

Planning Statement

Land at Buttericks,
38 New Lane,
Havant,
PO9 2ND



June 2019

Luken Beck

Contents

	Page
Executive Summary	
1 Introduction	4
2 Site and Surroundings	5
3 Planning History	6
4 Pre-application Discussion	7
5 The Development Proposals	11
6 Planning Policy Context	14
7 Planning Justification	18
8 Conclusion	27

prepared on behalf of:



Kingsbridge Estates

No part of this document may be reproduced in any form or stored in a retrieval system without the prior written consent of the copyright holder.

All figures (unless otherwise stated) © Luken Beck MDP Ltd. 2018

Ref.: 18080

Date: June 2019

Ver.: 18080/01/B

Executive Summary

- The redevelopment of the Buttericks site offers an opportunity to remove dated poor-quality industrial buildings and replace them with new fit for purpose high-quality employment floorspace that is more reflective of changing business needs.
- The development is addressing the local need for freehold owner-occupied premises by designing and developing property that allows businesses to own their own freehold space.
- The site is sustainably located for employment use and can contribute to the aspirations of the Havant Local Plan to regenerate this large well-established employment area.
- Proposes industrial units which reflect the market demand for a variety of B1, B2 and B8 uses, ranging from small and medium premises for start-up companies to larger premises for a mixture of commercial uses.
- Depending on the end users, the development has the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and an attractive environment. Assisting in job creation and reducing out-commuting.
- Benefits from good accessibility both by road and public transport, with local facilities nearby for employees either in the industrial estate or in nearby Havant.
- Provides safe vehicular access, with adequate parking and cycle provision provided for both visitors and employees alongside servicing vehicles.
- Is responsive to its context and identified planning constraints, whilst still providing an efficient use of land and attractive working environment.
- Does not have an adverse effect on neighbouring properties by virtue of outlook or loss of privacy or general noise and disturbance given the concentration of the uses within the centre of the site, generous separation distances and intervening mature vegetation/woodland on the southern side of New Lane.
- Will use materials that are of a very high quality and appropriate in terms of scale, colour and texture; resultant in smart contemporary elevational treatment similar to those found within the immediate vicinity.



1. Introduction

- 1.1 This Statement has been prepared on behalf of Kingsbridge Estates Limited Pension Scheme to support a planning application for the redevelopment of the Butterick's industrial estate. This will accommodate 12 individual units in two commercial buildings for light industrial uses (Use Class B1); general industrial uses (Use Class B2); and storage and distribution uses (Use Class B8) at the southern edge of New Lane Industrial Estate, Havant.
- 1.2 The application is to be accompanied by a number of supporting documents;
- Design and Access Statement (including external lighting) (HNW Architects)
 - Arboricultural Survey and Impact Assessment (Lizard Landscape Design & Ecology)
 - FRA, Drainage Report and Foul Strategy (PTA)
 - Transport Statement/Framework Travel Plan (i-Transport)
 - BREEAM Pre-Assessment Report (Red Six)
 - Contamination Report (Soil Consultants)
 - Utilities Assessment (ION)



Figure 1 - Aerial photograph showing indicative site area (Source: Google Earth (prior to the competition of Velocity development))

2. Site and Surroundings

- 2.1 The 1.02 hectare site is a fairly regular shaped piece of land containing a number of self-contained industrial units, forming part of the Buttericks industrial complex. It is located in the New Lane Employment area, which includes a number of industrial estates, namely Downley Point, Oakwood Centre, Hayward Business Centre, Kenwood Business Centre and the recently completed Velocity. This area includes a mix of large and very large industrial units and offices, including a number of three to four storey buildings and the gasometer immediately to the north of the site. The railway line forms a strongly defined boundary of the wider employment area to the east and to the west the wide carriageway of New Lane and River Lavant watercourse forms the division between industrial units and post-war residential suburbs beyond. The Industrial buildings are surrounded by large areas of hardstanding used for parking or storage. There is limited landscaping, however New Lane has a line of mature trees and planting, which is particularly robust adjacent the watercourse to the west. This screens most of the industrial estate from the rear gardens of properties that back on New Lane at this location. This strong green corridor along the watercourse also provides ecological value to the employment area.
- 2.2 The Buttericks complex is located at the junction of New Lane and Stanbridge Road in Havant. It has a number of vehicular accesses given New Lane, Stanbridge Road and Downley Roads wraps around the site on three sides, albeit the access along New Lane is used infrequently. The site has some limited landscaping along its boundaries, including some trees just beyond the site on the northern boundary. To the north facing Downley Road is a group of trees which are covered by an area Tree Preservation Order (TPO 888 G1) but all are off-site forming part of the gasholder and veterinary clinic. The external perimeter of the site is secured by palisade and chain-link fencing.
- 2.3 The majority of the main building is constructed of brick and blockwork elevations with a saw-tooth roof typically used for industrial and manufacturing in the 1950s. Other additions to the main building are made of similar materials including corrugated steel cladding and asbestos cement flat roofs, of varying heights from 22.7m to 24m. The site comprises of a large warehouse of approximately 5,400 sqm with shared loading bays or roll down doors. There are ancillary external areas mainly hard paved with concrete and tarmac, although there are some areas of grass and planting near the parameters of the site.
- 2.4 The Industrial Estate is strategically located in a well-established industrial centre, being just 1 mile from Havant Town Centre and Havant mainline railway station. It is some 8 miles to Portsmouth, 25 miles to the East of Southampton and 11 miles to the West of Chichester. The A27 and A3(M) road network are approximately 1.5 miles distance from the Business Park.
- 2.5 The site is located in Source Protection Zone 1c (SPZ1c) for the Havant and Bedhampton Springs, an essential public water supply source. Therefore, Portsmouth Water has been consulted.

3. Planning History

- 3.1 The site was originally first developed between 1955 and 1960 by Butterwick. The factory first occupied approximately a third of the site and was expanded by 1973 to a footprint similar to today's buildings.
- 3.2 From first construction to the early 1990s, originally one and then two linear structures appear to have been present along the southern boundary. Butterick originally printed sewing patterns in their factory until 30 years ago and leased most of the site to other businesses. Whilst previously 15 commercial businesses operated at the site at any one time, this has been reduced to 5 small companies, occupying 15% of the existing buildings. This originally included manufacture of plastics and car turntables, testing of digital production equipment, pet supplies, woodwork workshops and further office-based activities. As the building has deteriorated and reaching the end of its design life, the uses have become predominantly for storage purposes.
- 3.3 The surrounding industrial estate was also developed from agricultural land in the 1960s. A gas holder is present adjacent/north of the site and was first shown on historical mapping in 1960. It is known that the gas holder stopped being used approximately 5 to 6 years ago. One of the associated buildings was converted into a referrals veterinary clinic in 2011 (see planning history table below for 3 Downley Road including tree works).
- 3.4 Redevelopment has taken place at Velocity, to the south-east of the site in Stanbridge Road. This scheme included the demolition of the former 14,900 sqm warehouse building being replaced with a 3-unit scheme of some 9,540 sqm of employment floorspace which has been recently implemented (see original outline permission APP/15/00284 and reserved matters approval APP/16/00812 for more details). This has resulted in the net loss of -5,360 floorspace. In addition, The Colt Buildings located on the corner of New Lane and Bartons Road have also been demolished, located on the northern edge of the employment area. There is a current planning application (APP/18/00244) for a mixed-use development comprising of 100 new homes and 2,860 sqm of employment floorspace. If granted planning permission, this would result in a further loss of 17,200 sqm of employment floorspace in this employment area. In light of these changes, it is therefore considered important to safeguard the site as part of the wider well-established employment area and ensure comparable floorspace and density of the proposed scheme is achieved.
- 3.5 Beyond the above, there is limited recent planning history on the site itself apart from the erection of parameter fencing, as shown in Table 1.

