

Planning Application Response of Planning Policy

Application No:	APP/19/00703
Address:	Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA
Development:	Part-demolition of Building 1000 and associated works; the erection of new flexible use industrial units; and a new parking layout with associated works to layout and access
Case Officer:	David Eaves
Comments by:	Jade Ellis
Date of Comments:	16 th August 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 Havant 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
- CS14 – Efficient Use of Resources
- CS16 – High Quality Design
- CS17 – Concentration and Distribution of Development within the Urban Areas
- CS19 – Effective Provision of Infrastructure
- CS21 – Developer Requirements
- DM10 – Pollution
- DM14 – Car and Cycle Parking on Development (excluding residential)
- AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements

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

- KP6 | Langstone Technology Park
- 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
- E3 | Landscape and settlement boundaries
- E12 | Low carbon design
- E22 | Amenity and pollution

Principle of development:

The site lies within the urban area as defined by policies CS17 and AL2 in adopted local plan and proposed to be defined by Policy E3 in the emerging Local Plan. There is therefore a presumption in favour of sustainable development subject to other considerations.

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.

Langstone Technology Park (LTP) is identified as a key project in the Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036) to provide commercial development,

reinforcing its position as a key employment hub. Specifically, the original IBM plant at LTP is earmarked for modernisation and intensification of new industry, new technologies and low carbon options, particularly in the fields of digital, transport and communications.

The site is identified for comprehensive redevelopment under Policy KP6 in the Pre-Submission HBLP 2036, including new or converted B1, B2, and B8 floorspace together with supporting uses and infrastructure. The submitted Design and Access Statement includes a concept masterplan which identifies three proposed phases:

1. The part-demolition of Building 1000, installation of a new flank elevation to the east and a new elevation to the north of Building 4000. Refurbishment of bay 3 as office and provision of new / reconfigured.
2. Provision of new parking to maintain current parking numbers across the site.
3. Construction of 135,000 sq ft of industrial units and the access road.

The application form indicates the industrial units would provide 12,575 sq m of new employment floorspace. Though the redevelopment proposals include the part demolition of Building 1000, no information is provided with regard to the gross internal floorspace to be lost. Nevertheless, it is considered that the proposals would be likely to support the delivery of employment floorspace in line with emerging Policy DR1 of the Pre-Submission Draft Local Plan.

Whilst the smaller pockets of phased redevelopment and refurbishment are more modest than anticipated, there would be nothing to preclude a more comprehensive redevelopment coming forward on the site. As such, the application proposals are broadly supported by both adopted and emerging policy.

Minerals and Waste:

The western part of the site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel. Criteria h. of Policy KP6 therefore expects opportunities for the prior extraction of minerals to have been explored. This is reinforced by the [Minerals & Waste Safeguarding in Hampshire SPD](#) which confirms that the LPA should consult Hampshire County Council as the total proposal area is over 3 hectares, though it is acknowledged that the development proposals relate to several small pockets of land within the same ownership. It is recommended that HCC are consulted, though it is acknowledged that the prior extraction may not be practicable.

Heritage:

The Site Constraints and Opportunities for KP6 in the HBLP 2036 highlight that “*A request has been made for the former IBM building to be locally listed as a building of interest. The building may have some architectural value.*” It is noted that the application proposals would affect Buildings 1000 and 4000 which are understood to won the Financial Times Industrial Architecture Award in 1971 it is recommended the Council’s Conservation Team are consulted on the application proposals accordingly.

Low carbon design:

Non-residential development over 500 sq. m is expected to meet the BREEAM ‘Very Good’ standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. Policy E12 of the emerging HBLP 2036 sets out the BREEAM level to be achieved for different floorspace thresholds for non-residential development.

Proposals of 1,000 sq. m or more of non-residential development are expected to meet BREEAM 'Excellent'.

The applicant has submitted BREEAM Pre-assessments for both the new build industrial units and the works to Building 1000, which outline the strategy for the proposals to achieve a minimum of a 'Very Good' rating in line with the requirements of Policy CS4. However, the new industrial floorspace would create more than 1,000 sq. m and would therefore be expected to meet the higher rating of 'Excellent'.

The pre-assessment indicates that the development has an anticipated score of 60.5% but could potentially achieve a score of 66.9% - which would fall slightly short of 70% needed to achieve an 'Excellent' rating. Whilst the future occupiers of this building are not yet known, the emerging Plan requirement to achieve an 'Excellent' rating must be afforded limited weight. It is therefore recommended that the applicant further explore credits for the new industrial accommodation to achieve the 'Excellent' rating.

Going forwards, the relevant assessment should be submitted at the interim (design stage) and final (post completion stage) and secured through appropriate conditions to demonstrate how the requirements of the policy would be met. It would be perfectly acceptable for the applicant's consultants to contact the Council directly about this matter. Conditions would be required to secure this.

Parking:

Policy DM14 and the Havant Borough Parking SPD (July 2016) sets out the parking standards for new non-residential development in the borough. Specifically, in relation to the site, criteria f. of the emerging policy (KP6) in the HBLP 2036 highlights that sufficient parking should be provided in line with Policy IN3, and that requisite parking should be retained during any phased redevelopment or refurbishment of the site.

The submitted Transport Assessment indicates that a total of 287 car parking spaces, 46 long stay cycle spaces and 29 short stay parking spaces would be provided for the proposed new employment units based on the highest standard for Class B1c. As such, there would be a slight shortfall of long stay spaces (4) and a marginal surplus of short stay spaces (4), although the cycle parking requirements would be met within the development overall.

For the existing and refurbished units, the submitted Transport Assessment indicates a total of 1,888 car parking spaces would be provided, with 941 spaces lost through the new industrial accommodation but an additional 693 spaces would be provided. However, there is insufficient information about the existing and proposed floorspace for Units 1000 and 7000, and how this relates to the entire floorspace on site (58,412 sq. m).

Emerging Policy IN3 in the HBLP 2036 also expects a minimum of 10% of spaces to have Electric Vehicle charging points in commercial developments. Whilst there are currently 8 car parking spaces equipped with Tesla superchargers which will be retained, this would represent a very small percentage (0.04%) of the total parking proposed on site of 2.9% of the total parking proposed for the new industrial accommodation. As such, it is recommended that the applicant should provide new additional EV charging points in line with the emerging policy requirements.

Transport:

The emerging Local Plan is supported by two Transport Assessments (TA) – one covering the Borough's mainland areas using the Sub-Regional Transport Model (SRTM) and one, more detailed, assessment covering Hayling Island and Langstone.

The Hayling Island TA assesses various mitigation scenarios through a Paramics Microsimulation model. It is the Council's intention to publish an addendum to the study which will further clarify the package(s) of mitigation measures needed to make the Local Plan development acceptable in planning terms. The publication of this would take place prior to the submission of the Local Plan to the Secretary of State, which is expected by Q4 this calendar year. On this basis, it is recommended that Hampshire County Council is consulted on the development proposals. _

Summary:

Whilst the development proposals are more modest than envisaged in the Pre-Submission Local Plan, the refurbishment and redevelopment of the site would provide new high-quality employment floorspace within a key employment hub.

Further information is however required in terms of the proposed floorspace to be lost, refurbished and to be retained in order to make an accurate assessment of parking provision. Furthermore, it is recommended that further credits are explored to achieve a BREEAM 'Excellent' rating for the new industrial accommodation.