

Land North of Solent Road, Havant

Planning Statement



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1.0 INTRODUCTION

- 1.1 Tetra Tech has been instructed by the applicants to prepare a Planning Statement to support a planning application to Havant Borough Council (hereafter referred to as HBC). Full permission is sought for development of a new HQ building (use class E(g)(i)) for Portsmouth Water (PW), as well as four additional industrial/warehouse units (use class B2/B8/E(g)(iii)), alongside associated parking, access, and other infrastructure required to facilitate the development.
- 1.2 This Planning Statement analyses the application site and surrounding area, sets out the planning history and planning policy context and explains why the proposed development is appropriate having regard to the key planning policy, technical and environmental considerations.
- 1.3 Having regard for the site context, site constraints, and local validation requirements, the application, along with this Planning Statement, is supported by the following documentation:
- Covering Letter
 - Application forms and relevant ownership certificates
 - Design and Access Statement prepared by Cornish Architects
 - Architectural and Site Layout Drawings prepared by Cornish Architects
 - Landscaping Layout prepared by Tala
 - Flood Risk assessment prepared by I&L
 - Ecological Report including Biodiversity Net Gain Assessment prepared by Ecology Solutions
 - Tree Constraints Plan and Arboricultural Impact Assessment prepared by TALA
 - Transport Assessment and Framework Travel Plan prepared by Mode
 - Noise Assessment prepared by TRC
 - Air Quality Assessment prepared by TRC
 - External Lighting assessment prepared by Cudd Bentley
 - Energy and Sustainability Statement prepared by Cudd Bentley
 - BREEAM Pre-Assessment prepared by Cudd Bentley
 - Phase I/II Geo-Environmental Assessment prepared by Delta Simons
 - Archaeological Desk Based Assessment prepared by L-P Archaeology
 - Construction Environmental Management Plan (CEMP prepared by Chancerygate)
- 1.4 This statement should be read in conjunction with the all accompanying plans and technical reports.

2.0 THE SITE AND LOCALITY

- 2.1 The application site is located within HBC's administrative area, close to the center of Havant town. Hampshire County Council (HCC) are the Highways Authority for the area.

Site Description

- 2.2 The existing site consists of predominately undeveloped scrub land, with a small area of hard standing forming a tennis court located towards the eastern edge of the site. Its area measures circa 1.50ha. The site is relatively well enclosed and screened by existing planting, particularly on its northern and southern boundaries.
- 2.3 Adjoining the site is Solent Road to the south and Brockhampton Springs to the north. Beyond the springs to the north is PWs existing HQ building. Adjoining the western boundary are existing residential properties and the eastern boundary adjoins a mix of commercial development and the Bosmere Medical Centre.
- 2.4 The site is close to the Brockhampton Conservation Area which encloses the western, northern and eastern edges of the site. A number of trees across the site frontage are also protected by a Tree Protection Order (TPO). The site is in flood zones 2 and 3 according to the Environment Agency online flood mapping tool.

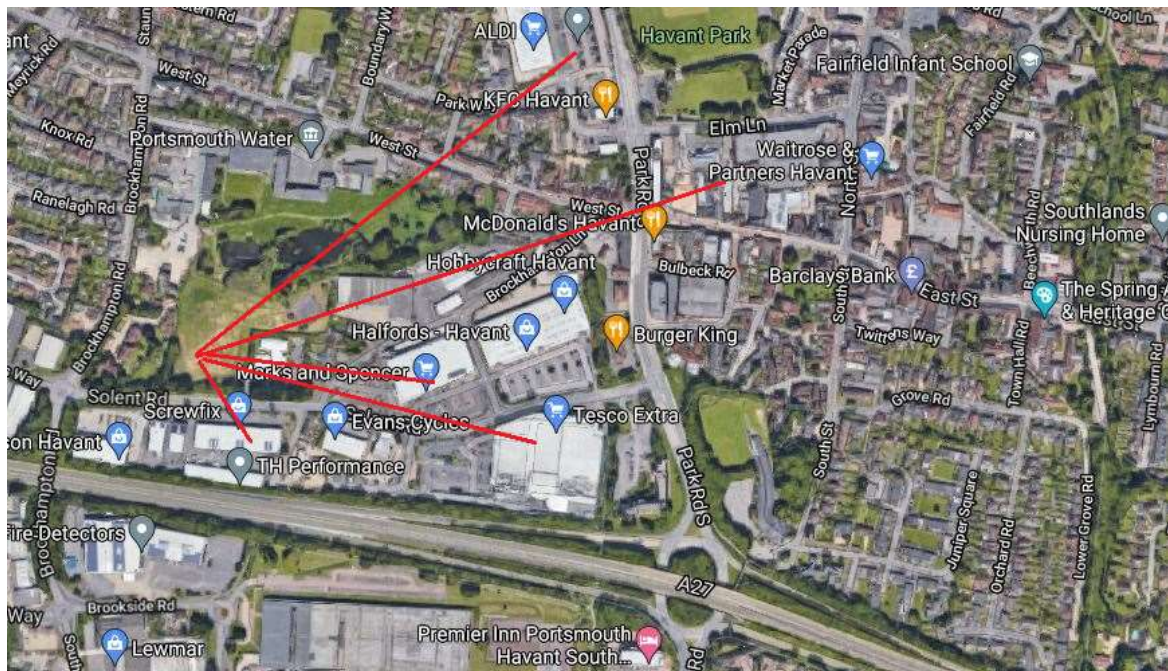
Site Location

- 2.5 The site is located in a highly sustainable location for new commercial development. It has excellent access to facilities and services due to its central location in Havant, and its proximity to public transport and the strategic road network; access to the main A27 bypass and A3(M) are no more than



5mins away giving access to main towns and cities across the south coast and north of Hampshire, ideal for the expected new commercial businesses. It is also co-located with a range of other businesses providing opportunities for synergies between commercial uses and linked trips for employees travelling to and from the site.

- 2.6 The new HQ building for PW will remain located in close proximity to PW's other site off of Brockhampton Road which will continue to allow for easy and sustainable access between sites as may be required.
- 2.7 The site will be approximately 10min walk / 0.5miles from the nearest Tesco supermarket and to the closest retail park. There are a number of other light industrial sites within close proximity; the main high street is approximately 14mins walk / 0.7miles. This shows that all amenities are within easy walking distance to the development.



Map showing locations of nearest amenities

- 2.8. The mainline train station is Havant station which is located 1.0km to the north-east of the site, whilst Bedhampton station is located 900m north-west of the site, both easily accessible by walking or cycling. There are direct rail services running to and from Fareham (3 per hour), Southampton (3 per hour), Horsham (2 per hour) and Brighton (2 per hour) from Havant Station; and from Bedhampton direct services to and from Littlehampton (1 per hour), Portsmouth harbor (1 per hour) and Portsmouth & Southsea (2 per hour).
- 2.9. The development is easily accessible by the local bus service with Route 30 and 31 - Havant – Hayling Island circular running 2 buses per hour and route 700 - Chichester – Havant – Hilsea – Portsmouth running at 2 buses per hour. There are also request stops for the 'Xelabus' service 74

between Havant Bus Station, Havant Tesco Extra and the Bosmere Medical Centre runs at 15 min intervals between 10:00 – 14:00.

Planning Background

- 2.10 There are no existing planning applications on the site itself.
- 2.11 The site is allocated in the Havant Borough Local Plan (Allocations) under policy BD14 for circa 6,600m² of new office floorspace. It has continually been promoted for development via the local plan process. Further details of the allocation policy and wider policy context are provided in later sections of this document.

3.0 PROPOSED DEVELOPMENT

3.1 The application submitted is a full planning application. The description of development is as follows:

Proposed Portsmouth Water HQ (E(g)(i) and new employment (B2/B8/E(g)(iii) use) floorspace and associated access, landscaping and works at land north of Solent Road.

3.2 The proposed development is principally premised on the provision of new, purpose built, offices and water testing labs for PW to replace their dilapidated and inefficient existing office complex to the north. The new offices will be built to a high environmental standard and incorporate measures to improve building energy efficiency.

3.3 In addition, 4no new modern commercial units in flexible B2/B8/E(g)(iii) use are proposed. Like the new HQ building, these will be designed to a high specification whilst maximising flexibility to meet the demands of potential occupiers looking for new, modern commercial space.