Planning Application	Proposal	Decision	Date
Buttericks, 38 New Lane			
00/53665/000	Erection of 2.4m palisade fencing and matching gates along New Lane and Stanbridge Road. Erection of high plastic-coated chain-link fencing along parts of the frontages to Stanbridge Road and Downley Road.	14/07/2000	Approved

3 Downley Road (Gasometer Site)			
APP/10/00221	Change of use from gas network depot (sui generis) into a referrals veterinary clinic (D1). Construction of entrance lobby extensions and alterations.	27/08/2010	Approved
APP/11/01352	Change of use to referrals veterinary clinic including associated alterations and landscaping.	16/11/2011	Approved
APP/13/00764	Works to TPO Trees (Reduce 20No. trees (consisting of Poplar, Lime, Silver Birch, Plane, Grey Alder and Fir) to allow 1.6m clearance above and behind new street lights and to allow lamps to be visible from Centre Point between columns. All trees within G1 of TPO 0888.)	19/09/13	Approved
APP/14/01206	Works to TPO Trees (Crown lift to 4m, provide clearance around lampposts and deadwood 8No. trees within G1 of TPO 0888).	02/01/2015	Granted
APP/15/00542	Application to determine whether prior approval is required for the method of demolition of the steel gas holder, the boiler house and brick building and any proposed restoration of the site.	11/06/2015	Prior Approval Required and Refused
APP/17/00117	Extension to west elevation of existing veterinary practice to provide further dog and cat kennelling with laundry area	03/04/2017	Approved

Table 1 - Planning History of Buttericks and site immediately to the north

4. Pre-Application Discussions

- 4.1 A series of pre-application discussions have taken place with Havant Borough Council and various consultees prior to submission of the current planning application. A meeting was held on the 14 January with the Planning officer, with subsequent correspondence issued by the Council, including Environmental Health, Landscape and Highway comments on the 24 January and 2nd May. A high-level meeting was also held on the 13 June with Andrew Biltcliff, Head of Regeneration, where the latest design proposals were presented, enabling the team to go through the redevelopment opportunity at the site.
- 4.2 In summary, the comments indicated that the site lies within the built-up area and is an existing employment site. Its redevelopment for employment purposes is acceptable in principle.



Figure 2 - GEN/18/01229 Copy of the original pre-application submission layout

- 4.3 The series of pre-application discussions held have informed the planning and design evolution for the site. Each of these points raised by the planning officer or consultees are assessed in the table below.

Pre-application Comments	Design Response
Layout: Proximity of the development to road frontages and current landscaped area of New Lane not respected. Building should be set back, particularly Plot 1 along New Lane and corner Plot 7 along Stanbridge Road.	The existing footprint along New Lane frontage has been respected by the proposed new buildings not projecting beyond the furthest extent of this building line. In addition, now a single point of access has been created along Stanbridge Road. This has given additional space for planting along New Lane given this area is consolidated. A greater set-back has also been achieved along all three road frontages compared to the original layout, removing the pinch point identified.
Elevations to be broken up to ensure the creation of an attractive road frontage. Hedging along Stanbridge Road is supported.	The elevations have been broken up with a series of composite panels and bright articulation around entrances, loading bays and windows. The corners of both buildings facing onto Stanbridge Road are also articulated with recessed windows and changes in modulation texture to positively address both the central yard area, its entrance and wider streetscene.

Forecourt: Expanse of hardstanding to be broken up with tree planting to provide a more attractive environment.	The re-orientation of the buildings and changes made to the layout have enabled a stronger landscaped frontage along New Lane and Stanbridge Road. Also enabled the creation of an amenity area behind Unit 12 for future occupiers. Whilst the central yard has to be fit for purpose and functional requiring robust hardstanding, the main vehicular route and turning areas have been defined in a different surface treatment to the parking areas which adds visual interest. The entrance into the site will also be soft landscaped with native tree planting, with the parking areas softened by tree planting along the eastern ends of the parking bays.
Contamination: Land uses adjacent to and within the vicinity of the site have the potential to cause contamination (various engineering uses/tooling, plant hire, depot, civil engineering and gas storage).	The application is accompanied by a Land Contamination Assessment produced by Soil Consultants which responds to comments made by Environmental Health and Portsmouth Water. This includes a Phase 2 investigation, which has found "no contamination has been recorded at the site resulting in no complete pollutant linkages being identified. It is therefore considered that the site is fit for the proposed end use without further assessment or remediation." The Geotechnical Assessment also reviewed spread foundations, placed within the natural soils, future loading, pavement construction and soakaways/drainage designs.
The site is within the SPZ 1c (sub-surface) likely to represent the secondary aquifer. It is unlikely that piling will be required to such depths to materially impact the principle aquifer.	Please see Ground Investigation Report by Soil Consultants. This identifies the risk as low to the aquifer and surface water given the soil and groundwater indicate no widespread contamination is present. Also the vast majority of the site will be covered by new buildings and hardstanding area, preventing infiltration. Mitigation measures are outlined in the report.
The site boundary is 25m away from the River Lavant. Associated flood risk to the west of the channel. Given close proximity, infiltration drainage should only be used where it is shown that there is no existing contamination risk and care should be taken to ensure drainage systems does not function as a vector for pollutants to become soil contaminants (capable of migrating to the river).	Infiltration devices are not proposed within the drainage strategy set out in the Flood Risk Assessment produced by PTA. Please see this report for further details.
Air Quality and Sustainability: Sustainable design and technology which serves to reduce or eliminate local combustion (e.g. for space or water heating) or to minimise emissions which serve to positively influence air quality e.g. PV power, Direct solar, heat pumps or MVHR all have benefits for carbon	An initial BREEAM assessment has been undertaken for the proposed development. This indicated it could provisionally achieve BREEAM 'very good' rating of 57.5%. This examines energy, health and well-being, transport, water, materials, waste, ecology and pollution.

