
Site Address:	36 New Lane, Havant, PO9 2JL		
Proposal:	Proposed warehouse with ground and first floor offices.		
Application No:	APP/16/00659	Expiry Date:	28/09/2016
Applicant:	Mr Atkins		
	AData Ltd		
Agent:	Mr Potter	Case Officer:	Daphney Haywood
Ward:	Bondfields		

Recommendation: **GRANT PERMISSION**

1 Site Description

36 New Lane, Havant, comprises an employment site located within an established Industrial Estate on the east side of New Lane. This side of New Lane is primarily commercial whilst on the opposite side of the road is residential development. The site which comprises an existing parking area to the west of the existing buildings has an area of 0.39ha and fronts onto Stanbridge Road.

2 Planning History

90/54058/002 - 1. Concrete Plinth for water chillers on south side adj to existing chillers. 2. Mezzanine floor over part of store area to accommodate Post Room. , PPNR,18/09/1990
01/54058/012 - Provision of a cranked top to existing fence to support barbed wire (height 2.24m)., PERM,12/06/2001
00/54058/010 - Two storey side extension to north elevation, PERM,19/10/2000
00/54058/011 - Erection of temporary single storey lean-to addition to existing chiller compound on Stanbridge Road frontage., PERM,14/12/2000
00/54058/009 - Construct secure loading bay, PERM,12/06/2000
00/54058/008 - Relocating position of boundary fence fronting New Lane., PERM,01/06/2000
99/54058/007 - To install a portakabin to provide temporary offices for 6 months terminating 30th September 2000, TPP,18/02/2000
97/54058/005 - Erection of 2.4m high security fence to part of north, east and south boundaries of site, and new 2.4m high sliding gate to north boundary., PERM,17/04/1997
97/54058/006 - Relocation of fence to part of northern boundary., PERM,24/02/1998
94/54058/004 - Erection of 2.4m high palisade security fence and gates to northern and western boundaries and provision of 2 new vehicular accesses, PERM,25/05/1994
03/54058/013 - Erection of shed to south of main building., PERM,26/06/2003
04/54058/014 - Installation of third air conditioning plant and screening., PERM,21/10/2004
GEN/11/00701 - Lawful use of building, ,19/07/2011 10:22:56
GEN/14/00997 - Information on Sites previous history and any documentation which could be provided., ,14/10/2014

3 Proposal

Proposed warehouse with ground and first floor offices. The proposed development would provide for warehousing and ancillary offices for the existing business in a detached building. It would be a clear span portal frame with plastisol coated steel composite panels similar to that on the existing buildings with colours to match. The main span is 33m by 60m in length, an eaves height of 8m and a ridge height of 10.9m. The footprint would be 1980 sq m. The concrete floor would be laid directly over the existing tarmac and the existing access arrangements onto Stanbridge Road would be unchanged. The facility would allow the existing occupier AData to develop and consolidate their business. The whole AData site currently provides 209 parking spaces and 56 spaces would be lost leaving a total of 153 spaces following the proposed development.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

- CS14 (Efficient Use of Resources)
- CS16 (High Quality Design)
- CS17 (Concentration and Distribution of Development within the Urban Areas)
- CS2 (Employment)
- DM10 (Pollution)
- DM11 (Planning for More Sustainable Travel)
- DM12 (Mitigating the Impacts of Travel)
- DM14 (Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

- AL1 (Presumption in Favour of Sustainable Development)

Parking Supplementary Planning Document dated July 2016

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Environment Agency

With reference to the application above at New Lane, the site is located within a Source Protection Zone 1c (SPZ1c). The site is above London Clay so groundwater will be protected from near surface activities unless they are carrying out any deep construction activities.

Please can we request either:

- Confirmation that the foundations will be shallow, and if not, that they will terminate in the clay; or
- A desk study assessing potential paths, receptors and pollutants associated with the development area

As you know the National Planning Policy Framework (NPPF) takes a precautionary approach to land contamination. Before the principle of development can be

determined, land contamination should be investigated to see whether it could preclude certain development due to environmental risk or cost of remediation.

Where contamination is known or suspected, a desk study, investigation, remediation and other works may be required to enable safe development (in line with Paragraph 121 of the NPPF). Our minimum requirements for submission with a planning application are a desk study and preliminary risk assessment, such as a site walkover or conceptual model. Site Investigation and Remediation Strategy reports may be required for submission with a planning application for sensitive land use types or where significant contamination or uncertainty is found. However, should the works not propose any significant intrusive works into the ground then we would not require the applicant to provide a desk study but we would want something in writing to cover this issue.

Case officer note - The agent has confirmed that the foundations will be shallow and terminate in the clay.

