

FORMER PFIZER SITE STANBRIDGE ROAD HAVANT

Proposed Redevelopment

Planning Statement

March 2015



STUTCHBURY
ASSOCIATES
LIMITED

1	Introduction	1
2	Site Description and Planning History	3
3	Planning Policy Framework.....	4
4	The Proposals	6
5	Policy Assessment	7
6	Conclusions	8

1 Introduction

- 1.1 This Statement has been prepared by Stutchbury Associates Limited on behalf of BCP (Havant) LLP in support of an application for outline planning permission for the:

Demolition of existing buildings and structures and redevelopment of the site with the erection of up to 11,363 sq m of accommodation for industrial and warehouse purposes within Use Class B1, B2 and B8, together with associated car and HGV parking and access, ancillary office and related facilities. Access, layout and building height to be determined.

- 1.2 The site is approximately 2.0 ha (4.9 acres) in area and is currently occupied by a large warehouse building extending to 14,875 sq m. The existing building is vacant and has been unused for some years - since August 2011 - and includes a main warehouse, high bay warehouse, cold store and a three storey office block which forms the north elevation. The site and building formed part of the Pfizer complex on the Havant North Industrial Park, but while that operation will continue on the adjoining site, the facilities on the application site are no longer needed and are therefore redundant. The building has in the past been used for warehousing and industrial purposes. Car parking and HGV loading areas are located around the northern and southern boundaries.
- 1.3 Although the site benefits from historic planning permissions for industrial and warehousing uses and the building remains on the site, this application seeks outline permission for redevelopment for up to 11,363 sq m of accommodation with a number of detail matters to be determined at this stage: namely siting, access and parking and maximum height of the proposed building. The application is submitted in this form as a named occupier/s has not been identified and it may be that once that is known, there will be specific design and layout requirements that will need to be incorporated. Rather than seek a detailed approval at this stage, the application seeks to establish appropriate matters enabling future detail to be clarified as part of reserved matter submissions in due course. This will enable the landowner to settle all necessary details in the most timely manner.

- 1.4 As part of this approach, the application is accompanied by drawings showing the existing building and a proposed layout for a single building (Drawing TP 006A). In addition, further site layout drawings are submitted showing how the site can be laid out as 2 or 3 buildings (Drawings numbers TP010B and TP 011B). Those drawings are not submitted for formal determination as part of this application, but are included so that consideration can be given at this stage and that should the final scheme incorporate those design elements, then some of the background analysis will have been undertaken.
- 1.5 In addition to flexibility in design, the application seeks a 'flexible' permission to allow uses within Use Class B1,B2 and B8.

Supporting Planning Application Documents.

- 1.6 In addition to this Supporting Statement, the planning application comprises the following documents:
- Application Forms and Certificate
 - Design and Access Statement
 - Drainage Strategy Report
 - Transport Assessment (including Travel Plan)
 - Utilities Supplier Information Statement
 - Land Contamination Report
 - Sustainable Design and Construction Report
 - BREEAM Pre assessment Report
 - Extended Ph 1 Habitat Survey
 - Noise Assessment

- 1.7 The applicant held discussions with the Planning Department prior to the preparation and submission of the application, and comments made during those discussions have been incorporated in developing the application submission.
- 1.8 The purpose of this Statement is to set out the relevant aspects of the proposal, including the planning policy framework, and to show how the development responds to the site constraints and also to the needs of modern industrial / warehousing operators and so makes appropriate use of a well established industrial site. The flexibility sought in the application, both in terms of uses and layout, enables a number of scenarios for development to be advanced, based on market conditions.
- 1.9 The existing building on the site is not best suited to meet the needs of modern occupiers in terms of layout, office accommodation, parking and vehicle circulation space. It was designed, and then extended, to meet the specific needs of a particular user and now is not easily brought back to meet the wider needs of the market. The building, as a result of being left vacant for a number of years has suffered from vandalism and would require considerable investment to bring it back to institutional standards.

2 Site Description and Planning History

- 2.1 The application site comprises some 2.0 hectares on the eastern edge of the Havant North Industrial Park.

Site boundaries and context.

- 2.2 The site is accessed off Stanbridge Road which connects to New Lane. The A27 Trunk Road runs further to the south. The site is centrally located within the Industrial Park but borders on the eastern boundary the main London to Portsmouth rail line. Beyond the rail line to the east is an established residential area with 2 storey properties on Nutwick Road, which back onto the rail line.
- 2.3 Adjacent to the northern boundary of the site is a well lit footpath that connects Stanbridge Road to Nutwick Road via a bridge across the rail line, and then to areas further to the east. Further commercial premises at the Oakwood Centre are located to the north. The site context and surrounding uses is shown in the submitted Design and Access Statement as well as the Transport Assessment.
- 2.4 The site is broadly rectangular in shape and is sits adjacent to the other well established industrial uses, including the large Pfizer complex to the south. The North Havant Industrial Park accommodates a large range of industrial/warehouse sites of varying sizes, ages and designs. Extensive residential areas are located in the vicinity of the site.
- 2.5 The application site was first developed in the 1960's and since that time the buildings have been adapted and extended in the 1970's as well as in 1989. Over the period 1963 – 73 the building was used for the manufacture of loudspeakers by Goodmans. The site was subsequently bought by Wyeth

(Pfizer) pharmaceuticals in the 1980's and used for the storage and packing and distribution of pharmaceutical supplies until its closure in 2011.