reduction, energy efficiency and emissions reduction.	
Transport Assessment required to assess likely volume of trips associated with the development. If this substantially differs from the existing landuse consent, principle trip generation distribution on the local highway network is required alongside a framework employee travel plan. This will be used to justify the number of parking spaces and cycle storage required.	The application is supported by a Transport Assessment and Travel Plan framework, produced by i-Transport. This notes that the number of vehicular access will reduce from four to one which provides a significant highway benefit. The traffic generation of the proposal has been estimated using employment trip rate derived from comparable survey data within the TRICS database. To undertake a robust assessment, a B1c and B2 trip rate has been used (as opposed to a lower B8 rate). The site access junction has been tested for its operation and shown to operate satisfactorily. The development is expected to generate some two additional two-way vehicle movements during the morning peak period and two during the evening peak compared to the existing use on the site. Once distributed onto the highway network, the impact will be minimal. The site is within a sustainable location. It also aims to deliver the minimum parking spaces required which is 123 given the overall floorspace proposed as set out in the Havant BC Parking SPD. It is also compliant on the number of long (22) and short (11) stay cycle stands it is providing both throughout the site and internally within the buildings themselves.
Access Arrangements: The single point of access off New Lane should be provided with onsite turning, demonstrated by tracking plans. Double access layout is not supported. The proposed disabled parking bays are not DDA compliant, with hatching on both sides.	The detailed design and layout has now provided one means of vehicular access along Stanbridge Road in response to comments made. This is in a similar location to the existing access along here, albeit this is set further to the east. This also responds to other feedback received which considers one entrance more secure and easier to monitor. Disabled parking spaces have been updated to be DDA compliant with hatching on both sides.
Landscaping: Trees sought along northern edge of carriageway to help soften the hard landscaping of the development. A soft landscaping which introduces additional boundary trees along New Lane and Downley Road to alleviate the proposed building height increase.	This has been achieved through the updated layout and in the submitted landscape plan 18041-HNW-ZZ-DR-A-2116-Site. Further details can be requested via condition if the Council deem appropriate.
Trees: A Tree Protection Plan and method statement required given proximity of trees around perimeter.	A Tree Protection Plan and method statement has been prepared to ensure the proposed layout respects the trees to the north.

5. Development Proposal

- 5.1 The application proposes the demolition of the existing industrial buildings, which have deteriorated in recent years as they approach the end of their design life. This is an opportunity to remove some dated stock in an older industrial area with employment floorspace that can be flexible and more responsive to business needs. The costs associated with the on-going upkeep and maintenance of the buildings and the low-rental income generated from the poor-quality accommodation has made the site unviable in the long-term. This is further exacerbated by low occupancy rates of the building. The new fit for purpose accommodation will bring investment into the employment area and is going to be made available for purchase to small and medium enterprises. A common issue identified by local businesses is that premises are often located across several sites given the lack of accommodation available, with companies reluctant to invest in their premises given their lack of suitability. Something this development seeks to address.
- 5.2 Rationalisation of the sites accesses has been achieved by the creation of one centralised vehicular access along Stanbridge Road. The proposed layout has been designed to meet the practical needs of typical B1, B2, B8 uses, which requires sufficient internal heights and volumes. It is these characteristics that have principally determined the form and design of the proposed units. The car parking and servicing areas within the layout have been designed to separate these two functions to improve safety, alongside sufficient space for servicing vehicles to manoeuvre and turn within the site. The main vehicular access junction is within the adopted highway, but from the entrance onwards, the industrial estate/within the site itself, will remain private.
- 5.3 The proposed buildings are steel framed structure with metal cladding to walls and roof synonymous with contemporary industrial construction. Each building sits under a shallow pitched metal roof with projecting eaves to keep the overall height low. Windows are recessed with the building entrances highlighted by glazed double doors giving a view to the stairs and reception. Where necessary look-a-like panels are used within the glazing systems. The side and rear elevations of the units are predominantly horizontal trapezoidal profile cladding. The colour palette reflects a contemporary industrial aesthetic of silver/grey shades, heightened by changes in modulation of texture. The design intent is to ensure that all the units have a uniform appearance in order to demonstrate that they are all part of the same master plan as well as giving a sense of continuity when viewed from street level. A detailed materials schedule is noted on the accompanying application drawings and is typical of those used within the vicinity/wider New Lane Industrial estate.
- 5.4 In summary the application proposes:
- 5516 sqm of high-quality light industrial premises set within attractive wider environment.
 - Ability to serve a mixture of B1, B2, B8 Uses, complimenting neighbouring employment sites.
 - Benefits from good accessibility both by road (for servicing and employees) and public transport, with local facilities nearby for employees.
 - Depending on the end users, the ability to generate somewhere in the region of 121-126 FTE jobs, given the proposed employment use.

- 134 car parking spaces serving both employees and visitors, motorcycle parking and secure cycle parking provision.
- Refuse and recycling storage/collection facilities.
- Retention of mature treed boundaries to the north.

Proposed layout



Figure 3 - 18041-HNW-ZZ-ZZ-DR-A-2115 Proposed Site Plan

Proposed Elevations



Figure 4 -
Elevations
Unit 1 - 6

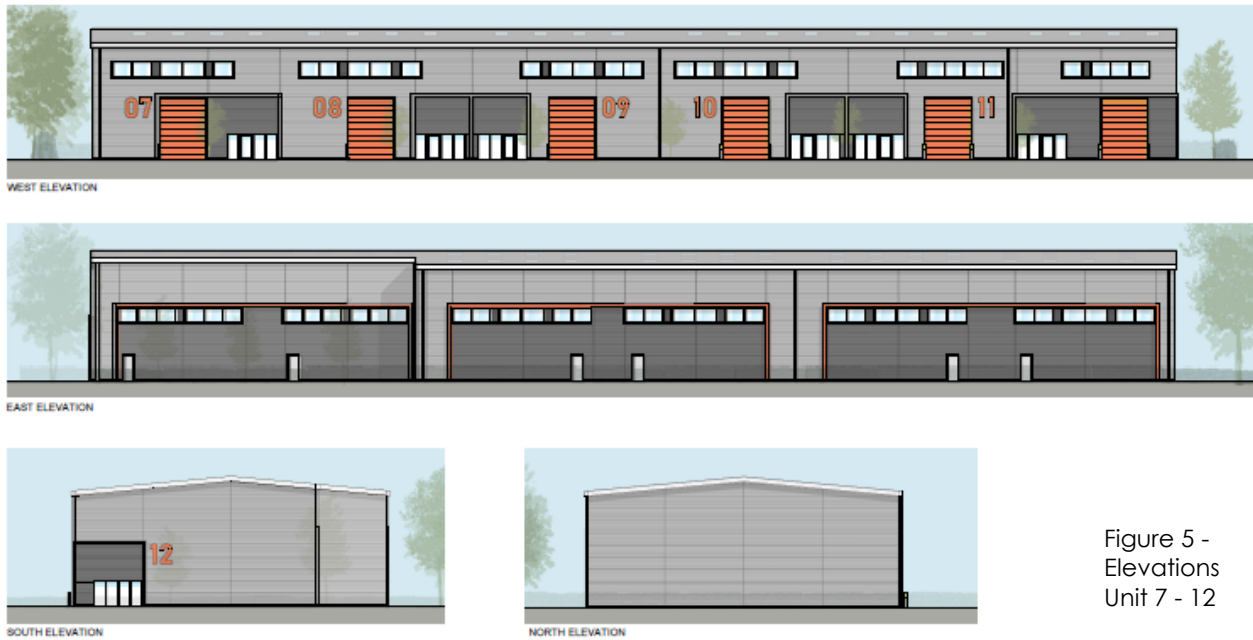


Figure 5 -
Elevations
Unit 7 - 12

Proposed Prospective – Visual 3



Figure 6 – Proposed Perspective View 3 (from the corner junction of New Lane and Stanbridge Road)