3.4 The breakdown of the floor areas for each of the proposed buildings is as follows:

	GEA	GEA	GEA total
Unit	Ground sq.m	First sq.m	sq.m
A1	504	117	621
A2	504	117	621
A3	367	117	484
A4	367	117	484
PW OFFICES	1000	988	1988
GRAND TOTAL	2742	1456	4198
Main Site Area:			
		m²	14983
Site Coverage:			18.3%
Site Density:			28%

PW offices roof level plant GEA as follows:

Stair access core—35.4m²

Other roof level plant—271.4m²

4.0 PRE-APPLICATION CONSULTATION

- 4.1 A pre-application advise request was submitted to HBC in August 2019 for development of the site similar to the current proposals. The HBC pre-app reference was GEN/19/00674. The applicant also presented the proposals to a Development Consultation Forum to local Councilors and residents in October 2019. A copy of the presentation is enclosed at Appendix 1.
- 4.2 Formal response from officers to the pre-application was received in April 2020, which concluded that the principle of the development had been established through the Allocations Plan process, although the flood risk position at that current time had resulted in the allocation not being brought forward to the emerging plan.
- 4.3 The pre-application and public consultation undertaken provided valuable feedback which has been carefully considered by the project team and has informed the final planning application submission.
- 4.4 The pre-app response from HBC can be summarised as follows:
- Confirmed that the principle of development was acceptable given the sites location in the defined settlement boundary and its current allocation
 - Requested explanation of why a lesser amount of commercial floor space was proposed compared to the allocation policy (6,000sqm).
 - Note the need for 'critical consideration' of flood risk on the site given its position within Flood Zones 2 and 3.
 - Considered the design of the HQ building to be good. Further consideration to be given to the design of the other commercial units, and in particular their appearance from Solent Road.
 - Confirmed a Transport Statement and Travel Plan would be required to justify such highways matters as traffic routing, parking and access.
 - Noted the need to consider the effects of the development on the neighboring residential uses and Bosmere Health clinic through provision of suitable landscaping and buffer spaces.
 - Confirmation that the site is likely to be unsuitable for overwintering birds and that great crested newts and reptiles are likely to be absent.
 - Suggested that extra planting be included, particularly to soften areas of parking and act as buffers to neighboring uses.
 - Confirmed that generally the proposals did not harm nearby heritage assets but opportunities to improve the site frontage should be taken.
 - Requested an Archaeological Heritage Assessment to be submitted

- Suggests that the opportunities for linking the site with the existing PW HQ site be considered to facilitate holistic consideration of the proposals.
- 4.5 The HBC advice concluded by reaffirming that the principle of development of the site is acceptable but that flooding and highways matters in particular will require careful consideration as part of a planning application.
- 4.6 A number of comments were made by local councilors and residents at the DCF and a number of written representations were also received from residents. These largely replicated comments made in the officer's pre-application response, raising concerns about such matters as highways, flooding and proximity of development to other uses.
- 4.7 The project team have carefully considered the pre-application advice received and the rest of this document and wider submission will demonstrate how these comments have been considered in the development of this high-quality scheme.

5.0 PLANNING POLICY

- 5.1 This section sets out the key relevant planning policy at national and local levels. Section 7 sets out how the proposals accord with these policies.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in the determination of planning applications, decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 This section will firstly note the national policies of relevance before focusing on the local policies considered of most relevance to the consideration of the proposals for the site. Section 7 will then discuss the principle of development, as it relates to the relevant policies and why the scheme is considered acceptable when taking account of the adopted plan as a whole and material planning considerations

National Planning Policy Framework and Guidance

- 5.4 The most recent version of the National Planning Policy Framework (NPPF) was published in June 2019 and establishes a presumption in favour of sustainable development. Paragraph 2 states that the NPPF is a material consideration in planning decisions.
- 5.5 Section 2. Achieving sustainable development , paragraph 8 confirms that there are three dimensions to sustainable development – economic (building a strong, competitive economy); social (providing the supply of housing required to meet needs and creating a high quality-built environment); and environmental (protecting and enhancing the natural, built and historic environment). Paragraph 9 confirms that these roles should be delivered through the preparation and implementation of plans and the application of policies, considering local circumstances to reflect the need and opportunities in each area.
- 5.6 Paragraph 11 stresses that plans and decisions should apply a presumption in favour of sustainable development. Development plans should positively seek opportunities to meet the development needs of the area, and proposals should accord with an up-to-date development plan.
- 5.7 In terms of determining applications, Policy 4. Decision Making, paragraph 38 of the NPPF sets out that it is a requirement that Local Planning Authorities should approach decisions in a positive and creative way. This paragraph also states that Planning Authorities should work proactively with applicants to ensure that developments will improve the economic, social and environmental conditions, whilst seeking to approve applications for sustainable development where possible.
- 5.8 Section 6, Building a strong, competitive economy, Paragraph 80 states:
‘significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’.

- 5.9 Paragraph 180 which states that Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 5.10 Paragraph 81 states that planning policies should:
- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
 - b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 5.11 Paragraph 82 confirms that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 5.12 Section 9, paragraph 102 states:
- “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

- 5.13 Paragraph 103 further states that:
“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health....”
- 5.14 Section 11. Making effective use of land, Paragraph 117 relating to making efficient use of land states that:
“decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”
- 5.15 Paragraph 118 states that weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 5.16 Paragraph 122 states decisions should support development that makes efficient use of land taking into account:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) The availability and capacity of infrastructure and services;
 - d) The desirability of maintaining an area’s prevailing character and setting, or of promoting regeneration and change; and
 - e) The importance of securing well-designed, attractive and healthy places.
- 5.17 Design is covered in Section 12 Achieving well-designed places, where the Government attaches great importance to the design of the built environment. This policy highlights that good design is a key aspect of sustainable development, that should be indivisible from good planning, which in turn should contribute positively to making places better for people.
- 5.18 Section 14. Meeting the challenge of climate change, flooding and coastal change, paragraph 157 states that all plans should apply a sequential, risk-based approach to the location of the development – taking into account the current and future impacts of climate change - so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:
- a) applying the sequential test and then, if necessary, the exception test as set out below;
 - b) safeguarding land from development that is required, or likely to be required, for current or future flood management;
 - c) using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and

- d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.

- 5.19 Paragraph 158 informs that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding.
- 5.20 Paragraph 159 states that if it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance
- 5.21 Heritage is covered in Section 16, Conserving and enhancing the historic environment; paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.22 Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation

Local Planning Policy

- 5.23 HBC are developing a new local plan which will ultimately replace the adopted Core Strategy and allocation plan. The most recent consultation on the regulation 19, pre-submission plan was concluded in December 2020 and was submitted to the Secretary of State for Housing Communities and Local Government for examination on 12 February 2021, with adoption forecast for the end of 2021. Given the plan has not yet been tested at examination and there remain outstanding objections to a number of elements within the plan, its weight in decision making remains limited.

Havant Borough Local Plan (Adopted)

- 5.24 The current adopted Havant Borough Local Plan consists of the Local Plan Core Strategy (March 2011) and the Local Plan Allocations (July 2014). The key policies relevant to this planning application are summarised below.
- 5.25 The Local Plan continues to include the site within the built-up area of Havant where new development is encouraged, as acknowledged in the pre-application responses received from HBC officers.
- 5.26 The local plan, policy C1 states that “the supply and availability of industrial stock both within the Borough and the wider Solent subregion has continued to decline in recent years. This is largely due

to increasing occupier demand with relatively limited speculative development activity despite the availability of employment land for development.

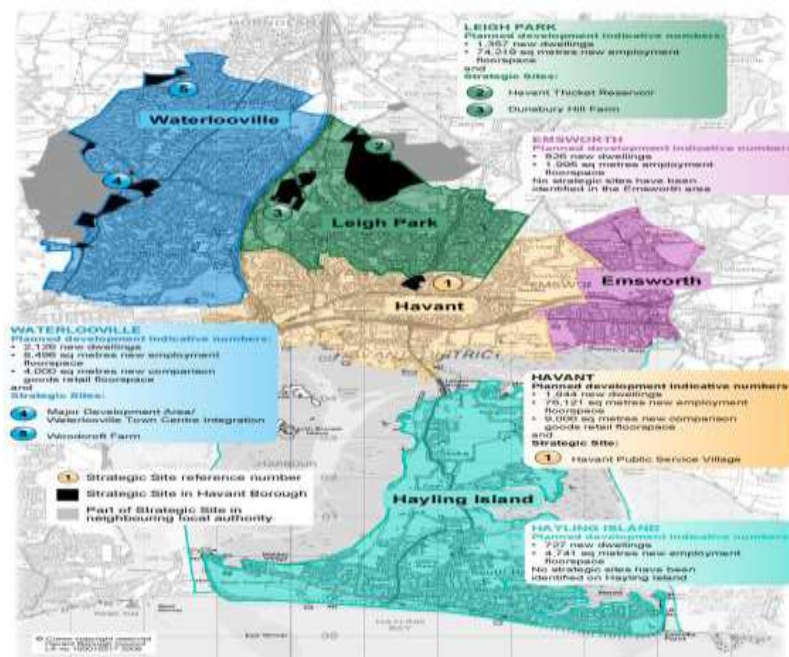
- 5.27 Recent uncertainties in the economic climate have led many international and national businesses within the Borough to restructure and reorganise their business models. As a result, there is a considered need to ensure continuing flexibility for the redevelopment and intensification within the Borough's established employment areas, while ensuring there is sufficient movement in the market for existing businesses to relocate.