- 2.6 It is significant that the rail line is raised above the adjoining ground level by some 2.5 – 3.0 m in relation to the application site as well as the residential area to the east. This feature is relevant in the consideration of any potential noise impact as well as views of the proposed building from areas to the east.
- 2.7 Havant rail station is some 10 minutes walk south of the site which gives connections to Portsmouth as well as London. Bus services are located along New Road. Detail of public transport provision is set out in the Transport Assessment that is submitted with the application. That report concludes that the site benefits from good pedestrian and cycle links, as well as good train and bus services; the site is located within a highly sustainable location.

3 Planning Policy Framework

- 3.1 In considering the application it is necessary to have regard to the primary legislation set out in Section 38(6) of the 2004 Act. This requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This is further emphasised in Government guidance given in the National Planning Framework (NPPF); para 196 states that the planning system is plan led. It is the case therefore, that the application has to be considered in the context of the adopted development plan.
- 3.2 The adopted Development Plan is made up of the Havant Borough Core Strategy (March 2011) and the Adopted Allocations Document (July 2014). There are also a number of Supplementary Planning Documents. The weight to be afforded to any saved policies will depend on the degree of consistency the policies have with the NPPF.

NATIONAL GUIDANCE: NATIONAL PLANNING POLICY FRAMEWORK (NPPF) 2012

- 3.3 National Guidance is set out in the NPPF (March 2012) and Planning Practice Guidance (March 2014). The Framework advises that Planning Authorities should seek to promote sustainable development and through both plan making and decisions on applications, should aim for high quality development; to always seek high quality design and a good standard of amenity for all existing and future occupants of land and buildings; to encourage the effective use of land and to promote mixed use developments.
- 3.4 NPPF also advises that Planning Authorities should look for solutions rather than concentrating on problems. Authorities should aim to work in a proactive way in promoting developments that enhance the economic, social and environmental characteristics of the area.
- 3.5 Paragraph 14 of the NPPF makes clear the presumption in favour of sustainable development and that LPA's should positively seek opportunities to meet the development needs of their area. This translates in approving development proposals that accord with the Development Plan without delay.

Paragraph 17 sets out 12 Core Planning Principles. These include – the objective to proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs.

- 3.6 The Planning Practice Guidance sets out advice that covers a range of matters in preparing, submitting and considering applications. In developing this application, regard has been paid to that guidance in, for example, engaging with the Authorities as part of a pre application consultation as well as considering potential noise and traffic aspects.

The Development Plan

- 3.7 The Development Plan is made up of the Adopted Havant Borough Core Strategy (March 2011) together with relevant Saved Policies and the allocations Document. The Plan was adopted prior to the NPPF as well as the abolition of the South East Plan.
- 3.8 A key objective of the Plan is to promote high quality land and buildings for employment development and also to promote development that will help raise skill levels and employment opportunities.
- 3.9 Policy CS2 Employment – The Council will seek to accommodate flexibility and a net total of 162,000sq m of new B1, B2 and B8 employment space. The key elements of the Policy can be summarised as:
- Prioritise the use of previously developed land for the provision of new employment floorspace
 - Promote local employment and training initiatives on new employment sites, particularly for construction skills.
 - Safeguard existing employment sites and allocations that are fit for purpose from non employment uses
 - Provide jobs on existing employment sites that are fit for current purpose
- 3.10 The redevelopment proposals sit squarely in support of the Policy objectives; the site is in a sustainable location within a well established employment area. It will constitute the reuse of previously developed land – which is 'fit for purpose' for employment use which has lain redundant for some 4 years.(paras 3.23/3.24).
- 3.11 Other relevant policies that are relevant in the consideration of this application are:

Policy CS3 Skills and Employability. The Policy states that permission will be granted for developments that raise the skill levels and increase employability and helps to bring back into employment those who are economically inactive. It is not known at this stage, the detail of the operations that can be

accommodated on the site, but a flexible permission will enable a variety of employment opportunities to be created.

- 3.12 Policy CS14 Efficient use of Resources seeks to promote development that meets BREEAM 'very good' and Policy CS16 promotes High Quality Design and to create places that people want to live work and relax. Of relevance e) states *'The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, noise and overlooking.'*
- 3.13 The application is accompanied by Noise Assessment which considers the site and proposed uses.
- 3.14 Policy CS 17 promotes the effective use of land within the urban areas and 2 'Prioritises development on previously developed land, including redundant, derelict or underused land and buildings....'

