

Town and Country Planning Act 1990 (As Amended)

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# Planning Statement

*Tileasy House, Waterberry Drive, Waterloooville, PO7 7UW*

On behalf of:

**JH & FW Green**

June 2024 Rev A



## Contents

|           |                                                         |          |
|-----------|---------------------------------------------------------|----------|
| <b>1.</b> | <b>Introduction .....</b>                               | <b>1</b> |
| <b>2.</b> | <b>Site Description and Planning History .....</b>      | <b>1</b> |
|           | <b>i. Site Description.....</b>                         | <b>1</b> |
|           | <b>ii. Planning History .....</b>                       | <b>2</b> |
| <b>3.</b> | <b>The Application Proposal .....</b>                   | <b>2</b> |
|           | The Prospective Tenant .....                            | 2        |
|           | Reason for Relocating and Employment Opportunities..... | 2        |
|           | Hours of Operation .....                                | 2        |
|           | Proposed Change of Use.....                             | 3        |
| <b>4.</b> | <b>Planning Policy Framework .....</b>                  | <b>3</b> |
|           | <b>i. National Planning Policy Framework .....</b>      | <b>3</b> |
|           | <b>ii. Local Development Plan.....</b>                  | <b>3</b> |
|           | <b>iii. Other Policy Considerations .....</b>           | <b>3</b> |
|           | Emerging Local Plan .....                               | 3        |
|           | Supplementary Planning Documents .....                  | 4        |
|           | National Planning Practice Guidance .....               | 4        |
| <b>5.</b> | <b>Planning Considerations .....</b>                    | <b>4</b> |
|           | <b>i. Principle of Development .....</b>                | <b>4</b> |
|           | <b>ii. Transport and Highways .....</b>                 | <b>5</b> |
| <b>6.</b> | <b>Conclusion .....</b>                                 | <b>6</b> |

## List of Tables

|                                                                         |   |
|-------------------------------------------------------------------------|---|
| Table 1: Accommodation on Site .....                                    | 1 |
| Table 2: Planning History .....                                         | 2 |
| Table 3: Policies Relevant to the Determination of the Application..... | 3 |
| Table 4: Site Assessment Criteria.....                                  | 4 |

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## 1. Introduction

- 1.1 Neame Sutton has been instructed by JH & FW Green Ltd (the applicant) to prepare and submit a full detailed application for:

*Change of use from B2 General Industry to flexible employment use falling within use class E(g)(iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution with trade counter.*

- 1.2 Having previously accommodated Thomas Sanderson Ltd., No.7 Waterberry Drive is currently vacant, and the applicant wishes to relet the premises to a prospective tenant, 2MV Logistics, who operate within the logistics, warehousing and freight forwarding industry. To maintain flexibility within the wider market, should the tenant requirements change, flexible permission is sought to allow the commercial unit to be used across Use Classes E(g)(iii) (Industrial Processes), B2 (General Industry) and B8 (Storage or Distribution) with trade counter.
- 1.3 The requirements of the prospective tenant are discussed in detail in relation to the proposed change of use in Section 3 of this Planning Statement, which should be read together with the plans and technical report, prepared in support of the application.
- Transport Assessment i-Transport.
- 1.4 The following 1APP requirements are also addressed in the Planning Statement:
- Flood risk and drainage.
  - Biodiversity Net Gain.

## 2. Site Description and Planning History

### i. Site Description

- 2.1 The site is situated on an industrial estate, characterised as a Grade B Employment Site in the Employment Land Review (July 2016), to the west of Waterlooville, within the settlement policy boundary of Havant Borough Council. The adopted Policies Map identifies the site as being within the Solent 5km buffer zone and strategic flood risk area. Waterlooville is located on the A3 motorway, which provides links to the M27 and A27 and ultimately makes it well-connected to the surrounding cities of Portsmouth, Southampton and Chichester.
- 2.2 The site accommodates a large, modern industrial unit, constructed in the mid-1990s. The site measures approximately 0.1ha, with parking for 136 cars. The building currently accommodates:

**Table 1: Accommodation on Site**

| Floor                        | Size         |
|------------------------------|--------------|
| Ground floor office space    | 1,147.72 sqm |
| Ground floor warehouse space | 1,855.55 sqm |
| First floor office space     | 193.33 sqm   |

- 2.3 The spaces inside the building include a reception area at the entrance, operations and telemarketing department, fabric and manufacturing area and rail department as well as offices and staff breakout area.

## ii. Planning History

2.4 There is a short planning history on the site, which is set out in the table below.

**Table 2: Planning History**

| Reference    | Description of Development                                                                                                              | Date and Decision                                         |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| APP/17/00763 | Proposed car parking alterations, proposed cycle shelter and proposed alterations to security fencing and gates.                        | Permitted, 6 October 2017                                 |
| 03/53562/007 | Formation of overspill car park at north elevation.                                                                                     | Refused, 2 December 2003. Appealed, decision unavailable. |
| 98/53563/006 | Erection of externally illuminated freestanding site advertising feature comprising panels within brick wall fronting Waterberry Drive. | Permitted, 17 December 1998.                              |

2.5 It is worth noting that the applicant has a long lease with Havant Borough Council, signed in 1990, which details the use of the building as being B1 (now Use Class E), B2 and B8.