Havant Borough Core Strategy (March 2011)

- 5.28 Until the new Havant Borough Local Plan is adopted, the Local Plan (Core strategy) and Local Plan (Allocations) remain in place.
- 5.29 Policy CS1(8) Health and Wellbeing supports development that encourages pedestrian and cycle movements.
- 5.30 Policy CS2 Employment seeks to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:
- 75,000 square metres of B1 offices
 - 45,500 square metres of B2 manufacturing
 - 41,500 square metres of B8 warehousing.
- 5.31 Policy C6 (1C) Regeneration of the Borough promotes developments which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places:
- 1 d - Connectivity between Solent Road and West Street.
- 5.32 Policy CS8 seeks to promote community safety through good design, natural surveillance and well-lit routes.
- 5.33 Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that planning permission will be granted for development that recognises the importance of the borough's natural and heritage assets.
- 5.34 Policy CS13 Green Infrastructure seeks to maintain, manage, incorporate and improve existing and new green infrastructure provision.
- 5.35 Policy CS14 promotes the efficient use of resources through the use of renewable energy, efficient building design and sustainable construction.
- 5.36 Policy CS15 Flood and Coastal Erosion Risk states that in areas where there is a risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood

Risk Assessment climate change maps, a site-specific flood risk assessment will be required to demonstrate that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. Also, that all development will be required to ensure that there is no net increase in surface water run-off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

- 5.37 Policy CS16 High Quality Design provides detailed criteria to ensure that development is designed to a high standard to help create places where people want to live, work and relax. The policy seeks to ensure proposals reflect local context, produces a positive relationship between buildings, streets and spaces, contributes to the improvement of the public realm, meets the needs of those with disabilities, promotes mixed use developments, mitigates negative environmental impacts through sustainable design and adapts to the changing needs of users and the changing climate over the lifespan of the building.
- 5.38 Policy CS17 Concentration and Distribution of Development within the Urban Areas seeks to prioritise development on previously developed land, including redundant, derelict or underused land and buildings within the urban area. Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island and broadly distributes the new housing and employment development in the five areas of the borough as indicated on the Spatial Distribution Map.



Spatial Distribution Map (Key Diagram)

- 5.39 Policy CS19 Effective Provision of Infrastructure seeks to ensure that there is an effective use of existing infrastructure; opportunity for co-location of facilities; proven need for additional infrastructure; accessible facilities; multifunctional use of facilities; safeguards the requirements of infrastructure providers and does not result in loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.
- 5.40 Policy CS20 Transport and Access Strategy promotes development which, amongst other things, improves accessibility to goods, services and employment; does not increase congestion and promotes better use of existing transport networks; ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users and maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
- 5.41 Policy CS21 Developer Requirements sets out the on-site, off site and financial contributions which will be sought to support infrastructure provision in the borough.
- 5.42 DM6 Coordination of Development - It is important that the most effective use is made of urban land and to ensure allocated sites can be delivered. Improvements and regeneration opportunities within urban areas will be accommodated through more efficient use of land.
- 5.43 DM8 Conservation, Protection and Enhancement of Existing Natural Features – which states that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:
1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
 2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
 3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
 4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.
- 5.44 DM11 Planning for More Sustainable Travel states that the council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures.
- 5.45 DM14 Car and Cycle Parking on Development (excluding residential) Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant

standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

- 5.46 Policy E14 is concerned with the local ecological network. It states that all development is expected to protect, conserve and enhance the local ecological network through providing a net gain in biodiversity, assessing the ecological value of the site and providing a mitigation plan. In addition, development which have the potential to impact on an international nature conservation designation will be subject to a Habitats Regulations Assessment.

Havant Borough Allocations (July 2014)

- 5.47 Policy HB2 Havant & Bedhampton Employment Allocations identifies the site as allocated for employment development, under BD14 – Solent Road North:

Policy HB2 Havant & Bedhampton Employment Allocations

The following sites are allocated for employment development:

Ref.	Location/Address	Site area	Floorspace
BD9	Harts Farm Way North	4.19 ha	16,300 sq m
BD10	Land North of the Regional Business Centre	1.48 ha	3,500 sq m
BD11	Brockhampton West	9.41 ha	23,400 sq m
BD14	Solent Road North	1.68 ha	6,600 sq m
BD16	Solent Road South	1.88 ha	6,000 sq m
BD19	Kingscroft Farm	2.71 ha	12,000 sq m

The floorspace shown for each site is indicative, based on site area, access arrangements and other environmental constraints. Planning permission will be granted provided that detailed proposals:

1. Are broadly consistent with the indicative provision for floorspace.
2. Take account of all site specific development requirements set out in the relevant site profile.

Site Name: Solent Road North	Site Ref/Policy Number: BD14
Description of Site: A greenfield site located close to Havant Town Centre and other employment areas.	
Known Constraints: • Uncertain for waders • Much of the site is located in Flood Zones 2 and 3 and future Fluvial Flood Zone 3 • Brockhampton Stream flows along western boundary • Potential for previously unidentified archaeological deposits	
Existing Transport Provision: • Within walking distance of Havant Bus and Train Stations	
Existing Accessibility to Local Services/Facilities: • Within walking distance of Havant Town Centre and facilities	
Site Opportunities: • It could provide 6,600 square metres of new office floorspace and 548 new jobs • Potential to relocate Portsmouth Water Company's existing headquarters	
Policy BD14 - Site Specific Development Requirements: • Flood Risk Assessment to show development is safe over its lifetime and does not result in a loss of flood water storage • A five metre buffer running along Brockhampton Stream will be kept free from development, roads and other significant structures/land raising • Flood Defence Consent will be required under the Southern Region Land Drainage and Sea Defence Byelaws for any structures (outfalls etc) or buildings located within 8 metres of the top of the bank of the Brockhampton Stream as it is designated as Main River • Mitigate any impacts on Brent Geese and/or waders (Policy DM23) • Employment and Skills Plan to support planning application • Heritage Statement may be required on the advice of Hampshire County Council, to support planning application	



Image section taken from Havant and Bedhampton Policies

- 5.48 Policy AL1 Presumption in Favour of Sustainable Development reiterates the approach set out in the NPPF to secure development that improves the economic, social and environmental conditions in the area.
- 5.49 DM18 Protecting New Development from Pollution states that planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development.
- 5.50 Policy DM20 Historic Assets states that planning permission will be granted for development that conserves and enhances the historic assets of Havant Borough and which sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets. The policy sets out the development management requirements for planning applications that affect, or have the potential to affect, heritage assets.
- 5.51 Policy DM23 Sites for Brent Geese and Waders states that planning permission will be granted for developments that avoid important sites for Brent Geese and/or waders outside of the statutory designated areas, identified on the Policies Map.

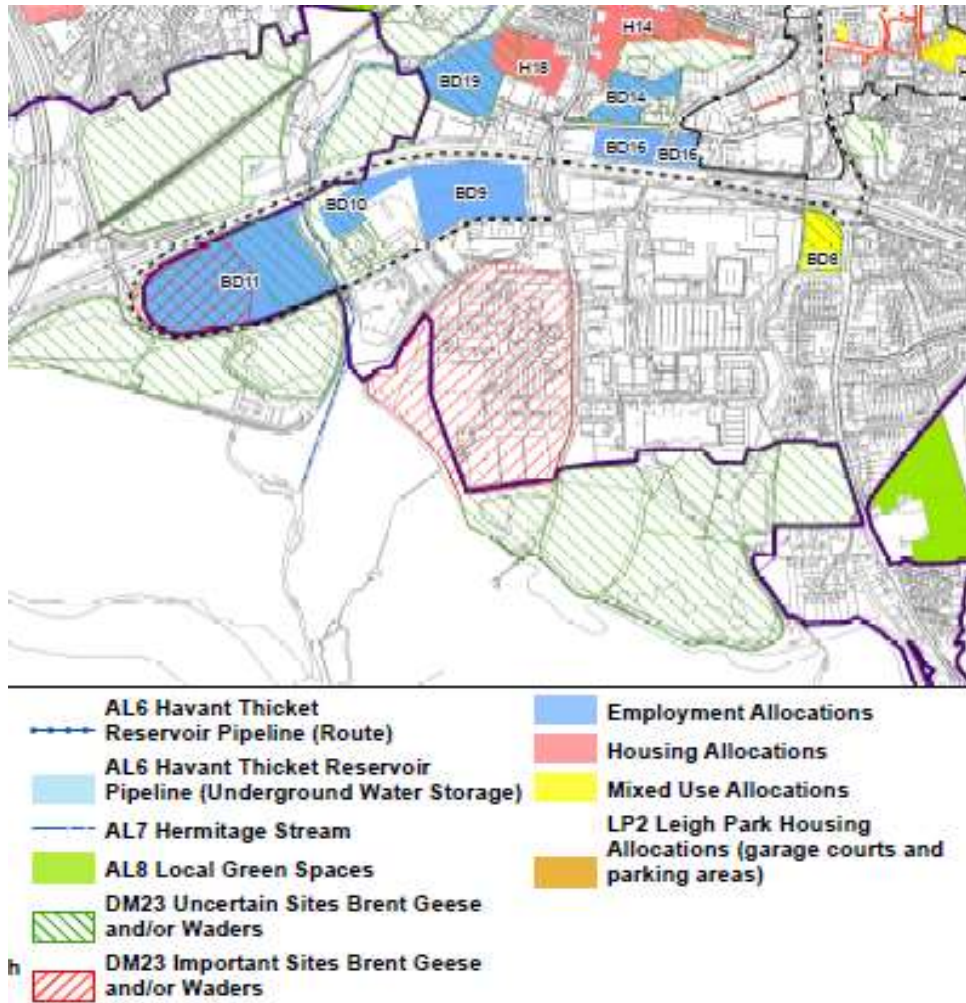
Policy DM23 Sites for Brent Geese and Waders

Planning permission will be granted for developments that avoid important sites for Brent Geese and/or waders outside of the statutory designated areas, identified on the Policies Map.

