

Planning Application Response of Planning Policy

Application No:	APP/22/00172
Address:	Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA
Development:	Outline Planning Application for Phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except Access.
Case Officer:	David Eaves
Comments by:	Jade Ellis
Date of Comments:	6 th May 2022

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.

Following the receipt of the Inspectors' Interim Findings, the Examination was concluded, and the Havant Borough Local Plan from Examination was formally withdrawn on the 16th March 2022. It is noted the [Inspectors' Interim Findings](#) report identifies that further work and assessment is required in relation to the impact of development on the A3023 corridor in transport terms which is also a material consideration.

The following Adopted Local Plan 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)
- AL1 – Presumption in Favour of Sustainable Development
- AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements

Principle of development:

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

Policy CS2 of the Core Strategy seeks to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026. The policy also prioritises the use of previously developed land for the provision of new employment floorspace. Policy DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses.

The previous Havant Borough Local Plan identified Langstone Technology Park as a key project in providing commercial development, and allocated the site for about 12,575 sqm of employment development which reflects the extent permission. The proposed development, together with Phase 1 approved under APP/21/00405 would result in a total of 63,290 sqm. This would result in a small increase in the amount of floorspace overall (previously 58,412

sqm GEA prior to the B1000 demolition). It is considered that the development proposals would support the delivery of much needed new employment floorspace on site and is supported in principle accordingly.

Minerals and Waste:

The western part of the site is in the Minerals Safeguarding Area as defined by Policy 15 of the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel. 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.

Heritage:

The development proposals would result in the phased demolition of existing buildings in order to facilitate the development of new employment buildings. As such, it is recommended the Council's Conservation Team are consulted in respect of the impact on any non-designated heritage assets accordingly.

Low carbon design:

Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless shown to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. In this respect, it is noted the submitted Design & Access Statement and Principles Statement indicates that a 'Excellent' BREEAM rating would be targeted.

Transport and Parking:

Whilst it is noted that the development proposals would result in a small increase in floorspace overall, the Council has prepared a Microsimulation model of the A3023 corridor to inform the previous Local Plan, and this can be used to model impact of the scale of any new development on the highway network, and inform any necessary infrastructure improvements.

The [Inspectors' Interim Findings](#) following the Examination on the HBLP identify that further work and assessment is required of the impact of development on the A3023 corridor in transport terms. The A3023 corridor is considered to constitute Hayling Island and north into Langstone up to and including the A27 roundabout. It should be noted that the summertime traffic impact of development constitute a material consideration and will be afforded weight in the planning balance accordingly.

Policy DM14 and the Havant Borough Parking SPD (July 2016) set out the parking standards for new non-residential development in the borough.

Summary:

The development proposals will deliver new high quality employment floorspace on previously developed land in a location which has been (previously) identified as a key employment hub. This is supported in principle.

Whilst the development proposals would result in a small increase in employment floorspace overall, it is, recommended that the summertime transport implications are addressed as part of the applicant's Transport Assessment, showing how a severe transport impact would be avoided, including during summer and weekend periods.