6. Planning Policy Context

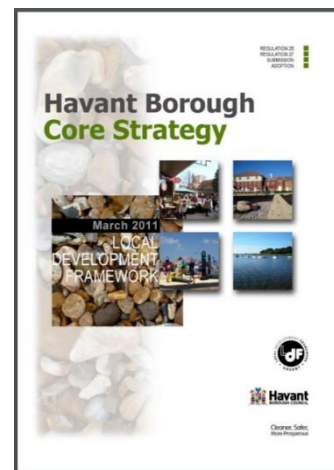
General

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the provisions of the statutory Development Plan, unless material considerations indicate otherwise, such as the National Planning Policy Framework (NPPF).
- 6.2 The updated version of the NPPF continues with the presumption in favour of sustainable development (paragraph 49) and in terms of building a strong, competitive economy it 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.”*
- 6.3 The NPPF supports the notion of making effective use of land where, for example, development could make use of underutilised land.
- 6.4 The Development Plan for the site includes; 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.
- 6.5 Other relevant guidance includes Havant Borough Council Parking Supplementary Planning Document (July 2016) and Havant Borough Design Guide SPD.

Havant Borough Core Strategy: Local Development Framework (March 2011)

- 6.6 There are several 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)



- 6.7 The Plan highlights its excellent transport networks, namely the M27/A27 and the A3(M) routes to London which meet in Havant and link the south coast towns and their expanding ports. It 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.

6.8 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.

6.9 Policy CS2 Employment states that planning permission will be granted for development proposals that:

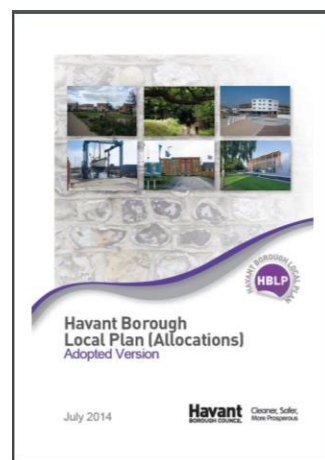
1. Prioritise the use of previously developed land for the provision of new employment floorspace.
2. Favour town centre locations for the provision of B1a offices and other town centre uses.
3. Promote local employment and training initiatives on new employment sites particularly with regard to construction 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

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

6.11 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



- 6.12 The site itself lies within the defined urban area boundary (UAB) of Havant and Bedhampton (please see Inset Policies Map below). Where the principle of the proposals is supported by Policy AL1 and AL2 which seeks 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.

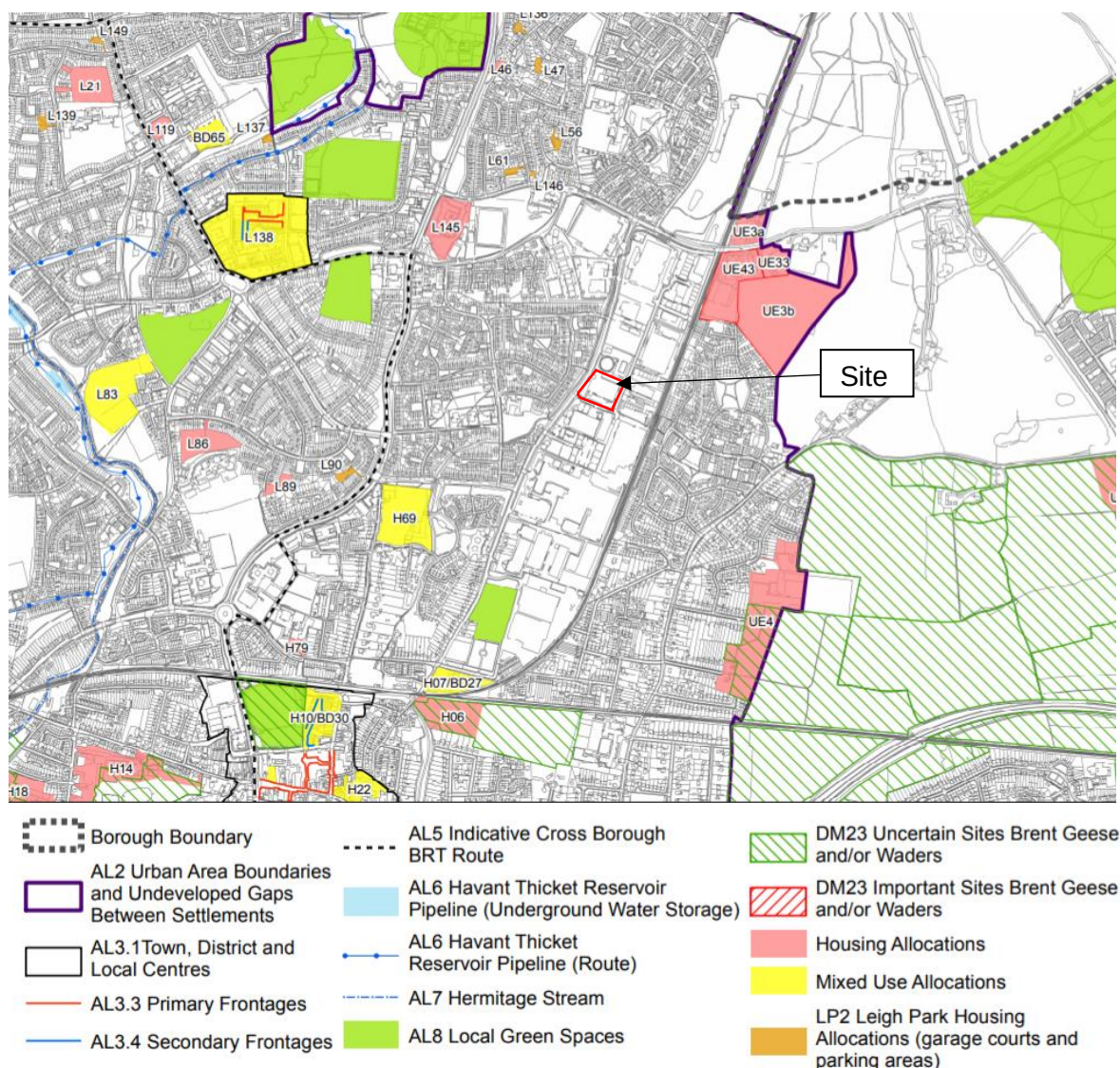


Figure 7 Allocations Plan: Leigh Park, Havant and Bedhampton Policies Map

Havant Borough Local Plan 2036 – Pre-Submission Draft (February 2019)

- 6.13 The emerging Local Plan makes provision for the delivery of about 96,759 net sqm of employment floorspace (Classes B1, B2 and B8) in Havant Borough between 2016 and 2036. The Council has also adopted a clear 'open for business' approach and supports sustainable growth in homes, jobs and services in principle, as set out in Policy DR1, Delivery of Sustainable Development. Furthermore, Regeneration Policy DR2 highlights that many areas of the borough have seen a lack of investment in renewal for some years, resulting in deterioration in the quality of the urban form and building stock. This has in turn exacerbated the lack of



private sector investment. The Council seeks to break this cycle, supporting the intensification of brownfield sites to provide the Borough's development needs. Commercial development is also expected to support local people in accessing employment and skills training as a result of this investment.