Where this cannot be avoided, development proposals on or adjacent to an important Brent Goose and/or wader site outside of the statutory designated areas will need to demonstrate levels of impact, alone and in combination with other proposals subject to the tests of the Habitats Regulations. Where a negative impact upon a site cannot be avoided or satisfactorily mitigated, and the tests of the Habitats Regulations are met as necessary, replacement feeding/roosting habitat, on a no net loss basis, will be sought.

Where a negative impact upon an important site cannot be avoided or mitigated and replacement feeding/roosting habitat is not or cannot be provided on a no net loss basis, the proposal will be refused.

Planning permission will be granted for development on or adjacent to uncertain sites for Brent Geese and/or waders outside of the statutory designated areas, where appropriate surveys are undertaken and it is determined that the site has no importance.



6.0 KEY PLANNING CONSIDERATIONS

Principle of Development

- 6.1 The proposed development site lies within the settlement boundary of Havant and within the urban area, as defined by Policies CS17 and AL2 of the adopted Local Plan; therefore, the development is supported in principle.
- 6.2 Significantly, the Local Plan includes an allocation for employment development on this site under the Havant Borough Local Plan (Allocations) policy HB2 (site BD14 Solent Road North). This site is currently allocated for 6,600sqm of new office space under this policy. This current allocation was devised to facilitate the relocation of Portsmouth Water's HQ from their current site, for a purpose-built HQ on the proposed site.
- 6.3 The proposed siting of the development relates well to the surrounding area and is well served by local services and facilities, in addition to good transport links, including cycle routes, bus routes and train links. It is also ideally situated to provide convenient access to the strategic road network, which is an important requirement of typical 'B' use class type occupiers.
- 6.4 Due to a revision of Portsmouth Water's requirements the new proposed HQ is reduced to floorspace of approximately 1,858sqm. This means that the building footprint and required land is significantly less than was originally required when the allocation policy was devised. However, the policy itself is not restricted in that way and permits "new office space".
- 6.5 This reduction allows for a good opportunity to provide additional commercial floorspace (E(g)(iii)), B2 and B8) of approximately 2,013sqm, within the area no longer required for the HQ.
- 6.6 The policy HB2 clearly states that the employment floorspace is indicative and that any final layout must take on board the site specific requirements, as set out in the relevant site profile. The site profile is contained within BD14 and accepts that the site has many constraints, including flooding, a 5m buffer to be retained along the stream corridor, the use of the site for Brent Geese, and heritage aspects. During the public consultation exercise and at the DCF, concern was also raised from residents in the houses to the west of the site about impact on their properties and also from the GPs in the doctor's surgery about potential impact on the surgery. Therefore, development has been designed to also reflect these suggestions and to keep further away from those boundaries.
- 6.7 Currently Portsmouth Water employ 244 members of staff who are based, or work out of, the Solent Road, Havant site. A maximum 157 work in the main office on a day to day basis, alongside 10 Contractors. 77 employees work away from the office during the day, with only a potential quick visit as necessary, and a further 10 work in workshops which are remaining on the site. The new HQ building will have around 135 fixed workstations and 25 flexible spaces, enough for 160 employees.

- 6.8 The local economy has traditionally been manufacturing-based and there is a high concentration of advanced manufacturing and marine businesses in the borough. This commercial development will complement the existing uses within the area and be an efficient and sustainable use of the site.
- 6.9 There continues to be a strong demand for new high quality industrial and warehouse space in Havant and along the South Coast and this is recognised within the adopted core strategy Policy CS2, which seeks a net increase of 162,000m² of new employment space by 2026. There is also a local need for compact, more affordable high-grade units, to cater for start-up and smaller businesses and the units have consequently been designed to appeal to this market. A flexible approach to the range of uses on site also maximises opportunities for synergies between businesses to occur by increasing the range and type of businesses that can occupy the site and increases its attractiveness to a range of occupiers, improving their marketability.
- 6.10 The unemployment rate in the borough has historically been higher than the rest of Hampshire. Unemployment rates rose significantly in the borough during 2008 reaching 3.9% in 2009. This is double the 2007 rate and the highest rate in Hampshire excluding Portsmouth and Southampton. There are high levels of employees commuting in and out of the borough, with lower skilled residents commuting out and higher skilled people commuting in. The 2001 Census showed that overall significantly more people travel out of than into the borough to work. Providing additional commercial opportunities will assist with reducing unemployment rates and allow for local people to work in the area that they reside.
- 6.11 In line with Policy CS2 Employment, the proposed development will assist with providing local employment and training initiatives, along with promoting potential business clusters and sectors for example advanced manufacturing and marine businesses. It will provide jobs, generate wealth or produce an economic output on an existing site that is currently not fit for purpose.
- 6.12 The proposed use, coupled with its highly sustainable location within the urban area of Havant mean the proposals cohere with allocation policy BD14 and policy CS2 by providing commercial uses on the site, including the relocation of PW's HQ, which will deliver significant economic benefits to the borough.

Design

- 6.13 The design proposals were prepared by Cornish Architects and the points below, should be read in conjunction with the full report and plans and in particular the Design and Access Statement which explains the design approach in detail.
- 6.14 The overall proposed design is intrinsically linked to Portsmouth Water's needs and the wider strategy includes;
- Retaining the Brockhampton Springs as a water source;
 - Retaining part of the existing Portsmouth Water site for operational purposes;

- Creating a new facility for Portsmouth Water on the application site to meet their current and forecast needs;
- Create new employment units with corresponding office facilities and parking;
- Release land for new uses in line with the local authority's aspirations;
- To create sustainable and aesthetically pleasing buildings that meet modern day demands of the future occupiers;
- Improve the access to the development from Solent Road;
- Respect for neighbouring properties.

6.15 The proposed design has taken into account the formal pre-application response and comments made at public consultation. Key aspects in terms of the changes to the design layout have included:

- Adjustments to the site entrance to provide safe access to Bosmere Medical Centre, maintain the crossing point to the Medical Centre and provide landscaped screening;
- Development of the site access in liaison with Hampshire County Council Highways Department to achieve a satisfactory arrangement;
- Adjustments to the office building to set back the nearest point further from the southern boundary and reduction in fenestration;
- Adjustments to landscaping to improve screening, including the formation of a raised landscaped mound and tree planting to replace trees that will need to be removed to facilitate the development and also to supplement and improve the screening/ general landscaping;
- Alterations to the industrial units to set these further away, in particular, from Manor Court.

6.16 The main office building is arranged with two wings linked by a 'hinge' element. The two wings are clad in horizontal panels with the 'hinge', main entrance and escape stair clad in a contrasting vertically laid metal cladding.

6.17 The main entrance is emphasised by a projecting feature frame that wraps around the ground floor glazing, incorporating a revolving door and pass door. It has been positioned such that the main entrance will be visible on entry to the site, providing a clear focal point and improving legibility. The building has also been positioned and orientated to take account of site constraints whilst maximising solar gain.

6.18 The air conditioning plant and photovoltaic array will be located at roof level and will include a visual screen to match the cladding of the building.



New HQ elevations courtesy of Cornish Architects

- 6.19 The 4No. commercial units have been positioned on the western side of the site access, set back from Solent Road to provide visual relief from the road and protect retained trees on this boundary. The units have also been positioned to retain a buffer space to residential properties to the west in order to protect their amenities and preserve the setting of the Grade II Listed Old Manor House and Brockhampton Conservation Area. These are not directly adjoining the proposed new buildings, but the design has been developed to respect the setting of these aspects.



Employment unit elevations courtesy of Cornish Architects

- 6.20 Each of the 4No. units is provided with a dedicated parking and service yard to their frontage which has been designed to facilitate access for HGVs. The units are of a high quality, modern appearance designed to be attractive to smaller and/or start-up businesses. Given the size of each of the units, and as detailed in the Transport Assessment report, it is not anticipated that there will be excessive numbers of HGV trips to and from the site.
- 6.21 The ground floor is designed to be used flexibly to maximise its attractiveness to future occupiers. Each unit is also provided with a mezzanine level office. The units are no higher than 10m in height to minimise visual impact.
- 6.22 On the south-eastern side of the site is the Bosmere Medical Centre and to the west are residential properties. The proposals have been designed to avoid harm to the amenities of neighbouring uses, and particularly the residential use to the west through the implementation of a large buffer between the existing residential areas and proposed commercial uses. This would include measures such as locating potentially noisier activities (such as unloading and parking areas) to the east of the building, with the proposed built form providing significant noise-shielding to residential properties to the west.

