

PLANNING APPLICATION RESPONSE OF PLANNING POLICY

Application No:	APP/19/00660
Site Address:	38 New Lane, Havant, PO9 2ND
Development:	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.
Case Officer:	Daphney Haywood
Comments by:	Jade Ellis
Date of Comments:	23 July 2019

Policy Status:

The [Local Plan \(Core Strategy\)](#) and the [Local Plan \(Allocations\)](#), together with the [Hampshire Minerals and Waste Plan](#), provide the development plan for the borough. The [Pre-submission Havant Borough Local Plan 2036](#) (HBLP 2036) was approved by the Council on 30 January 2019 and can be afforded limited weight.

The following policies are of particular relevance:

- CS2 – Employment
- CS16 – High Quality Design
- CS19 – Effective Provision of Infrastructure
- CS21 – Developer Requirements
- DM10 – Pollution
- DM13 – Car and Cycle Parking on Residential Development

In the Pre-submission Plan the following policies are of particular relevance:

- DR1 | Delivery of sustainable development
- C1 | Protection of existing employment sites
- IN1 | Effective provision of infrastructure
- IN3 | Transport and parking in new development
- E1 | High quality design
- E22 | Amenity and pollution

Principle of Development:

Policy CS2 of the Core Strategy prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses. Emerging Policy C1 of the Pre-Submission Local Plan proposes to define New Lane as an established employment area (within which the application site falls) and generally protects employment sites from change of use or redevelopment to a non-employment use.

In this case, the application proposals seek to re-provide employment floorspace through the redevelopment of the site. It would result in the loss of 5,400 square metres of existing gross internal floorspace, but re-provide 5,516 square metres of gross internal floorspace, and thereby result in a net additional gross internal floorspace of 116 square metres. The proposals would therefore support the delivery of employment floorspace in line with emerging DR1 of the Pre-Submission Draft Local Plan.

Whilst the site would be retained in employment use, it should be acknowledged there may be harm through the displacement of the existing businesses which occupy the site. Paragraph 7.14 of the submitted Planning Statement notes that four small companies

currently occupy the site, with three of the occupiers due to relocate within the locality at the end of June/July. It is unclear whether the three occupiers are vacating as a result of the proposed development and/or if they have suitable and available alternative premises which enables them to relocate. The remaining occupier is also likely to be displaced as a result of the site coming forward for development. However, a policy objection would not arise on this basis.

Design

Both the adopted and emerging local plan require high quality design in all development under policies

- CS16 High Quality Design (Core Strategy)
- E1 High Quality Design (HBLP 2036)

Source Protection Zones:

The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) and emerging Policy E21 (in the Pre-Submission Local Plan) are therefore of relevance. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any conditions should be imposed.

Parking:

The proposals would need to ensure that appropriate parking provision is provided in accordance with Policy DM13, emerging policy IN3 and the Council's Parking SPD.

The submitted Planning Statement suggest that 34 car parking spaces, 22 long stay cycle spaces and 11 short stay spaces would be provided. The development proposals would therefore provide for at least the minimum number of car parking spaces (24) based on the higher parking requirement for both employees and visitors. The development would provide a policy level compliant level of cycle parking based on the higher parking requirement.

Summary:

The development proposals would secure the redevelopment of an existing employment site within an established employment area. Furthermore, the development proposals would contribute towards addressing the Borough's employment needs. Whilst the development proposals would result in a degree of harm through the displacement of the existing occupiers, a policy objection would be unlikely to be sustained on these grounds.