6.14 Policy C1 seeks to protect existing employment sites by reinforcing their function and role, supporting market confidence in further speculative development within these areas. It highlights the need to ensure continuing flexibility for the redevelopment and intensification within the established employment areas, enabling businesses to relocate to premises more suited to their needs. It also seek to safeguard B-Class uses including office B1a, general industrial B2 and warehouse B8 from alterative uses. The policy does recognise that there are other employment generating uses which support employment, such as car sales, MOT/servicing and other automotive uses which are vulnerable to displacement. In addition, other complementary non-B Class uses play an important role in creating a high-quality employment area and attracting investment, through providing services and facilities to the employees of businesses, particularly in older industrial areas. This may include sandwich shop or children's nursery for example.

6.15 The following policies in the emerging Local Plan are relevant to the proposal;

- DR1 Delivery of Sustainable Development
- DR2 Regeneration
- IN3 Transport and parking in new development
- E1 High Quality Design
- E2 Health and Wellbeing
- E3 Landscape and settlement boundaries
- E12 Low Carbon Design
- E18 Trees, hedgerows and woodland
- E19 Managing flood risk in new development
- E20 Drainage Infrastructure in new development
- E21 Aquifer Source Protection Zones
- E22 Amenity and Pollution
- E23 Air Quality
- E24 Pollution
- C1 Protection of existing employment sites

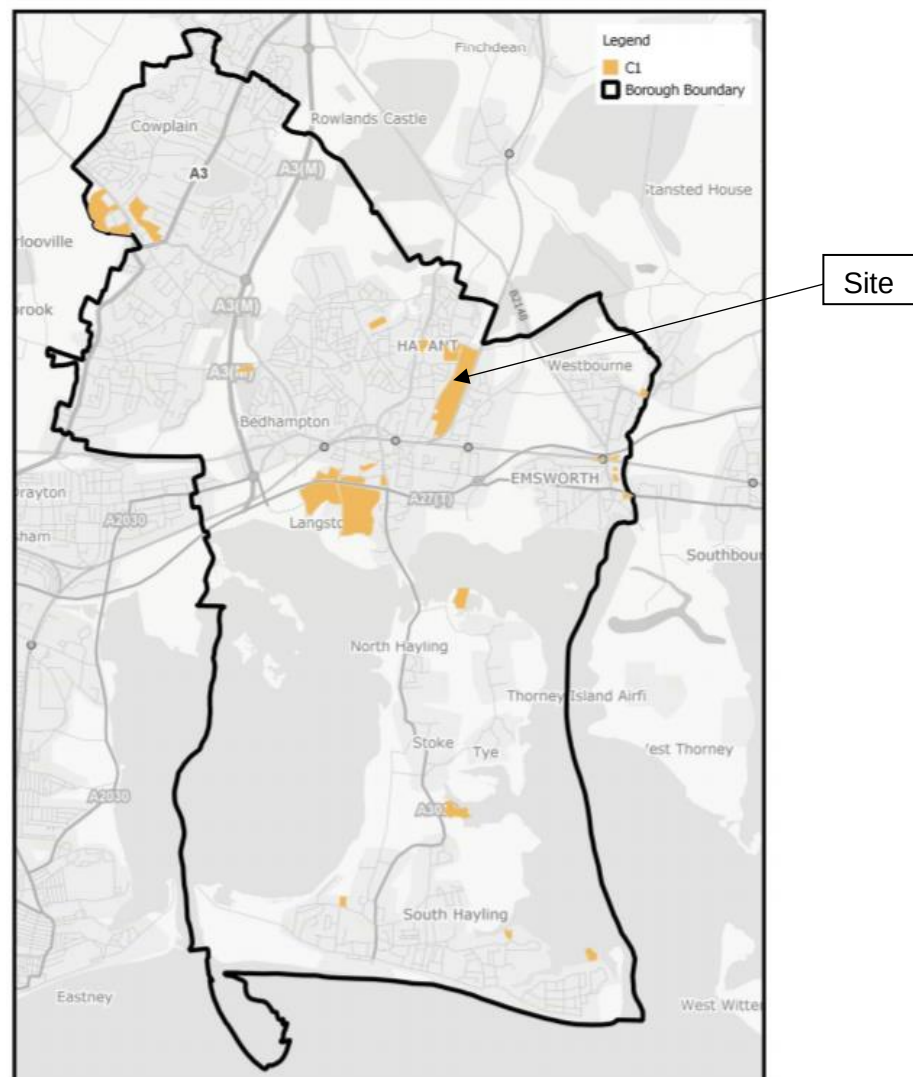


Figure 8 - Pre-Submission Local Plan 2036, Figure 28: Established Employment Areas (Policy C1)

7. Planning Justification

Employment Land Evidence Base

- 7.1 Havant Borough have examined its existing strengths and weaknesses of its local economy, and the factors likely to influence the nature and level of demand for employment floorspace in the future. This has been reviewed by the Employment Land Report (ELR) (2017) and an addendum produced in 2019 which forms part of the evidence base for the emerging Local Plan. This examines existing employment sites, in terms of market demand and appeal, their quality and suitability for purpose and their current and future availability in the market.
- 7.2 It found that the Borough has good road and rail transport connections to Portsmouth and beyond to London, Brighton and Southampton via the A3 (M), A27 and M27 corridors. Its highly accessible location means that it is well placed to attract new businesses.
- 7.3 The local economy has been traditionally manufacturing-based with a high concentration of advanced manufacturing and marine businesses. The contraction of the manufacturing sector has had

a disproportionate impact on the Borough when compared to its neighbouring authorities, and it has seen an increase in unemployment and out commuting, and higher skilled people commuting in.

- 7.4 Given this history of being manufacturing based, the majority of Havant's employment floorspace is dated stock on older industrial estates developed during the 1960s and 1970s. Employment floorspace is also largely focused in and around Havant and Waterlooville, where the site is located. Only around 12% of industrial stock has been constructed since 2000.
- 7.5 The ELR acknowledges that much of the built stock is of a lower grade, it serves an important role and function in terms of providing affordable accommodation for small and medium enterprise (SME). This is particularly pertinent given the disparity between rental values for second hand stock and pre-rental levels. Many local businesses lack the incentive and inclination to invest and relocate to newly built stock accordingly. As a result, the Borough has seen only limited speculative development in recent years.
- 7.6 However, the emerging Havant Borough Local Plan 2036, stresses that there is a continuing need to ensure choice and range of employment land supply and secure a healthy market churn. The Council seek to safeguard and nurture inward investment within the Borough's existing industrial estates where there are opportunities to redevelop and intensify employment floorspace. These sites in particular perform an important function in terms of supporting and incubating SMEs. The loss of employment land to non-employment generating uses should be resisted.
- 7.7 There is an opportunity to improve self-containment within the Borough, with a growing base of technology based and specialised manufacturing businesses which is evidence by the increases in jobs year on year in the ELR. The Borough has a relatively large proportion of micro and small individual businesses relative to the number of premises locally, which provides resilience but presents practicalities for the local economy with many SMEs operating across multiple sites.
- 7.8 Industrial Availability and Vacancy figures from Co-Star (2017) cited in the ELR indicate that the Borough's industrial market may be constrained in the short term due to limited availability of stock and vacancies, with rent per sq.ft increased in the last five years.
- 7.9 There has been relatively limited amount of speculative development due to current pre-rental levels, but an example of this is Velocity, located to the south-east of the site. However, the Council are encouraging the delivery of new employment floorspace through the intensification and redevelopment of existing employment sites, alongside new employment allocations. Importantly, they would like to ensure flexibility and choice of employment sites available to encourage inward investment and development during the plan period. This follows the trend of investment within pockets of well-established employment areas.
- 7.10 The characteristic of the local market and changing practices more generally mean that in practice, there is a general shift towards a need for more flexible employment floorspace. For example, warehouse operations may only form one element of the business, with the supporting office and storage components. On this basis, the design and layout of the proposed development reflects this market, with flexibility within the scheme for the end occupiers.