- 6.23 The proposals align with NPPF, Paragraph 80 which states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 117, relating to making efficient use of land, states that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. In addition, Paragraph 122 states decisions should support development that makes efficient use of land taking into account:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) The availability and capacity of infrastructure and services;
 - d) The desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and
 - e) The importance of securing well-designed, attractive and healthy places.
- 6.24 Development of the site demonstrably supports the efficient use of land; the site being centrally located within Havant and with excellent access to the strategic highway network. The site represents one of the largest undeveloped parcels within the urban area and the most sustainable part of the borough. Hence development represents a very efficient use of land that delivers much needed new accommodation for a valued local employer, as well as modern commercial space to meet local needs.
- 6.25 Overall, the proposals have been designed to provide an efficient, modern commercial development that meets both the needs of the future occupiers and creates a high quality sustainable environment in the centre of Havant's successful commercial quarter.

Landscape

- 6.26 The Landscaping proposals have been informed by a survey of existing vegetation including a detailed tree survey, as well as considerations of ecology and biodiversity.
- 6.27 In order to retain the Portsmouth Water HQ on this site there is no other viable alternative for the entrance. Therefore, the landscaping scheme will be generous in nature, providing good quality replacement trees to provide a natural barrier, along with a significant number of new plantings, as shown in the plan below.

In line with the formal pre-application response received on the 3 April 2020, amendments have been made to the landscaping design and strategy to improve screening, including the formation of a raised landscaped mound and tree planting to replace trees that will need to be removed to facilitate the development and also to supplement and improve the screening and general landscaping. Where trees are being removed along the highway boundary, five replacement trees will be planted in the near vicinity to compensate and maintain the street scene.

Opposite the proposed development, south of Solent Road, the commercial buildings are fronted by limited landscaping; therefore, the extensive landscaping proposed for the southern boundary of this development is far in excess of other local sites.

Tree Preservation Orders (TPOs) cover trees along the southern site boundary with Solent Road and along part of the western boundary. There are also off site TPOs on trees to the front of the Health Centre and within Manor Court. An Arboricultural Impact Assessment, Method Statement and Tree Protection Plan accompanies this application.

A tree impact assessment was conducted by TALA and is included in our application. The assessment identifies the existing TPOs on, or around the site which will be affected by the proposed development. These trees can be found on the western and southern boundaries of the site.

2No. have been identified as defective – dangerous, diseased or dead; 8No. as defective not correctable – limited useful life.

- 6.33 9No. trees within the site boundary will be removed, along with 4No. highway trees, this will be mitigated by the planting of circa 107 new trees around the site, representing a significant net gain in trees.
- 6.34 The proposals are therefore in accordance with NPPF Section 12. Achieving well-designed places, paragraph 127 which states that Planning policies and decisions should ensure that developments are sympathetic to local character and history; HB Core Strategy Policy CS16 High Quality Design states that Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax and DM8 Conservation, Protection and Enhancement of Existing Natural Features – which states that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness.

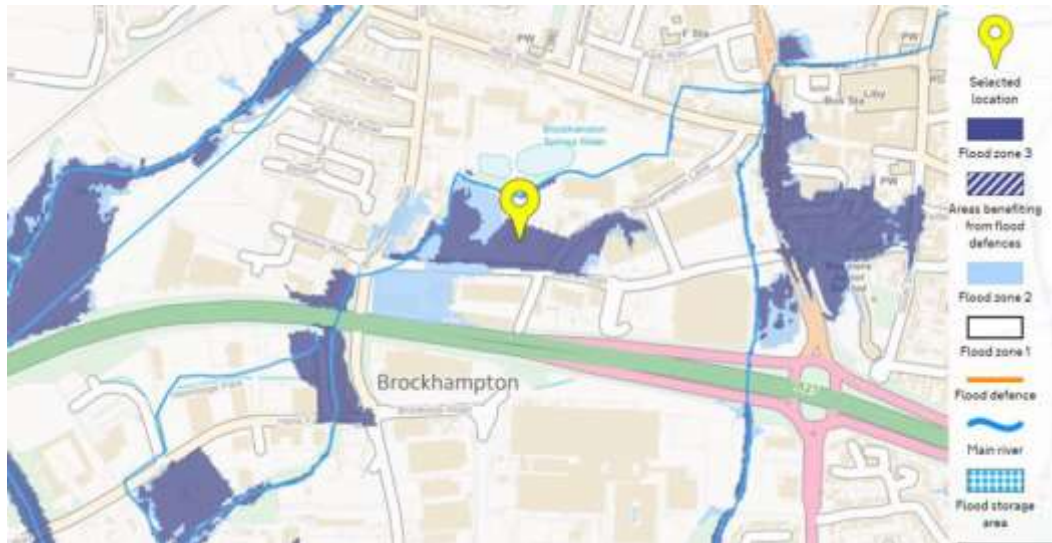
Sustainability

- 6.35 The energy and sustainability report has been provided by Cudd Bentley and should be read in conjunction with the summary below.
- 6.36 Energy and carbon savings are to be achieved through passive design and energy efficient design features, such as: energy efficient lighting, sub-metering of relevant areas, upgrading of 'U' values and occupancy sensing in relative areas, as well as the incorporation of renewable energy technologies.
- 6.37 The inclusion of this energy strategy within the design of development in Solent Road, allows for a 12.55% reduction in CO2 emissions for the development from a base Part L 2013 compliant build, in compliance with Havant's local plan requirement.
- 6.38 Further sustainable measures will be adopted such as using construction materials that will be responsibly and legally sourced; fit-out works which will be water efficient; reduction of car-based travel and transport related pollution. The incorporation of these measures allows for the proposed development to be deemed sustainable whilst achieving compliance with national and local policy.
- 6.39 The BREEAM pre-assessment was carried out by Cudd Bentley Consulting in November 2020 and updated in April 2021 for the proposed building and Industrial units.
- 6.40 The result of the assessment for the Industrial units has an anticipated score of 58%, therefore achieving a 'Very Good' rating. This score allows for a 3.00% margin of contingency above the minimum score of 55% required.
- 6.41 All credits which can be investigated to deliver a higher BREEAM score for the commercial units have been highlighted within the report. If all these credits can be achieved the development could potentially achieve a BREEAM score of 64.99% which delivers a 'Very Good' rating with a higher 9.99% margin of contingency over the 55% target.

- 6.42 The result of the assessment for the Offices has an anticipated score of 57.3%, therefore achieving a 'Very Good' rating. This score allows for a 2.30% margin of contingency above the minimum score of 55% required.
- 6.43 All credits which can be investigated to deliver a higher BREEAM score for the Offices have been highlighted within the report. If all these credits can be achieved the development could potentially achieve a BREEAM score of 65.82% which delivers a 'Very Good' rating with a higher 10.83% margin of contingency over the 55% target.
- 6.44 It should be noted that this is a live document and the BREEAM score is subject to change throughout the development should the relevant criteria not be met, or should further credits become achievable.
- 6.45 The proposals are therefore in accordance with HB Core Strategy, Policy CS16 High Quality Design, which states that developments must mitigate negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.

Flood Risk

- 6.46 The Flood Risk Assessment (FRA) has been prepared by I&L Consulting and should be read in conjunction with the summary below.
- 6.47 The existing flood risk to the development area from all sources has been assessed from a review of all available data. Future climate change has also been considered. Using the proposed development plan, the extent of the flood risk has been determined for the site, as well as the effect that the development might have on flood risk elsewhere.
- 6.48 The Strategic Flood Risk Assessment (Local Plan Sites) completed in November 2018 for this site (Land North of Solent Road – Site Ref: HB36), has shown this site is suitable for commercial use.
- 6.49 A FRA is required because the proposed development is over 1 ha and the study was required to assess all aspects of flood risk to the proposed development, the potential impacts of the development on people and property situated elsewhere within the catchment and identify possible mitigation measures to ensure that the development is safe in the event of a flood.
- 6.50 The current EA Flood Map shows that a large part of the site is located in land designated as Flood Zone 3 (high probability of fluvial flooding) and is shown as undefended. The north eastern corner is shown to be in Flood Zone 1 (low probability of flooding).



Flood zone for the Post Code of the Site (Sourced from the EA)

- 6.51 Portsmouth Water along with their consultant Ardent have submitted flood modelling and are undertaking flood alleviation works to the adjoining watercourse. This work is being undertaken under Environmental Permit licence number EPR/PB3294JJ. The works are underway and when completed the site will remain flood free during the 1 in 100 year plus climate change scenario and will be therefore located in Flood Zone 1.
- 6.52 The NPPF considers the vulnerability of different forms of development to flooding; and classifies the proposed development as 'Less Vulnerable' and suitable for this location.
- 6.53 The proposed site has been assessed to show that flood risk has been fully taken into account when allocating this site. The SFRA assessment has been appended to I&L Consulting's report. However, the conclusion on the prospect of safe development in light flood risk was:

"The EA have indicated that the key issue on this site is the offsite implications of flooding from development of the site i.e. floodplain compensation. Previous work has given confidence that an employment use can be safely delivered. On that basis, there is a prospect of safe delivery, although a detailed assessment of this would be required at application stage, in particular in relation to flood storage compensation, so any allocation policy would need to be heavily caveated with assessment requirements"

The flood alleviation works undertaken by Portsmouth Water and Ardent, will therefore satisfy the concerns raised in the SFRA and therefore the proposed commercial use for the site is acceptable.

