

4 **Policy Considerations**

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

E21	(Aquifer Source Protection Zones)
DR1	(Delivery of Sustainable Development)
E20	(Drainage infrastructure in new development)
E1*	(High quality design)
E3	(Landscape and settlement boundaries)
E12	(Low carbon design)
C1*	(Protection of existing employment sites)
DR2	(Regeneration)
IN3	(Transport and parking in new development)
E18	(Trees, hedgerows and woodland)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Arboriculturalist

Having read the Connick Report I raise no objection to the application. The canopies of some trees are considered to be on the edge of what would be an acceptable distance for the proposed building, however as it is commercial and not residential there is unlikely to be any adverse pressure for unacceptable pruning or removal.

X3 trees of the X21 recorded within and adjacent to the site are to be removed:

X1 category 'B' tree (T12) a semi-mature Silver maple will have an encroachment of 3.4% into the tree's RPA and is likely to be tolerated if works are undertaken by hand in this area.

The loss of the three trees can be mitigated through replacement planting and the report highlights that 5 standard size specimens planted on site to ensure that canopy cover is maintained.

If the application is permitted, then the following must be conditioned:

- Pre commencement site visit undertaken with Site Agent, Arb Consultant and HBC Arb to ensure protective fencing is as per the submitted TPP.
- The works within the RPA of T12 must be supervised by the Arb Consultant and no roots over 25mm must be cut.
- Any new services must be outside of the RPA.
- The x5 standard size trees must be agreed in writing (with a location plan) prior to formal discharge and planted within the first available planting season.

The trees must be maintained and any losses within the first five years replaced by the site owner / lease holder.

Building Control, Havant Borough Council

No adverse comments

Councillor Gwen Robinson

No comments received

Councillor Mike Sceal

No comments received

Councillor Peter Wade

No comments received

Economic Development

No comments received

Environment Agency

No comments received

Hampshire Highways

Thank you for consulting the Highway Authority on the above application which seeks permission for the erection of a two storey office building and associated infrastructure.

The site is located in an established business park known as The Briars off Waterberry Drive.

The applicant has provided a Transport Statement to support the application and comments will be based on this. The Highway Authority has reviewed the trip generation presented within the TS which appears low, however when comparing with similar site the trip generation does not increase significantly and therefore the estimated trip generation of 6 and 11 two-way movements in the AM and PM peaks respectively is accepted. Based on this the Highway Authority is satisfied that this development will not result in significant impact on the local highway network.

The development reduces car parking by one from 213 to 212. The TS states that as a result of this development, the wider site still accommodates parking provision which is higher than the minimum as set out in Havant Borough Council's Parking Standards.

The Highway Authority is therefore satisfied that this will not result in overspill parking on to the local highway network.

Having regard to the above, the Highway Authority is satisfied that the development will not result in a significant impact on the local highway network and therefore raises no objection to the application subject to the following condition;

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Landscape Team, Havant Borough Council

No comments received

Portsmouth Water Company

Thank you for consulting Portsmouth Water on this application we have no adverse comments to make on this application from a groundwater quality protection perspective as this is minor works and there will be no depth excavations works or new drainage associated with this development. The site is underlain by Clay bedrock which will protect the underlying aquifer.

Estates HBC

I can confirm that landlord's consent for the new office building has been sought, under the terms of the headlease, and will be given, further to the completion of a formal Licence to Alter. Instructions are currently with Legal in respect of the preparation of the licence. I can, also, confirm that the licence to alter will not be valid unless planning permission is granted and building control approval provided. So, from an Estates perspective- we are aware of the project, no adverse comments and the headlease allows to undertake this work and, yes, we have been approached to provide consent under the terms of the headlease.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 8

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

No comments received.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highways and parking issues
- (v) Impact on trees and landscaping

(i) Principle of development

7.2 The proposal is for an additional office building located within a relatively modern office development and within an established employment site as shown in figure 28 of the Havant Borough Local Plan submission version policy C1. Further employment provision within such areas are considered acceptable in principle. The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

7.3 The development would provide for employment opportunities at the site and would be supported in providing additional business development within the Borough.

(ii) Impact upon the character and appearance of the area

7.4 The proposed building would be a two storey office building located between two existing office buildings which of the same style and design. The building would be set back from the Elettra Avenue frontage and most of the frontage trees and landscaping would be retained.

7.5 The design of the proposed building picks up on the existing design features of adjacent buildings including height, mass, bulk, roof form and materials. It is considered that the proposed building would be compatible with existing development and would have a limited and acceptable impact on the character and appearance of the area.

(iii) Impact upon residential amenity

- 7.6 The site is surrounded by commercial development with the closest residential properties located on the east side of Hambledon Road. The proposal is not considered to result in any impacts on residential amenity.

(iv) Highways and parking issues

- 7.7 The main issue in relation to the proposed development is considered to relate to highways and parking issues. The application has been accompanied by a Transport Note. This sets out site conditions, site accessibility, access arrangements, proposed car and cycle parking and impact on the local road network.
- 7.8 The site is accessed off Waterberry Drive which provides existing access to The Briars. From Waterberry Drive access is gained to Hambledon Road the B2150 which leads to the A3 to the south. The site is relatively accessible to bus stops and facilities such as the Horizon Waterlooville Leisure Centre, Sainsburys and Waterlooville Town Centre beyond. There are cycle routes serving the site.
- 7.9 Trip generation is assessed which indicates that the proposed development is anticipated to generate 6 trips in the AM Peak (08.00- 09.00) and 11 in the PM peak (17.00-18.00). This equates to 1 additional trip every 10 minutes in the AM peak and 1 additional trip every 10 minutes in the PM peak and concludes that the development it is not anticipated to have a significant impact on the operation of the local road network, particularly bearing in mind that the site is surrounded by similar uses. The application has been assessed by the County Highway Authority and the following comments are made in relation to the impact on the highway network:

The Highway Authority has reviewed the trip generation presented within the TS which appears low, however when comparing with similar site the trip generation does not increase significantly and therefore the estimated trip generation of 6 and 11 two-way movements in the AM and PM peaks respectively is accepted. Based on this the Highway Authority is satisfied that this development will not result in significant impact on the local highway network.