- 7.11 The ELR indicates that the Leigh Park Gas Holder located to the north of the site, is a future opportunity for some 1,250 sq. m of net increase of employment floorspace, within a well-established employment area. This 0.3ha site has been identified as a potential employment allocation by ELR reference BE83 New Lane Gas Holder Station (formerly known as Leigh Park Gasometer).
- 7.12 It is important to note that often redevelopment opportunities result in the net loss of some employment space due to older stock often having a higher level of site coverage. The proposed redevelopment at New Lane has sought a comparable site density from 52.7% to 56.8% (Gross External Area), achieving a higher floorspace overall from 5,400 sq. m to 5,820 sq. m, enabled by the efficient use of the land, with just one point of access and centralised forecourt with the addition of mezzanine floors.

Demand

- 7.13 The overview of completions during 2016/17 monitoring year (19,912 sq.m) and the deliverable floorspace in the Borough as at March 2017 (7,686 sq. m). This indicates approximately 12% of the borough's requirements can be delivered on existing permissions. This broadly equivalent to 1.8 years' supply of employment land. Taking into account existing commitments, the ELR indicates a need to find employment land which is sufficient to deliver at least 55,182 sq. m of employment floorspace. Again, highlights the need that redevelopment opportunities within existing employment sites need to ensure as a minimum a comparable floorspace is achieved.

Principle of Development

- 7.14 The site is within a well-established employment area, known as New Lane Industrial Estates. This employment area is located to the north east of Havant town centre. The current employment accommodation is outdated and no longer fit for purpose. Currently 15% of the building is occupied by four small companies, with a total of 15 employees at the site. Three of the existing occupiers are due to relocate within the locality at the end of June/July.
- 7.15 Being located on the South Coast, future occupiers can make full use of the wider labour pool from Portsmouth, as well as from the local market which the Council is trying to encourage. It is expected that the new employment floorspace will support at least the equivalent number of jobs, in fact, depending on the final occupations, it is estimated that around 122-126 FTE Jobs could be created, far higher than the existing situation. The estimated number of jobs that could be created have been calculated using the two likely scenarios utilising Employment Densities Guide (3rd Edition) 2015, produced by the Homes and Communities Agency (HCA). Scenario one includes 36% of B8 Storage and Distribution uses, 34% of B2 Industrial Uses and 29% of B1(c) Light Industrial Uses. Scenario two comprises of 64% B2 Industrial uses and 36% of B8 Storage Uses. The jobs that could be supported by development could be lower than this if purely B8 uses (circa 78) or significantly higher than the range provided, however ultimately depends on the occupiers, which is to be made flexible. These are supporting characteristics that should be given significant weight.
- 7.16 In light of the above, the principle of development is considered acceptable given the site is located within the defined urban area and seeks to retain employment uses within an established employment area as identified by Policy C1 in the emerging Local Plan and safeguarded by the Employment Policy CS2 and DM10 Protection of Existing Employment sites in the current Core Strategy. The proposal replaces poor quality building stock on previously developed land that has become not fit for purpose,

strengthens an existing business cluster in this area and helps to support jobs and growth. It also contributes to the supply of employment floorspace in a sustainable location, maintaining a diverse and successful economy in accordance with Policy CS2 Employment, Policy CS3 Skills and Employability, Policy CS17 Concentration and Distribution of Development within the Urban Areas and Policy DM10 Protection of Existing Employment Sites and in conformity with the NPPF.

Design and Appearance

- 7.17 The layout and design of the commercial units have been designed to respond to the identified constraints, namely the proximity of road frontages on three sides, and the current landscaped character of New Lane, whilst still making efficient use of the land available.
- 7.18 The design also seeks to rationalise the number of vehicular entrances into the site as requested by the pre-application discussions held, with one single point of access from Stanbridge Road (as opposed to a double access/through-road arrangement previously proposed or the numerous accesses currently in existence). It also seeks to raise the quality of the local environment, similarly to the existing adjacent industrial estates that have been redeveloped, by incorporating a pleasant environment and outlook.
- 7.19 The proposed site layout has been designed to meet the practical needs of a typical B1, B2, B8 user, with each individual unit having both vehicular and pedestrian points of entry and egress from the access road leading from Stanbridge Road.
- 7.20 The overall height, scale and massing of the proposed units have been dictated by its function. Governed by an internal clear height requirement of 8.4m to the underside of structural members, the roof of each unit has a shallow pitch to keep the overall height low. The proposed buildings use high quality materials, which are both durable and appropriate to the context. These comprise of a steel framed structure with metal cladding to walls and roof synonymous with contemporary industrial construction, similar to others found within the wider Industrial Estate. Entrances and loading doors are articulated by complimentary colours to add visual interest.
- 7.21 Soft landscaping and planting plan has been incorporated into the layout to ensure an attractive environment and to visually break-up areas of hardstanding. However, the site does benefit from the mature tree boundaries to the north and to the west along New Lane, which are to be retained and protected, helping to integrate the built-form into the wider area. There is an opportunity to provide an amenity area behind Unit 11 which will be soft landscaped to encourage employees to take a break at break times. This also creates an attractive environment for employees. A safe and secure environment with appropriate boundary treatments is proposed, whilst encouraging natural surveillance of car parking areas through the orientation of buildings.
- 7.22 In summary, no significant adverse effect on the surrounding townscape character will result from the proposal. The overall design is in keeping with the neighbouring industrial and employment land uses to the north, east and south. The layout also contains sufficient space and enclosures for waste and recycling for the premises. Therefore, the design and appearance of the development is considered in accordance with Policies CS16 High quality design, CS14 Efficient Use of Resources in the Core Strategy and Policy DR1 Delivery of Sustainable Development, Policy E1 High Quality Design within the emerging Havant Local Plan.

