

Planning Application Response of Planning Policy

Application No:	APP/15/00284
Site Address:	Site of Former Warehouse, Stanbridge Road, Havant
Development:	Outline Application for Demolition of existing building 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, appearance and layout reserved.
Case Officer:	Mrs H Lealan
Comments by:	Gavin Stonham
Date of Comments:	7 th April 2015

Policy Status:

The Local Plan is now comprised of the Core Strategy (2011) and the recently adopted Allocations Plan (2014). It should be noted that Saved Policies are no longer relevant.

Comments:

The applicant's agent has previously received preapplication advice (GEN/14/01160) from the Council on 9th January 2015 about the proposed redevelopment of this vacant former warehouse building in Stanbridge Road, previously part of the Pfizer complex, with a new development of B1/B2/B8 employment uses. As a result of the advice he has submitted considerable supplementary material with the planning application, including a Planning Statement and Design and Access Statement, as well as a sustainability report, acoustic report, ecology report and Transport Statement.

There are no relevant site specific policies in the Local Plan (Allocations) that apply to this site. The site is part of and fully within New Lane Industrial Estate, which houses a range of industrial, warehouse and business occupiers; it appears an appropriate location adjacent to other business uses. It is separated from the nearest residential areas to the east of the site (in Nutwick Road) by the railway line although it is still visible from it, mainly from the rear of the properties on the west side of that road which have their back gardens next to the railway line. The scale of the proposed development would be less dense overall than the existing building on the site however the final design and materials proposed should consider and take into account the view of the proposed development from these residential properties.

The agent's Planning Statement points out that the proposal would fulfil the criteria of both the National Planning Policy Framework and of policy CS2 of the Havant Borough Local Plan (Core Strategy), as it would reuse previously developed land for new employment floorspace (the reuse of previously developed land also fulfils policy CS17 (2)), provide jobs on a site that is fit for current purpose and promote local employment and training initiatives (this would also fulfil policy CS3). The site has previous permission for employment use and has lain vacant for nearly four years since August 2011. The exact land use mix, i.e. proportion of B1/B2/B8 uses, is currently undecided in this outline application; however any mix of B-use classes would provide local employment and should be acceptable for this industrial location.

The proposed building would entail a reduction in the total gross floorspace on the site from 14,878 sq m to 10,683 sq m. This equates to a loss of 4,195 sq m; however the plans and drawings and Design and Access Statement indicate that the new building would be constructed to modern specifications with disabled access and an environmentally efficient building design which provides natural daylight at the same time as maintaining high insulation qualities. This would be in accordance with policy CS16 (4, 5 and 7) of the Local Plan (Core Strategy) (High Quality Design).

The Design and Access Statement, on page 4, states that the proposed orientation of buildings and vehicle areas avoids adverse impacts and harm to neighbouring properties. The detailed design would still need to be considered however to assess how well it meets this policy as some aspects of the application are still to be determined, i.e. the access, layout and building height, and the appearance and layout are to be reserved matters.

As the proposal is for a major development of over 500 sq m, under policy CS14: Efficient Use of Resources, the development must ensure that on-site renewable energy production and resource efficiency are maximised. The development must also meet the BREEAM standard of 'very good'. The agent has supplied a BREEAM report which states that the *"BREEAM POSSIBLE development scheme for the development could currently attain a score of 66.44%, which translates into a VERY GOOD BREEAM Industrial 2014 rating, with a safe % buffer margin over the VERY GOOD threshold (55%) of at least 5%."* (page 4).

The proposal would provide a total of 99 car parking bays, including 5 for people with disabilities, and would provide 10 bays for heavy goods vehicles and 47 new spaces for cycle parking. There are 93 existing car parking bays on the site so the proposed redevelopment would provide an additional six bays. Non-residential parking standards for commercial development are shown in appendix 5 of the Core Strategy and the proposed parking provision accords with these current adopted standards, which are a maximum standard. Nationally there has been a move in planning policy towards providing higher levels of parking in new developments to address recent problems of undersupply of parking spaces and ensure adequate provision. The NPPF states at paragraph 39 that local planning authorities should consider a site's accessibility, the availability of public transport and local car ownership levels when setting local parking standards.

The Council is preparing a new Car Parking Supplementary Planning Document, which is currently scheduled to be adopted at the end of 2015. The document is in draft form at present but it may alter the local parking requirement for commercial development when it is adopted. This is something that the developer might therefore need to bear in mind, depending on the timeframe for when a detailed application is submitted.

Under Policy DM3 of the Local Plan (Core Strategy) (Protection of existing employment and tourism sites) a redevelopment of this site which was previously occupied by a B8 employment use class to another B-use class would be highly desirable. By upgrading the existing premises to modern needs, the proposal would also retain the site in the same use class and could help protect its future as a site for B-use employment.

Policy CS11 (8) states that planning applications will be granted for development that protects wildlife habitats. The ecology report submitted with the application shows that the site has undergone surveys for wildlife, which prove that the site has negligible ecological value. The surveys showed limited bird activity and no signs of badgers or bats, although it does mention that further surveys for bat roosting sites may be required if the condition of the existing building were to further deteriorate.

Policy DM10 (and CS16) were raised as considerations in previous written correspondence to the agent and as a result the agent has submitted an acoustic report, which shows the

result of an assessment of noise levels based on 24-hour operation of the site and concludes that the re-development would not give rise to significant adverse impact by reason of noise.

The application appears to positively address policies DM11 (Planning for More Sustainable Travel), 12 (Mitigating the Impacts of Travel) and 14 (Car and Cycle Parking) The Design and Access Statement states that the proposed development would maintain existing vehicle access and full access within the site. The site has good access through the road network serving the estate. Within the site, the proposals include clear separation of goods and service vehicles, dedicated parking provision and purpose designed covered secure cycle parking.

Principle of development:

Approve (as an outline application).