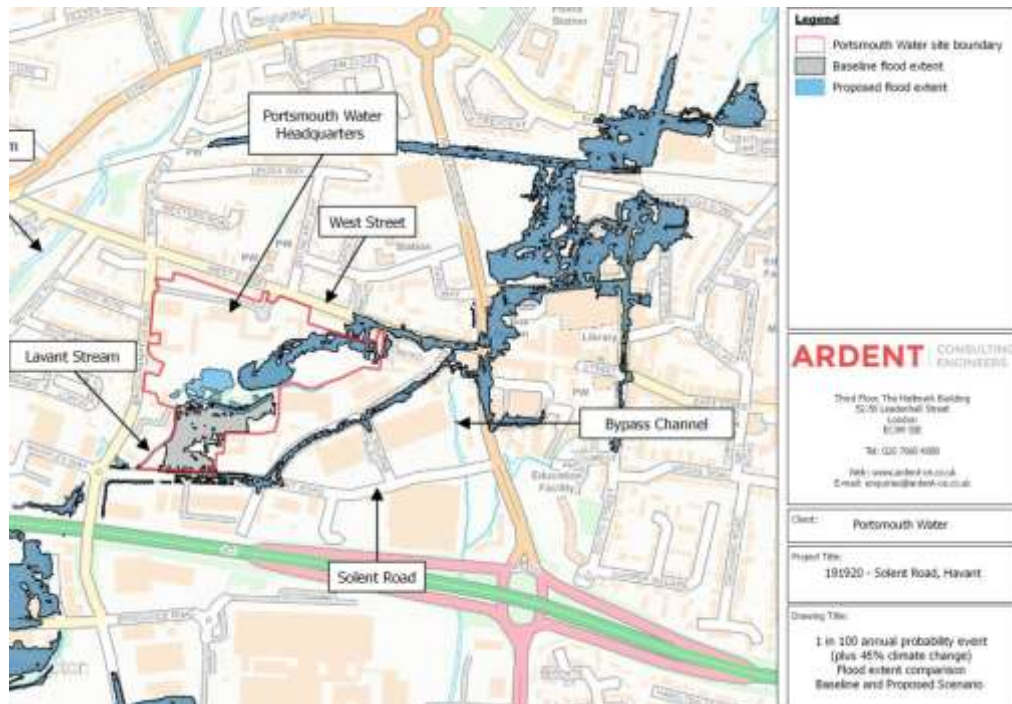


Image has been extracted from the approved revised flood model assessment which shows that following completion of the flood alleviation works the site will lie within Flood Zone 1 (low risk).

- 6.54 Tidal flooding is not considered a risk to the site due to the inland location of the development. The proposed development work would not have any impact on the fluvial or tidal flooding once the flood alleviation works are complete. Therefore, flood risk from fluvial and tidal sources to the site is considered and assessed to be low.
- 6.55 It can be seen from the surface water flood map included in the report that the site is shown to have a medium risk of flooding, but this surface water flooding is associated with the adjoining watercourse and network of drainage in the area. Following the flood alleviation works, the risk from surface water flooding from the site will be considered low level and unlikely to cause any risk to the site.
- 6.56 With regards to groundwater flooding, the proposed finished surface and finished floor levels will be raised from the current ground levels. The impact of water level rises in the adjoining watercourse and subsequent groundwater levels rising would therefore have limited impact on the proposed development. The existing flood risk from groundwater is therefore considered to be medium risk.
- 6.57 With regards to foul drainage, the site is will have new surface and foul water connection points. The discharge from the site will be restricted to Greenfield runoff rates therefore not increasing flows from the site. Therefore, the risk of sewer flooding to the site is considered and will remain as low.
- 6.58 With regards to artificial sources of flood, the EA Flood Risk from Reservoirs mapping, as included in the main report, indicates that the proposed development is located outside of an area of potential risk from flooding. Therefore, the risk from this type of flooding can be considered low.

- 6.59 In conclusion, flood risk to and from the development has been assessed to be low in most areas and will not increase the risk of flooding to the site or surrounding areas. Sequential testing was undertaken as part of the Strategic Flood Risk Assessment to support the adopted HB Local Plan. Offsite works are also being undertaken by Portsmouth Water which will reduce the flood risk further. The proposals therefore comply with Policy CS15 Flood and Coastal Erosion Risk and the NPPF.

Framework Travel Plan & Transport Assessment

- 6.60 The Framework Travel Plan (FTP) was prepared by Mode with the purpose of providing an agreed reference point for individual Travel Plan Statements to be prepared in accordance with, by the individual occupiers. The points below should be read in conjunction with the main, full report.
- 6.61 The FTP has been prepared to reflect all relevant National and regional policies applicable to travel planning and the nature of this development. This includes Revised National Planning Policy Framework (June 2019), National Planning Practice Guidance webpage, and relevant HBC and HCC policies and guidance.
- 6.62 The proposed development will share its access with the adjacent Bosmere Medical Centre but will be upgraded to enable goods vehicles associated with the new commercial/industrial units and suitable pedestrian access to the development.
- 6.63 The proposed upgrade of the access arrangement includes retaining a footway on the western side of the bell-mouth onto Solent Road and continued connectivity into the Bosmere Medical Centre by way of an existing informal zebra crossing across the access road. These arrangements will also provide a pedestrian connection into the proposed industrial units, in combination with a new footway on the eastern side of the access road into the proposed PW office at the northern end of the site. A gated pedestrian entrance will be provided allowing secure access to PW employees.
- 6.64 A total of 100 car parking spaces will be provided for the PW office (including 6 disabled bays), whilst 39 car parking spaces will be provided for the four industrial units (including 1 disabled bay per unit).
- 6.65 Cycle parking will be provided in-line with HBC's minimum cycle parking standards for both the office and industrial units. On this basis, 12 long stay and 4 short stay cycle parking spaces will be provided for the office, whilst 14 cycle parking spaces will be provided internally within the industrial units.
- 6.66 There is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus stops, Havant railway station and nearby residential areas such as Bedhampton, Warblington, Langstone and Leigh Park.
- 6.67 Solent Road benefits from well-lit footways along both sides of the carriageway and at the traffic light junction with the Tesco access and at the traffic light junction with Park Road South, pedestrians are afforded with signal assisted crossings, facilitating convenient movement between the site and nearby bus stops. A combination of signal assisted and non-signal assisted formal crossing points are provided along the route to the station, facilitating convenient movement for staff.

- 6.68 The site is well served by frequent bus services with the nearest permanent bus stops located 500m east of the site on Park Road South. Bus stops are provided with shelter, seating and timetable information. Request stops are also provided adjacent to the site access on Solent Road. These advertise the stopping of 'Xelabus' service 74 between Havant Bus Station, Havant Tesco Extra and the Bosmere Medical Centre.
- 6.69 Bedhampton station is located 900m north-west of the site, accessible within a walk time of 11 minutes and a cycle time of 4 minutes, whilst Havant station is located 1.0km to the north-east of the site, accessible in walk time of 13 minutes and cycle time of 4 minutes and offers access to additional services to alternative destinations.
- 6.70 There will be encouragement for the use of electric vehicles, through the provision and ongoing monitoring, of charging points. In addition, car sharing will be promoted and encouraged as an effective way of reducing congestion and car parking stress.
- 6.71 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all site users.
- 6.72 Overall, the location of the site provides a realistic choice in travel modes to cater for daily journeys, which would act to reduce employees' reliance on private cars.
- 6.73 By meeting the objectives set out fully in the Framework Travel Plan, all TPS documents will comply with National and Local planning policy, along with bringing about benefits for the employees, the new occupiers and the wider community.
- 6.74 The Transport Assessment (TA), has been prepared by MODA and assesses the implications of development-related travel for the development proposals on the surrounding highway and transport networks; the summary points below should be read in conjunction with the main report.
- 6.75 The report has been written with consideration of relevant National and Regional Planning policies, taking into account existing site conditions, the proposed new development and the local area. Discussions with HCC Transport Development Control Officers has taken place as part of the pre-application process and these discussions have informed the TA report.
- 6.76 The development will be accessed from the existing access to Bosmere Medical Centre on Solent Road. The access will be shared with both the medical centre and the development proposals, although this will be upgraded to accommodate the turning of HGVs which may be generated to a modest degree by the proposed industrial units.
- 6.77 The location of the proposed development site is such that there is a well-established network of pedestrian and cycle routes along the key highway links providing good connectivity to nearby bus stops, which are provided with shelter, seating and timetable information; Bedhampton and Havant

railway stations within easy walking and cycling distance; and to nearby residential areas such as Bedhampton, Warblington, Langstone and Leigh Park.