Arboriculturalist

No objection to the scheme as long as the tree is protected during work on site. Heras type to be fixed to the edge of the current hard surfacing surrounding the tree.

Building Control

Fire authority vehicle access is unclear but will be sorted with Building Control involvement. Building frame should be fire proofed to stop collapse due to boundary location

County Archaeologist

No objection

Economic Development - Commercial and Housing

The application is a positive indication of the growth in the area and is supported by the Economic Development Team.

Crime Prevention -Major Apps

Planning Policy Approve in principle subject to parking in accordance with the Local Plan and/or emerging Parking SPD.

Southern Water

Informatives requested.

Traffic Management Team

The parking standard requires approx. 30 parking spaces but only 8 are being provided. It is anticipated that resulting parking will occur on local roads such as Littlegreen Avenue on the western side of New Lane accessed by a footpath over the stream. The Traffic Management Team therefore request that provision is made for a sum no less than £3000 to be provided by the developer to be set aside to allow a TRO be processed within a three year period of the construction of the development. **(officer note** the plans have been amended to include the whole of the AData site which provides for adequate parking provision and hence a TRO could not be substantiated.)

Engineering/Drainage

No drainage observations - site currently impermeable

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: 6

Number of site notices: one

Statutory advertisement: 08/07/2016

Number of representations received: 0

Summary:

Comment:

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 streetscene
- (iii) Impact upon residential amenity
- (iv) Parking and Highways considerations

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site lies within an established industrial area, where extension to existing premises is supported in principle subject to the considerations below.

(ii) Impact upon the streetscene

The proposal would be of similar design and height to the existing adjacent building on the site, with a similar set back from Stanbridge Road and as such would not be overly intrusive or detrimental. There is adequate space to accommodate the proposed building and its development is not considered to adversely impact the street scene. The existing landscaping comprising a single tree and this would be retained. The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon residential amenity

The development would be sited away from the existing residential properties and whilst there may be some additional traffic, given the established Industrial nature of this side of New Lane, the proposal is considered to result in limited and acceptable impact on residential amenity, meeting the requirements of Policy CS16 of the HBLP

(Core Strategy).

(iv) Parking and Highways considerations

The site lies in an established commercial area and the road and access arrangements are designed to accommodate vehicles associated with such development. In respect to car parking the application is supported by a parking statement and plans indicating 153 parking spaces,. The recently adopted parking standards require a minimum of 143 spaces for the existing floorspace and 30 spaces for the proposed development, making a total of 173, leaving a shortfall of 20 spaces. However, in sustainable locations the requirement can be relaxed. There are cycle ways on both sides of New Lane Road, the nearest bus stop is a 5 minute walk and the town centre and railway station are a 10 to 15 minute walk. The applicant advises that existing employees are encouraged to use alternative means of transport, a cycle to work scheme is in operation and they are putting in 2 electrical charging posts on site for their NEW Hybrid cars that are arriving in September and October. Given the sustainable nature of the location it is considered that a reduced parking rate as proposed would not result in unacceptable detriment and that subject to a condition in respect to the submission of a travel plan to promote alternative means of transport to the site reinforcing existing arrangements, this aspect of the proposal is considered acceptable.

8 **Conclusion**

The scale, siting, design, access and parking provision of the proposal are considered to be acceptable and the application is recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00659

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:

Location plan 1:250Dwg No 1616.01
Block plan 1:500 Dwg No 1616.01
Elevations Dwg No 1616.05B
Floorplans Dwg No 1616.04B
Parking statement amended 14/09/2106 ref1616.08A
Proposed Parking Plan Dwg No 1616.02C
Proposed Parking and turning Plan Dwg No 1616.03D

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall be as stated on the application forms or shall match, in type, colour and texture, those of the existing main building on the site so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No development hereby permitted shall commence until plans and particulars specifying the layout and depth of the foundations have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.

Reason: To protect against contamination and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 No development shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby permitted shall be occupied in association with the existing development on the site and shall not be occupied independently unless other wise agreed in writing by the local planning authority.

Reason: In the interests of amenity and to the prevent the creation of a separate employment unit without the provision of an appropriate level of car parking and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The development hereby permitted shall not be occupied until a Travel Plan

specifying measures to be taken to promote alternative means of transport to the private car, and the means of implementing and monitoring those measures, has been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented and monitored in accordance with the Plan.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 The development hereby permitted shall not be commenced until a BREEAM Pre-Assessment has been submitted to and approved in writing by the Local Planning Authority. Unless proven to be financially or technically unviable the assessment shall demonstrate that the development will attain a minimum standard of 'very good' BREEAM rating. The development shall be carried out only in accordance with the details the subject of the assessment.

Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.