## 3. The Application Proposal

3.1 As set out in Section 1, the premises is currently vacant and the applicant is looking to relet it to a prospective tenant, 2MV Logistics.

### The Prospective Tenant

3.2 Established in 2001, 2MV Logistics is a Portsmouth-based freight and distribution specialist. Working with several, diverse sectors, including agriculture, automotive suppliers, construction, healthcare, electronics and computing, 2MV Logistics provide both national and regional haulage, and also have expertise in transporting hazardous goods.

3.3 As a member of the Hazchem Network, 2MV Logistics transport approximately 5,000 tonnes of hazardous goods, of all classes, with the exception of Class 1 (Explosives) and 7 (Radioactive). It is sometimes necessary to store small quantities of hazardous goods for up to 72 hours prior to delivery, where the goods stored can be from any of the Classes (1 to 9) of hazardous goods.

### Reason for Relocating and Employment Opportunities

3.4 2MV Logistics is expanding their warehouse and freight forwarding offering and as a result, seeking to relocate to larger premises. They currently employ 55 staff, who live locally (Portsmouth, Waterlooville and Havant) and their plans to relocate to facilitate expansion will generate approximately eleven, valuable employment and training opportunities in several roles, including accountancy, customer service and IT, as well as warehousing, transport management and driving.

### Hours of Operation

3.5 The operational hours of 2MV Logistics are 24 hours a day, six days a week, commencing on Sunday night and concluding on Saturday morning. A typical schedule is a low level of movements at night, and busier in the morning.

#### Proposed Change of Use

- 3.6 The applicant is proposing a change of use of the existing building, with no internal or external alterations, for flexible E(g)(iii), B2 and B8 use, with trade counter.

## **4. Planning Policy Framework**

- 4.1 The policy framework applicable to the determination of the application includes the National Planning Policy Framework (2023) and the Local Development Plan, which consists of the Core Strategy (2011) and the Site Allocations Plan (2014). The relevant policies are set out below and discussed in detail in relation to the proposal in Section 5.

### **i. National Planning Policy Framework**

- 4.2 The NPPF (December 2023) sets out the Government's current planning policies for England. At the heart of the NPPF is the presumption in favour of sustainable development, where Paragraph 11 advises that in decisions, a presumption in favour of sustainable development should apply. For decision-taking, this means that development proposals should be approved without delay, if they are in accordance with an up-to-date development plan.
- 4.3 The paragraphs relevant to the application include:
- Paragraphs 7-11 Achieving Sustainable Development
  - Paragraphs 85 Building a Strong, Competitive Economy
  - Paragraphs 123-124 Making Effective Use of Land

### **ii. Local Development Plan**

- 4.4 As set out above, the Local Plan consists of The Core Strategy, adopted in March 2011, and the Site Allocations Plan, adopted in July 2014. These Plans establish the framework of detailed policies and proposals for the development and use of land, with which planning decisions are assessed. The policies relevant to the determination of the application are set out below and discussed in detail in relation to the proposal in Section 5.

**Table 3: Policies Relevant to the Determination of the Application**

| Policy      | Description                                                  |
|-------------|--------------------------------------------------------------|
| <b>CS2</b>  | Employment                                                   |
| <b>DM3</b>  | Protection of Existing Employment and Tourism Sites          |
| <b>DM12</b> | Mitigating the Impacts of Travel                             |
| <b>DM14</b> | Car and Cycle Parking on Development (Excluding Residential) |

### **iii. Other Policy Considerations**

#### Emerging Local Plan

- 4.5 The Council is in the process of preparing a new Local Plan for Havant Borough, the Regulation 18 version having been consulted on between 3 October and 14 November 2022. A paper outlining the consultation responses has since been published (30 May 2023) and the Local Development Scheme (November 2023) indicates that the Regulation 19 Version of the Plan will be published for consultation towards the end of 2024, with submission for examination in the later part of 2025. Given the early stage in preparation, the emerging Local Plan carries no weight in the determination of the application.

#### Supplementary Planning Documents

- 4.6 In addition to the policy position outlined above, the Council has produced several Supplementary Planning Documents (SPDs) and guidance documents to supplement the policy details. Those relevant to this application are:

- Parking SPD (July 2016)

#### National Planning Practice Guidance

- 4.7 In addition to the NPPF, the Government has published a series of National Planning Practice Guidance (NPPG), which reflects the continuing emphasis on the planning system delivering growth as part of the sustained recovery of the UK economy. The approach by the applicant in relation to the assessment of housing need and supply is in accordance with that set out in current, established policy and guidance.