- 6.78 At the site access the existing footway along the western kerb line will be retained along with the existing zebra crossing, retaining safe pedestrian access to Bosmere Medical Centre and for future employees of the development. After the existing zebra crossing, the footway will continue along the eastern kerb line of the access road providing safe access to the office building. A gated pedestrian entrance will be provided allowing secure access to PW employees. Solent Road benefits from well-lit footways along both sides of the carriageway.
- 6.79 The development proposals will provide car and cycle parking provision to suit the individual requirements of the proposed PW office and the four industrial units, whilst recognising local parking standards. The proposed PW office will be provided with a total of 100 car parking spaces. This exceeds the minimum 1 space per 30m² standard for B1a use. The proposed industrial units will be provided with a total of 39 car parking spaces, which are equivalent to a ratio of 1 space per 56m² and exceeds the maximum for B8 uses.
- 6.80 All car parking spaces will measure a minimum of 2.4 x 4.8m in accordance with Havant Borough Council's Parking Supplementary Planning Document (SPD (2016)). Disabled parking will be provided at a ratio of at least 5% of the total allocation for the office use and the industrial units in accordance with this SPD.
- 6.81 Given the nature of the land uses being suited to industrial end occupiers, cycle parking hoops will be provided internally, whereby the developer will provide a minimum of 2 Sheffield hoops per unit, meaning 4 cycle spaces per unit. This exceeds the minimum standards for the most stringent B1c requirement and also aligns with BREEAM requirements.
- 6.82 The development proposals are forecast to generate additional traffic movements on the local road network, equating to an additional 74 two-way vehicle trips during the AM (08:00-09:00) peak hour period (including 3 OGVs) and similarly 70 vehicle trips during the PM (17:00-18:00) peak hour period (including 1 OGV). Baseline traffic data, in the form of Manual Classified Count (MCC) surveys of the junctions have been undertaken by an independent traffic survey company on Wednesday 4th November 2020 between 07:00-10:00 and 16:00-19:00. Full survey results are provided in Appendix G of the full Traffic Assessment report.
- 6.83 Overall, the TA has provided evidence to demonstrate that the development proposals are in accordance with relevant National policy, in particular - Policy 9, Promoting Sustainable Transport which aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling; Paragraph 110 which suggests that developments should be located and designed where practical to give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic, cyclists, or pedestrians and consider the needs of people with disabilities by all modes of

transport; Paragraph 108 which states that when assessing specific sites uses for development applications, it should be ensured that consideration has been given to appropriate opportunities to promote sustainable and safe transport modes and Paragraph 109 which ultimately states the following for transport:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe”.

- 6.84 The proposals also comply with local policies CS20 Transport and Access Strategy which states that “development will be permitted that does not increase congestion, improves accessibility, provides transport management measures to ensure the safe and efficient operation of the strategic and local road network. and maintains or improves the range of transport modes accessible to the users of the development: Policy DM11 Planning for More Sustainable Travel states that the council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures and Policy DM14 which refers to car and cycle parking and states that, development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards.
- 6.85 Based upon the data contained in the report, no adverse transport impacts are expected as a result of the development proposals’ implementation. It is recommended that the planning application is considered suitable in transport terms on this basis.

Noise

- 6.86 A report has been prepared by TRC; the summary points below should be read in conjunction with the main report.
- 6.87 TRC have determined that there are no adverse noise effects predicted as a result of the construction or operation of the development, either during the daytime or night-time periods.
- 6.88 The potential noise impacts as a result of the construction phase have been qualitatively assessed and this has considered the impacts upon existing receptors. A site-specific Construction Environmental Management Plan (CEMP) will be prepared and implemented to assist in reducing potential noise impacts. The residual construction noise impacts are expected to be local and temporary in nature.
- 6.89 The site layout has been designed to minimise the potential noise impact, with the proposed new units providing significant noise-shielding at the nearby residential receptors. The predicted noise levels at existing sensitive receptors from vehicle operations (HGVs) is lower than existing ambient noise levels (which consists of vehicle movements and exiting industrial noise) and meets the criteria for good living and resting conditions for dwellings, as defined by BS 8233.

- 6.90 With regards to fixed plant noise, noise impacts have been assessed at the closest receptor. These levels are significantly below existing background noise; therefore, no impacts are predicted based on a BS4142 assessment.
- 6.91 This assessment is in line with policy DM18 which states that a development must not have any significant negative affect with regards to noise on the amenity of future occupiers or users of the proposed development.

Air Quality

- 6.92 A report has been prepared by TRC based upon a specific scope of work requested by the Client; the conclusion points below should be read in conjunction with the main report.
- 6.93 The report concludes that during construction the air quality assessment indicated that the risk of the different activities towards dust soiling would be large-medium and that for human health impact would be low-medium. Following implementation of the appropriate mitigation measures as outlined in the report, the residual impacts during construction would be considered insignificant. These mitigation measures should make up part of a CEMP that should be implemented to minimise the potential of adverse construction dust impacts throughout all the relevant construction stages.
- 6.94 The impact of operational traffic emissions has been considered in relation to human and ecological receptors. The nearest sensitive residential receptors to the Site are <5m east on Brockhampton Lane and <5m west on Manor Court. There are also residential receptors near to roads potentially affected by the proposed development, these are south of Solent Road further along Brockhampton Lane and near to the Havant Bypass (A27) roundabout. The assessment has indicated that the impact on the nearest sensitive residential receptors to the site are considered negligible. The assessment indicated that the impact on designated nature conservation sites, potentially affected by operational traffic, is also negligible.
- 6.95 In conclusion, it is predicted that the development will have insignificant impacts on local air quality during the construction and operational phases.
- 6.96 This assessment is in line with policy DM18 which states that a development must not have any significant negative affect with regards to air quality on the amenity of future occupiers or users of the proposed development

External Lighting

- 6.97 A report has been prepared by Cudd Bentley Consulting; the conclusion points below should be read in conjunction with the main report.
- 6.98 The National Planning Policy Framework (NPPF) encourages good design with planning policies and decisions limiting the effect of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- 6.99 The site has been classified as an E3 Environmental zone according to BS EN 12464-2:2014, Lighting of Work Places, Part 2.
- 6.100 The light trespass at the site has been calculated to be below the maximum permitted level of Light Intrusion for an Environmental Zone deemed to be E3.
- 6.101 The sky glow achieved at the site is 1.44% which is below the maximum permitted level of sky glow for an Environmental Zone deemed to be E3.
- 6.102 Luminaire Intensity (Pre and Post curfew) at the site has been assessed but not calculated and is below the maximum permitted level of luminaire intensity for an Environmental Zone deemed to be E3. Luminaire intensity and light intrusion have been taken into consideration, but not calculated.
- 6.103 These proposals align to the guidance in the NPPF, Paragraph 180 which states that Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- 6.104 They are also in line with the NPPG advice on how to consider light within the planning systems, focussing on when light pollution is relevant to planning; what factors should be considered when assessing whether a development proposal might have implication for light pollution; what factors are relevant when considering where, when and how much light shines and what factors are relevant when considering possible ecological effects.

Ecology

- 6.105 The Ecology and Biodiversity Net Gain report has been provided by Ecology Solutions and is to be read in conjunction with the summary below.
- 6.106 An ecological assessment of the site was commissioned in January 2021 in order to ascertain the general ecological value of the site and to identify the main habitats and associated plant species; a habitat survey was subsequently carried out in January 2021. Bat, reptile and Great Crested Newt surveys were previously undertaken by WYG (now Tetra Tech) in 2019, with these confirming the predominant absence of these protected species.
- 6.107 It is not considered that the site provides functionally linked land to Chichester and Langstone Harbour's SPA and Ramsar, whilst the type of the development is unlikely to trigger any significant effect from surface or foul water in respect of increased nitrogen and associated deleterious effects on Solent Maritime SAC.
- 6.108 St Faith's Churchyard Site of Importance for Nature Conservation (SINC) is approximately 0.5km east of the site. Due to the intervening land use and small size of the site, it is unlikely that any site development will have any major adverse effects on this locally designated site as long as there is adherence to appropriate construction safeguards.

- 6.109 The scheme will provide a net gain in biodiversity post-development. New areas of landscape planting will be provided using a diverse range of native species and species of known wildlife value.
- 6.110 In line with Policy BD14 a five-metre buffer against development shall be provided adjacent to the stream in the north of the site. This buffer zone shall be sown with a native wildflower grassland to enhance and improve botanical diversity.
- 6.111 Three mature trees on the southern and western boundaries of the site are considered to provide low bat roosting potential on account of Ivy coverage. Proposals will include a sensitive lighting scheme that limits light spillage onto site boundaries so as not to discourage bats foraging adjacent to the site.
- 6.112 There was no evidence of Badgers, Hedgehogs, amphibians, or reptiles recorded during the survey. The stream adjacent to the north and west of the site is considered to provide very limited opportunities for Water Vole, though they are known to be in the vicinity. The areas of trees and scrub on site are considered suitable for foraging and nesting birds, and it is expected that an assemblage of common species will be present.
- 6.113 No ground nesting birds, waders or Brent Geese were recorded on site during the survey completed by Ecology Solutions, or WYG (now Tetra Tech). This is compliant with Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough which states developments must protect wildlife habitats and corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.
- 6.114 Given the habitats present it is likely a limited assemblage of common invertebrate species would be present within the site.
- 6.115 The majority of the site is considered to be of low ecological value due to the low floral diversity of the rough grassland.
- 6.116 Following the recommendations in the ecology report, the important habitats and species on site will be protected and enhanced.
- 6.117 New trees and landscape planting will provide a net gain in biodiversity overall of 0.63 biodiversity units which equates to a percentage increase of 22.70% for habitat units. .
- 6.118 The level of gain demonstrates that the proposals have incorporated significant, ecologically focused, landscaping, thereby improving the biodiversity value of the site.
- 6.119 Paragraphs 174 to 176 of the NPPF comprise of a number of principles that Local Authorities should apply, including encouraging opportunities to incorporate biodiversity in and around developments.
- 6.120 The Havant Borough Core Strategy contains the main policies for development the borough. A number of policies are concerned with biodiversity and the environment which are relevant to the site.