Accessibility and Parking

- 7.23 The proposed vehicular access is directly from Stanbridge Road. Given this has reduced the number of vehicular access currently at the site, this provides a significant highway benefit. This access junction has also been tested for its operation and shown to operate satisfactorily by the accompanying Transport Assessment provide by i-Transport LLP. The statement also demonstrates that sufficient turning spaces have been provided for HGVs and refuse vehicles accessing the site and sufficient loading space for deliveries to the front of each of the various commercial units whilst the car parking areas are in use.
- 7.24 The site itself is located within a sustainable location, within an established employment area. A good level of pedestrian accessibility is provided around the site with continuous footways to the bus stops (the nearest 650m away along St Albans Road with services to Portsmouth every 30 minutes), the town centre and nearby railway stations located within a comfortable walking distance of the site. The National Cycle Network can be accessed close to the site and New Lane includes on-road cycle lanes. Taken together, the analysis indicates that future employees and visitors have appropriate opportunities to access the site by a choice of travel modes. An accompanying Travel Plan Framework has also been provided by i-Transport LLP which promotes non-car mode use amongst businesses based at the site.
- 7.23 In addition, a total of 134 car parking spaces have been provided for members of staff and visitors, which is in accordance with Havant Borough Parking Standards SPD (2016) and Policy CS20 relating to Transport considerations. The parking provision has been calculated using the higher standards B2/B2 (c) as set out in the table below, although it is very likely that the mix will include some B8 Warehouse uses. One motorcycle space has been provided for every 25 car parking spaces and a total of 5% are disabled spaces. The car parking standards go beyond this minimum standard, therefore the proposed 134 car parking spaces is compliant with this policy.

Type	Car Parking Standards (Minimum)	Cycle Standard (Minimum)	
		Long Stay	Short Stay
B1 (a) office	1 Space per 30 sqm	1 Stand per 150 sqm	1 Stand per 500 sqm
B1 (b) (c) high tech / light industrial	1 Space per 45 sqm	1 Stand per 250 sqm	1 Stand per 500 sqm
B2 General Industrial	1 Space per 45 sqm	1 Stand per 350 sqm	1 Stand per 500 sqm
B8 Warehouse	1 Space per 90 sqm	1 Stand per 500 sqm	1 Stand per 1000 sqm

Table 2 – Havant Borough Council Parking Standards SPD

- 7.24 Secure cycle parking provision has also been provided to serve the whole development. Taking into account the highest requirement, a minimum of 22 long stay and 11 short stay cycle stands are required (the number of employees decreases with B8 type of uses so the actual provision required is less than this). The proposal includes 24 long stay cycle spaces and 24 short stay cycle spaces. A total of 51 cycle stands are provided across the site. These are located both within each of the commercial units alongside the provision made externally using Sheffield stands along the access road. This ensures each

cycle stand is overlooked. This is conformity with the Havant Borough Parking Standards SPD (please see the table on the previous page).

- 7.25 New Lane has been designed to accommodate traffic associated with the industrial estates. The proposal is expected to generate some two additional two-way trips in the morning peak hour and two in the evening peak hour compared to the existing use on the site. Once distributed onto the highway network, this will not have any noticeable impact on the operation of the local highway network when compared to the existing traffic flow. This impact remains the case and will be minimal even if the site were to come forward for entirely B2 uses. The development proposal is fully acceptable in transport and highway terms and therefore in accordance with Policy CS20 Transport and Access Strategy, Policy DM11 Planning for More Sustainable Travel and Policy DM14 Car and Cycle Parking on Development (excluding Residential) in the Core Strategy and the Havant Borough Council Parking Supplementary Planning Document (July 2016).

Trees

- 7.26 The planning application is accompanied by a Tree Constraints Plan, Tree Retention and Removal Plan, and Arboricultural Impact Assessment (AIA) carried out by Lizard Landscape Design and Ecology. There is limited landscaping within the current site. This is mostly found around its perimeters, consisting of small ornamental trees, hedges, shrubs and several self-seeded trees. Several large Lombardy poplars are present just outside of the site to the northern boundary. These trees are large but offer little value to the area and are generally out-of-keeping with the other local vegetation and the commercial / industrial setting. It is also likely that they were planted to screen the large gas holder, but this is likely to be redeveloped in the future for employment use. The vegetation is almost exclusively of low value, offering some limited screening but little good quality visual amenity. No trees within the site are covered by *Tree Preservation Order*. *Havant Borough Council TPO 888 (G1)* covers a line of trees outside of the site to the north.
- 7.27 The proposals require the removal of a number of low-value, ornamental or self seeded trees present along the site boundaries. The existing vegetation is not well-maintained or of high amenity value. It is proposed to replace the vegetation lost on a minimum 1 for 1 replanting ratio, with better-quality specimens of similar species offering visual amenity and ecological value. The new buildings are proposed to be much more architecturally and visually appealing than the existing building, and therefore there is not a requirement for screening the building. Some new planting will be provided along the northern boundary, enhancing the ecological value of the site.
- 7.28 The proposed buildings (Unit 6) encroach into the RPAs of some moderate value trees outside of the site to the north. The trees are Lombardy poplars which are considered of moderate value due to their size and prominence, rather than any amenity value or significance. The trees were likely planted to screen the gas holder on the adjacent site; the species and scale of the trees are however out of character with the other local vegetation and the commercial / industrial setting of the site.
- 7.29 The areas of RPA encroached upon are already laid to hard surfaces and the building footprints as illustrated in the *LLD1619-ARB-DWG-001 - Tree Constraints Plan* and within *Appendix A – Site Photographs within the AIA*. These surfaces are largely impermeable to water and air and were likely in place when the trees were planted. The existing footprint of the building already has a significant foundation which

is likely to have prevented roots from reaching the soil beneath and would have cut any roots already present. It is considered unlikely that significant tree roots would be present beneath the hard surfaces, and highly unlikely that roots would be present beneath the building footprint due to the inimical nature of the ground here and the likely deep existing foundations. There is more favourable open grassland within which the trees have likely rooted surrounding the gas holder to the immediate north. The tree is outside the ownership of the site and therefore must be retained despite being oversized for the setting and potentially of limited longevity.

- 7.30 Where foundations and hard surfaces require removal within tree RPAs, this shall be carried out with due care under supervision by the arboriculturalist, to ensure an appropriate course of action is taken in the unlikely event that significant tree roots be found. The new foundations are unlikely to be standard strip footings due to the nature of the soil at the site; this would enable roots to be taken account of if necessary.
- 7.31 The proposed building is over 2.5 m further away from the tree than the existing building; it is proposed to have a porous paving surface for access and maintenance located between the proposed building and existing trees. This would provide a significant area of ground, porous to air and water where previously there were hard surfaces and buildings in close proximity to the tree stems. This would be an improvement to the rooting environment and a benefit to the existing trees.
- 7.32 In light of the tree protection measures and mitigation in place, in addition to the landscaping scheme which seeks to enhance the ecological value of the site (including the planting of native trees where possible), the proposal is considered to be in accordance with Core Strategy Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features and emerging Policy E18 Trees, Hedgerows and Woodland in the Local Plan.

Ecology

- 7.33 The Site is characterised by a large warehouse building, offices and welfare facilities and associated hardstanding, introduced shrubs and storage containers. The Site is situated within an industrial area and residential properties beyond to the east. Given there is limited vegetation and it is anticipated to be well-lit overnight, the site is unlikely to support foraging, commuting or roosting bats. The Site was assessed to have negligible ecological value and, is not considered suitable to support protected species with the hard standing and buildings in their current condition. An ecological survey will be carried out as part of the BREEAM assessment process with measures taken to improve the ecological value of the site in accordance with Core Strategy Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features.