- 7.10 With regard to car parking, the proposal would in part be located on an existing parking area (although some of the footprint is currently taken up by bin storage, smoking shelter and landscaping). The proposal would result in a reduction in car parking on the whole site of The Briars by 1 space. The proposal is to add an additional 299 sqm of additional office floorspace. It is therefore necessary to assess whether overall parking at The Briars would meet the Councils car parking standards and whether the new building itself would be adequately served with parking.
- 7.11 The original consent for The Briars was for 4,175 sqm B1 Office floorspace, however, the Transport Note states that there is approximately 4,326 sqm of floorspace. Taking the higher figure this would require the following parking under the Havant Borough Council Parking SPD 2016 (Partially updated September 2019). 1 space per 30 sqm. Therefore the existing development would require 145 spaces. The Transport Note states that there are currently 213 spaces and therefore an over provision currently exists against the standards. The proposal would provide a further 299 sqm floorspace taking the total to 4,625 sqm, this would require a total of 155 spaces (10 additional). the proposal would result in the loss of 1 space resulting in 212 spaces on site so that provision would continue to exceed the parking standards. The layout shows 10 parking spaces allocated for the development as required.

- 7.12 In terms of the wider allocation of spaces on site Transport Note states that *The allocation of parking spaces throughout The Briars is managed by the management company through the lease agreement with the occupier of each unit.* Given the overall provision of car parking on site which exceeds the Council's parking standards, it is not anticipated that the development would result in unacceptable parking beyond the site.
- 7.13 In relation to cycle parking the development would require 1 Long stay parking stand per 150 sqm and 1 short stay stand per 500 sqm. The proposal shows the provision of cycle parking spaces to meet the standard.

(v) Impact on trees and landscaping

- 7.14 The proposal would result in the felling of two trees (Silver Maple), the proposal proposes their replacement by 5 standard size replacement specimens. The Council's Arboriculturalist has considered the proposals and subject to conditions in relation to the construction phase and re-planting raises no objections to the proposed development.

8 Conclusion

- 8.1 In conclusion the proposed development for an additional office building is supported in principle and would complement existing office uses at The Briars. The impact on the character and appearance of the area is considered acceptable and relatively limited. The highways and parking issues have been considered and the proposal is not anticipated to result in unacceptable impacts on the highway network and parking is adequately provided on site. Finally, the impact on trees is considered acceptable subject to appropriate conditions. Planning Permission can therefore be recommended.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/21/00203 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Site Layout Cycle Store elevations Drawing No. 19-3160-100 Rev P10

Block Plan and Location Plan Drawing No. 19-3160-101 Rev P2

Proposed Floor Plans Drawing No. 19-3160-102 Rev P5

Existing South East Context Elevation - Proposed South East Context Elevation Drawing No. 19-3160-103 Rev P1

Proposed Elevations Drawing No. 19-3160-105 Rev P2

Proposed Site Layout Drawing No. 19-3160-106 Rev P2

Proposed Floorspace Plan

Planning, Design & Access Statement 19th February 2021

Transport Note Paul Basham Associates Doc Reference: 517.0004/TN/5

Tree Development Survey and Report (BS5837:2012 Arboricultural Impact Assessment) Connick Tree Consultants Ref: 178648 17th December 2020

Reason: To ensure provision of a satisfactory development.

- 3 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, the premises shall only be used as offices within Use Class E(g); and for no other purposes within Class E of the above Use Classes Order.

Reason: In the interests of amenity / free flow of traffic / and parking having due regard to policies CS2, CS16, DM3, DM12 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 The development hereby permitted including site clearance shall not commence unless and until a pre-commencement site meeting between the Site Agent, Arboricultural consultant and a Havant Borough Council Arboriculturalist has taken place to ensure that the Tree Protective Fencing has been provided in accordance with the submitted Tree Protection Plan. The tree protection measures must thereafter remain in place as agreed during the construction phase of the development.

Reason: To ensure the retention of important trees in the interest of the character and appearance of the area and having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 No works shall take place within the Root Protection Area of T12 unless supervised by the applicants Arboriculturalist and no roots over 25mm must be cut. In addition no underground services shall be provided within the Root Protection Area of retained trees unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the retention of important trees in the interest of the character and appearance of the area and having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 No development hereby permitted shall be commenced until a detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works. The proposed landscaping shall include the provision of 5 trees.

The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby permitted shall not commence until a construction method statement has been submitted to and approved in writing by the Local Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The development hereby permitted shall not be brought into use unless and until the cycle and bin storage provision as shown on Drawing No. 19-3160-106 Rev P1 has been provided in accordance with the approved details. The cycle and bin storage shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure that non car based travel options are maximised in the interests of sustainability and to provide adequate bin storage to avoid pollution having due regard to policies DM10 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD 2016 and the National Planning Policy Framework.