## **5. Planning Considerations**

### **i. Principle of Development**

- 5.1 The Council will flexibly seek to accommodate 162,000 sqm of new employment floorspace between 2006 and 2026, including 41,500 sqm of B8 warehousing, 45,000 sqm of B2 manufacturing and 75,000 sqm of E(g)(i) offices (Policy CS2 Employment). Planning permission will be granted for proposals that, amongst other criteria, safeguard existing employment sites, as well as provide jobs, generate wealth, or produce an economic output on existing employment sites.
- 5.2 In addition, Policy DM3 (Protection of Existing Employment and Tourism Sites) seeks to protect existing employment sites, stating that where the site is currently, or was last used, for B Use Classes, other types of economic development should be considered first. The supporting text highlights that it is important for the economy of Havant Borough Council to protect existing employment sites, particularly where they are fit for purpose.
- 5.3 The Employment Land Review (July 2016) identifies the site as being within the Grade B Brambles Industrial Estate, which achieves a high, overall score of 33 in terms of the assessment criteria, which are summarised in the table below.

**Table 4: Site Assessment Criteria**

| Criteria                             | Score           | Notes                                                                                                                                     |
|--------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Strategic location and accessibility | 4 Above Average | Close to major road networks, with easy access for all vehicles                                                                           |
| Estate layout and prominence         | 4 Above Average | Acceptable design, adequate landscaping and environment. Easy manoeuvring, no obstructions, visible site on a main road or prominent site |
| Character of area, neighbouring use  | 5 High          | Well established commercial area and compatibility and uniformity of uses                                                                 |
| Local amenities and public transport | 3 Average       | Close to a limited range of basic services, close to either a station, bus route or cycle route, on a pedestrian route                    |

|                                         |                 |                                                                                                                                                                                                                                                                                 |
|-----------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Planning status                         | 5 Good          | Detailed or outline permission, use flexibility, compliant.                                                                                                                                                                                                                     |
| Occupier perception and property values | 4 Above Average | Well regarded; good market appeal; attracts close to prime values.                                                                                                                                                                                                              |
| Age and suitability of built stock      | 4 Above Average | Mainly built 1990's onwards; modern specification may attract national occupiers; FRI or 75% condition. Industrial - 6m plus eaves; adequate parking and loading; Office – mainly open plan accommodation, air-conditioning, good car parking ratio and broadband connectivity. |
| Redevelopment prospects/constraints     | 4 Short Term    | Redevelopment likely within 5–10-year period; OMV marginally above site value.                                                                                                                                                                                                  |

- 5.4 It is evident therefore, that the site is within a strategically important industrial estate, and a key employment location both in Waterloooville and the borough overall.
- 5.5 The current use of the site is B2 (General Industrial), having previously accommodated Thomas Sanderson, a bespoke blind and shutter manufacturer. It is noted that the applicant has a long lease with Havant Borough (signed in 1990), which details the use of the building as the former B1 (now Class E), B2 and B8, which highlights that there was, in the past, a flexible commercial use on the site. It is acknowledged that flexible permission applies for the period of ten years, at which point, the last use becomes the lawful use, which in this case is Use Class B2.
- 5.6 The unit is now vacant, and the applicant is seeking to relet the premises to a prospective tenant, 2MV Logistics Ltd., who operate within the warehousing and logistics industry (Class B8). To enable greater flexibility, the proposed change of use includes use for Class E(g)(iii), B2 and B8, which maintains the employment use on the site. As set out in Section 3, the relocation and expansion of 2MV Logistics will generate valuable employment opportunities within the area.
- 5.7 The proposal is, therefore, compliant with Policies CS2 and DM3 of the Development Plan and the principle of the change of use is acceptable.

## ii. Transport and Highways

- 5.8 Policy DM12 (Mitigating the Impacts of Travel) requires major applications to be supported by a Transport Assessment. Being a change of use application, the accompanying Transport Assessment, prepared by i-Transport, explains the changes in travel demand. In addition, development will only be permitted where it provides parking for cars and bicycles in accordance with the relevant standards (Policy DM14 Car and Cycle Parking on Development Excluding Residential).
- 5.9 The Transport Assessment concludes that, overall, the site is well located, in close proximity to similar uses, as well as being close to services and facilities for employees. The forecast trip generation demonstrates that the proposed change of use will not result in a material traffic impact on the local highway network, and the use by the prospective tenant is forecast to reduce the number of trips than the current use.
- 5.10 There is sufficient car parking to accommodate the demand generated by the flexible use and there are locations within the site that can accommodate cycle parking in accordance with the guidelines.

5.11 The proposal is compliant with Policies DM12 and DM14 of the Development Plan.

## 6. Conclusion

- 6.1 The application is made for the change of use from B2 General Industry to flexible employment use falling within Use Class E(g)(iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution.
- 6.2 The proposal will deliver several, material planning benefits, including:
- The reuse of a vacant commercial building for a commercial use.
  - Invite a successful business into the area, contributing to the economic viability and stability of Havant Borough.
  - Allow a thriving business to expand and create much needed employment opportunities.
- 6.3 The proposed change of use provides a valuable contribution to the economic needs of Havant Borough and the accompanying technical report demonstrates that the proposal will not give rise to any significant or demonstrable harm on the local highway network, and it is with these points in mind, that the planning balance rests firmly in favour of granting consent.