Sustainability and BREEAM

- 7.34 A BREEAM pre-assessment has been undertaken by Red Six BREEAM/Sustainability Assessors (please see the accompanying report for further details). This exercise concluded that an overall BREEAM rating of 'very good' BREEAM rating of 57.7% in accordance with Policy CS14, efficient use of resources for non-residential development over 500 sqm. The reasons for this vary, namely as the end user is unknown at this stage, with flexibility for the likely operational activities and functional requirements for the future occupier(s) factored into the design, delivery and viability of the project. However, all reasonable

measures have been taken to ensure an adequate sustainability rating and maximum improvement in energy efficiency can be achieved.

Flood Risk and Drainage

- 7.35 The site is situated within Flood Zone 1, which is considered to have a low probability of flood risk, therefore the continued industrial and warehouse uses proposed are seen as appropriate for this location.
- 7.36 Details of the surface water strategy and foul drainage connections have been produced by Powell Tolner and Associates (PTA), as separate supporting documents for the planning application. The Flood Risk Assessment indicates that there is a very low risk of flooding and will not increase the risk of flooding elsewhere by controlling the surface water onsite before discharging it at a lower rate than the existing site. The drainage system and levels have also been designed to accommodate the 100-year rainfall event with a 40% allowance for climate change. The site is within Source Protection Zone 1c, however, as outlined in the report and the pre-application response table earlier, the aquifer will not be impacted by the redevelopment either through pilling or possible sources of contamination.

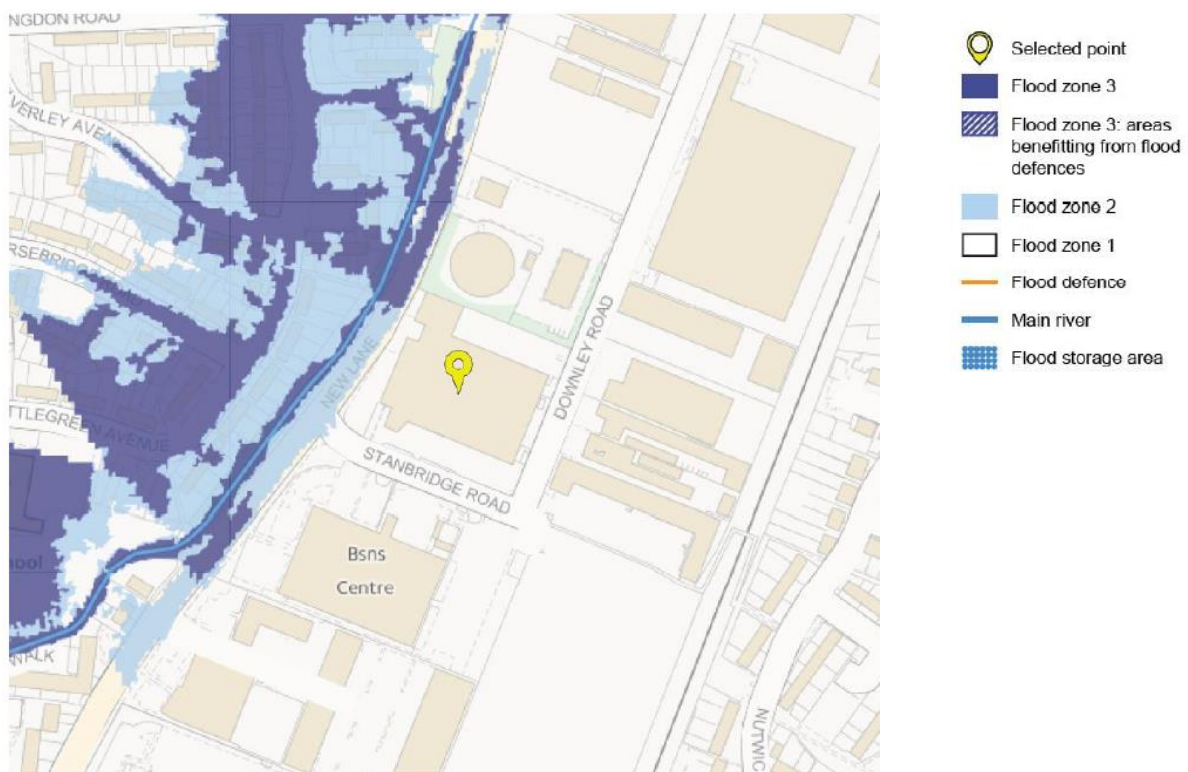


Figure 9 EA Flood Risk Map (Source: www.gov.uk)

Residential Amenity and Noise

- 7.37 In terms of impact on the neighbouring properties, the proposal benefits from being sited adjacent to an established industrial estate, with a good degree of separation distances from residential dwellings to the west. The nearest residential property is some 65m to the east in Littlegreen Avenue. These rear gardens back onto the fenced watercourse and includes intervening mature vegetation along its boundaries of New Lane. Furthermore, taking into account the existing uses, the proposed

redevelopment will place all associated activity within a central yard area which is bordered by two buildings which will help to contain 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.

External Lighting

- 7.38 The proposed external lighting scheme has been designed to minimise upward light spill and avoid the illumination of any nearby wildlife corridors. This has been carried out by incorporating lighting only where necessary, such as entrances to buildings and car parking areas only which will still ensure a safe and secure environment. External Lighting can be controlled by condition if deemed appropriate.

Land Contamination

- 7.39 The application is accompanied by a Land Contamination Assessment produced by Soil Consultants which responds to comments made by Environmental Health and Portsmouth Water. This includes a Phase 2 investigation, which has found "no contamination has been recorded at the site resulting in no complete pollutant linkages being identified. It is therefore considered that the site is fit for the proposed end use without further assessment or remediation." The Geotechnical Assessment also reviewed spread foundations, placed within the natural soils, future loading, pavement construction and soakaways/drainage designs.
- 7.40 This report identifies the risk as low to the aquifer and surface water given the soil and groundwater indicate no widespread contamination is present. Also the vast majority of the site will be covered by new buildings and hardstanding area, preventing infiltration. Mitigation measures are outlined in the report and can be controlled by an appropriate condition in relation to contamination, in accordance with Core Strategy Policy DM10 Pollution.

8. Conclusions

- 8.1 The proposed development would deliver high-quality employment premises and valuable commercial floorspace contributing to Borough's long-term goals of regenerating poor quality older industrial accommodation within its well-established Industrial Estates where these do not reflect modern business needs. The industrial units would reflect the market demand for a variety of B1, B2 and B8 uses, ranging from small and medium premises for start-up companies or existing companies which have found their existing premises not fit for purpose, making them reluctant to invest (especially when they are operating in different locations given the lack of choice/availability). The premises will be made available for purchase, a tradition in Havant and a current unmet need.
- 8.2 Depending on the end users, the development has the ability to create an estimated 126 FTE jobs, benefiting from its location along the south coast for its wider labour pool and attractive environment.
- 8.3 The site is sustainable, and it benefits from good accessibility both by road and public transport, with local facilities nearby for employees. A safe vehicular access has been proposed, with adequate

parking and cycle provision provided for both visitors and employees alongside servicing vehicles. The design is responsive to its context and identified planning constraints, whilst still providing an efficient use of land.

- 8.4 The application would not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances and intervening mature vegetation/mature tree belt.
- 8.5 The proposal should be supported by the Council and is acceptable, 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.