4 The Proposals

- 4.1 While the application is submitted in outline form and seeks approval for the development of up to 11,363 sq m of industrial/ warehouse space, a number of other details are also submitted so as to provide a greater level of certainty on key development aspects in taking the development proposals forward. The submitted layout plan shows how a single building can be accommodated in much the same manner as exists at present – car parking located principally to the north of the building, an access road running the length of the site along the western boundary to a service/ loading area to the south. A total of 99 cars spaces are provided together with space for 47 cycles.
- 4.2 The eastern elevation is located close to the boundary adjacent to the rail line so as to make effective and efficient use of the site. The internal height of the building is 12 m. While appearance and external materials are to be determined as part of future reserved matter submissions the height of the building is submitted at this stage. Composite cladding panels are envisaged and no openings are proposed on the eastern elevation (other than emergency exits).
- 4.3 Two further layout options are submitted for information only. Scheme 2 shows the site laid out as two units –

Unit 1 7013 sq m,

Unit 2 2654 sq m.

Total 9667 sq m

Scheme 3 show the site laid out as three units

Unit 1 3920 sq m

Unit 2 2296 sq m

Unit 3 2440 sq m

Total 8656 sq m

- 4.4 In both cases, the development 'backs' onto the rail line and all car parking and servicing is located on the western portion of the site. Site access is unchanged from Scheme 1. Developing the site as two or three separate units may offer greater scope in terms of flexibility of uses, but such schemes do not give the same amount of floorspace that can be provided.

5 Policy Assessment

- 5.1 The principle of the proposed development in this location is supported by the Development Plan as part of helping to meet the employment Policies in this part of Havant. The site is in a well established industrial park and is in a sustainable location. It constitutes use of previously developed land. The development, while submitted in outline at this stage, will be designed and constructed to a high standard in accord with Adopted Policy. The ambition of promoting well designed and located schemes is set out in the Core Strategy as well as the NPPF.
- 5.2 The design and layout is set out within the Design and Access Statement as well as the Transport Report showing how car and HGV parking can be satisfactorily accommodated as well as provision for cycles. The building will be constructed to meet BREEAM 'very good' and the Sustainable Design and Construction report sets out a number of measures that will promote energy efficiency in both the building fabric and building services installation.
- 5.3 The Transport Assessment demonstrates that the proposal meets the policy requirements at both national and local levels and that in terms of trip generation it can be concluded that the proposal represents a reduction compared to use of the existing building.
- 5.4 The Phase 1 Habitat Survey concludes that the site and building is of negligible ecological value and there is no sign of bats.

6 Conclusions

- 6.1 This Planning Statement has set out the relevant considerations for this application for Outline Planning permission for the:

Demolition of existing building and structures and redevelopment of the site with the erection of up to 11,363sq m of accommodation for industrial and warehouse purposes within Use Class B1, B2 and B8, together with associated car and HGV parking and access, ancillary office and related facilities. Access, layout and building height to be determined.

- 6.2 The application seeks approval for up to 11,363 sq m as shown on Plan TP 006A, but plans showing how development could be laid out as 2 or 3 building units are also submitted for information. The application seeks permission for uses within B1,B2 and B8 so as to enable occupation by a range of potential occupiers. Reserved Matter submissions can be submitted in due course once the detailed requirements of occupier/s are known.
- 6.3 The Design and Access Statement incorporates a series of Design Principles which are informed by the analysis undertaken in preparing this application for outline planning permission and through the pre-application consultation that have taken place with Officers at Havant Borough Council. All future Reserved Matters applications will be in accordance with the Design Principles.
- 6.4 The Design and Access Statement and supporting documentation also demonstrate that the site and location is suitable for delivering the mix of uses proposed and is available to come forward for development now as there are no known constraints.
- 6.5 This statement has demonstrated the proposed development is supported by the Development Plan and there are no material considerations that indicate that planning permission should not be granted.
- 6.6 In light of this, we consider the application proposals should be granted Outline Planning Permission for the following reasons:
- The principle of uses proposed are acceptable in the context of the adopted Development Plan, and provide flexibility for the development of the site to come forward based on market demand and conditions
 - The development is capable of supporting a broad range of industry sectors in use classes B1,B2 and B8 and provides a diverse employment offer through the flexibility of building design delivered as part of the site analysis exercise
 - The proposal does not adversely affect key issues such as cultural heritage; water source and flood risk, and contamination
 - The proposal will not cause an adverse impact on the operation of the local road network, is highly accessible by public transport, and delivers parking at a level which is within the maximum parking standards to encourage development generated trips to be made by sustainable modes of travel.

- The proposals will help the reuse of a vacant brownfield site on a well located industrial park and as such is fully in accord with policy advice and objectives at local and national levels.
- It will help provide increased job opportunities for residents of Havant.