- 6.121 Policy CS11 concerns the protection and enhancement of the special environment and heritage of Havant Borough. It states that development should protect statutory and non-statutory designated landscape, habitats and features of biological interest. Development proposals should protect wildlife habitats and corridors to prevent fragmentation of existing habitats.
- 6.122 Policy CS13 regards green infrastructure. It states that development will be permitted that incorporates improvements to existing green infrastructure through restoration, enhancement and creation of habitat.
- 6.123 Policy E14 is concerned with the local ecological network. It states that all development is expected to protect, conserve and enhance the local ecological network through providing a net gain in biodiversity, assessing the ecological value of the site and providing a mitigation plan. In addition, development which has the potential to impact on an international nature conservation designation will be subject to a Habitats Regulations Assessment.
- 6.124 It is considered that development of the site would be in accordance with relevant planning policy at national and local level, together with emerging best practice and legislation.

Geo-Environmental Assessment

- 6.125 The Geo-Environmental report was provided by Delta-Simons and is to be read in conjunction with the summary below.
- 6.126 The Made Ground is considered to be too unpredictable, variable, weak and compressible in its existing condition to be considered as a founding stratum, unless ground improvement, e.g. vibro replacement, is undertaken in line with a suitable earthworks specification.
- 6.127 Based on the site investigation, shallow pad foundations placed within the natural strata are considered to be suitable for the Site. Foundations should be founded on a consistent medium to avoid issues of differential settlement.
- 6.128 Where ground bearing floor slabs are feasible, all Topsoil, Made Ground and soft soils should be removed and the formation thoroughly proof rolled. Soft spots should be excavated and replaced with well-compacted granular material.
- 6.129 Groundwater should be anticipated during any excavations required as part of the proposed development, given that shallow groundwater has been encountered at the Site. Significant dewatering via sump and pump should be anticipated, however, treatment prior to disposal to sewer may be required.
- 6.130 According to the Envirocheck® Report there is a very significant risk – moderate possibility of soluble rock risk in the north-west of the Site. Furthermore, the Site is indicated to have a moderate hazard potential for ground dissolution stability hazards in the north-east. No evidence of dissolution features was observed during the Site investigation.

- 6.131 With regards to human health, although detectable concentrations of heavy metals, PAHs and petroleum hydrocarbons have been detected within shallow soils, none have been recorded in excess of their respective GAC. It is therefore considered that no specific remediation is necessary with regards to the soils at the Site.
- 6.132 Although no elevated concentrations of contaminants have been identified, groundworkers and sub-surface maintenance workers should be made aware of the possibility of encountering contaminated soils through toolbox talks. An appropriate 'hotspot' protocol will be put in place for groundworkers to act upon should such contamination be identified during the construction process.
- 6.133 Based upon the results of the ground gas monitoring undertaken at the Site, the Site has been classified as CS2 – Low Risk.
- 6.134 With regards to controlled waters it is considered that the marginal exceedances of copper and nickel do not pose a significant risk on the basis that there is no on-site source of copper or nickel, therefore, these concentrations are likely to be representative of background concentrations in the area. No further action is required.
- 6.135 Any topsoil imported onto the Site as part of the redevelopment works, or sourced from the Site and reused, will be tested to confirm suitability, prior to, and once placed, in landscaped areas. Attempts will be made to re-use existing topsoil at the Site within landscaped areas, subject to further testing confirming it is suitable for use.
- 6.136 Despite the low risk, a watching brief will be maintained during construction of the proposed development, in order to observe any evidence of dissolution features; and confirmation will be sought from the Local Water Authority as to whether they will require upgraded pipework to be installed for new service installation.
- 6.137 The Geo-environmental proposals are in line with national policies such as NPPF Section 8 Promoting healthy and safe communities; Section 11 Making effective use of the land and Section 15 Conserving and enhancing natural environment
- 6.138 For local policies the proposals are in line with Policy CS14 Efficient Use of Resources; CS15 Flood and Coastal Erosion Risk and DM18 Protecting New Development from Pollution.

Archaeology

- 6.139 An Archaeology report has been prepared by L-P Archaeology; the conclusion points below should be read in conjunction with the main report.
- 6.140 The proximity of the site to the Brockhampton Springs, which is at the historic core of the Brockhampton Conservation Area, raises the likelihood that there would be some form of early archaeology present on site. There is a moderate to high potential for archaeology of the Prehistoric period of medium significance; low potential for evidence of Roman archaeology of high significance; moderate to high potential for Roman archaeology of low or medium significance; moderate potential

for Early Medieval or Medieval archaeology of low significance; low potential for Post Medieval activity of low or medium significance.

- 6.141 There is no evidence to suggest any subsequent activity could have adversely affected the survival of potential archaeological deposits.
- 6.142 It is reasonable to assume HCC would recommend a program of archaeological investigations in order to confirm the extent and significance of any archaeological remains that may exist on site. These additional investigations are currently being carried out by the applicant and an update report will be submitted during the determination period.
- 6.143 This is in line with Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough which states that developments should protect and where appropriate enhance the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to archaeological sites and buildings of local historic or architectural interest.

7.0 SUMMARY

- 7.1 Tetra Tech have prepared this statement in support of a full planning application to Havant Borough Council, for the development of a new HQ building for Portsmouth Water and the erection of 4No. additional industrial/warehouse units, together with associated landscaping, parking, access and other infrastructure required to facilitate the development.
- 7.2 It has been demonstrated that the scheme represents sustainable development, responds to the key objectives of the NPPF and accords with planning policy at both the national and local plan level. The technical reports submitted in support of the application confirm that there are no overriding constraints which would prevent the approval of this application.
- 7.3 The proposal has responded positively to the Pre-application response received and has endeavoured to address all issues identified at that time.
- 7.4 The development will deliver a range of economic, social and environmental benefits for the local community including:
- Purpose built, modern HQ building for Portsmouth Water to help a valued employer of local and regional importance remain based in Havant;
 - Provision of much needed modern commercial space;
 - Provision of additional landscaping and new trees;
 - Upgrade of current road layout;
 - Additional new employment opportunities for local businesses and people;
 - A net gain in biodiversity on site.
- 7.5 The proposed siting of the development relates well to the surrounding area and is well served by local services and facilities, in addition to good transport links, including cycle routes, bus routes and train links.
- 7.6 Taking into account all the data provided by this planning statement and the associated technical reports, we feel that there is a clear case in favour of the granting of full planning permission for the development proposals.

APPENDICES

Appendix 1 – Copy of Development Consultation Forum presentation

New Headquarters building for Portsmouth Water and new employment buildings, land north of Solent Road, Havant

Portsmouth Water are looking to move from their existing premises on West Street to a new purpose built office building off Solent Road, to the rear of the Bosmere Medical Practice. This will allow their existing dated offices to be redeveloped and enable them to provide new modern offices for their staff and to ensure the company remains in Havant.

Chancerygate is the UK's largest multi-unit industrial property development and asset management company, with nearly 25 years' experience in the UK commercial property sector and they are leading on the development proposals. This will include providing the new Portsmouth Water building and also providing circa 2,000m² of additional commercial floor space consisting of B1c, B2 and B8 (storage, distribution or trade counter) uses. The site is within the built-up area of Havant and is currently allocated for 6,600sqm of new office floorspace in the adopted Havant Borough Local Plan (Allocations) under policy BD14. The current allocation was created to facilitate the relocation of Portsmouth Water and this proposal brings the long term plans forward.



Figure 1: Layout plan demonstrating how the buildings could be developed

The development will utilise the existing access but will be widened to ensure adequate access for all vehicles. The layout for the new commercial buildings has been designed to ensure that commercial traffic will be able to pull off the access road and to manoeuvre away from those using the medical facility. There is a demand locally for smaller, more affordable high-grade units to cater for smaller and start-up businesses and the units have consequently been designed to appeal to this market. A flexible approach to the range of uses on site maximises attractiveness to a range of occupiers.

The three commercial units have been positioned to the western side of the site access, set back from Solent Road to provide visual relief from the road in order to maintain a green boundary. The units have also been positioned to respect the existing residential uses to the west and preserve the setting of the Listed Old Manor House and Brockhampton Conservation Area. The units are no higher than 10m in height to minimise visual impact. They have also been designed to ensure the yard area is away from the houses to minimise any adverse impact on the residential uses.

The proposed Portsmouth Water HQ building has been designed in a contemporary style with extensive glazing and detailing to create an attractive, modern, 2-storey building. The entrance has been positioned such that the main entrance will be visible on entry to the site, providing a clear focal point and improving legibility on entry to the site. The building has also been positioned and orientated to take account of site constraints whilst maximising solar gain.



South Elevation

Figure 1 - Indicative Portsmouth Water HQ building front (southern) elevation

The proposals will ensure Portsmouth Water can remain in the locality for the foreseeable future and that the rest of the site provides high quality commercial units to retain jobs in the area, all set within a well landscaped area, and designed to minimise impact on those neighbouring the site.