Therefore, the proposals are consistent with the aims and requirements of the primary legislation and policy CS11 and part 16 of the NPPF. The proposals present an acceptable form of development within the Conservation Area and would preserve and enhance the setting of the heritage asset.

6. Summary and conclusion

6.1 WYG has prepared this statement in support of full planning permission for the creation of a new access, following the demolition of existing buildings on site. It has been demonstrated that the principle of development is acceptable and that the new access can be achieved without resultant harm to the character of the Brockhampton Conservation Area and Grade II Listed Building.

6.2 It is important to re-iterate that not all elements of a conservation area contribute to its significance (paragraph 201 of the NPPF), which is particularly relevant for the proposals. It has been demonstrated that the buildings to be demolished on site are not of value and do not warrant a delay in granting planning permission for the access. The proposals also improve the setting of the listed building and improve the character of the conservation area through the removal of these unattractive buildings. The proposals protect and enhance the significance of not only the Brockhampton Conservation Area, but also the neighbouring Grade II listed Manor House and the locally important 'the Tannery'.

6.3 Overall, it is concluded that the proposal represents an appropriate form of development that would respond positively to the aims and objectives of the national and local policies listed in section 4. Therefore, the creation of a new access to enable improved access into the yard should be supported without delay.