

Planning Statement

Land to the West of Palk Road
Havant, Hampshire PO9 1NL

Report date: April 2015



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Prepared for:

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Contents

1. INTRODUCTION	1
2. SITE AND SURROUNDINGS	1
3. PROPOSED DEVELOPMENT	2
4. PLANNING HISTORY	2
5. PLANNING POLICY CONTEXT	3
6. DEVELOPMENT CONSIDERATIONS	7
7. CONCLUSION	9

1 INTRODUCTION

- 1.1. This Planning Statement is made in support of a planning application submitted on behalf of Brockhampton Property Investments Limited for change of use of the land to B8 storage and the provision of two Portakabins. The application site is within the administrative boundary of Havant Borough Council.
- 1.2. The reason for the required change of use is due to the changing requirements of Portsmouth Water Limited who are the main organisation of which Brockhampton Property Investments Limited is a subsidiary. The site is allocated in the Havant Borough Council Local Plan allocation stock for residential use but due to the changes to Portsmouth Water's requirements the land is now required for B8 open storage.
- 1.3. The current use of the site is part B8 open storage and part vacant scrubland.
- 1.4. This Statement should be read in conjunction with the application form.

2 SITE AND SURROUNDINGS

- 2.1 The 0.39 hectare site is currently partly used by Portsmouth Water as a storage facility and the remaining part of the site is scrubland. The boundaries of the site are currently thick hedging and wire mesh security fencing.
- 2.2 To the south of the site are sites used for open storage for vehicles and pipes and some include on site Portakabins. To the east of the site are residential properties in a variety of forms. The residential building sharing the north eastern boundary of the site is 1½ storeys in height with dormers facing onto Palk Road. To the north of the site is a railway line and the Bedhampton Railway Station. Beyond this railway line, to the north, are residential properties of a mix of heights of 1½ to 2½ storeys and a variety of tenures including terraced and detached. To the west of the site is open grassland with an underground Portsmouth Water pumping station.
- 2.3 The site is currently access from the southern end of Palk Road half way down the site. The new access will be a shared access with the existing Portsmouth Water pipe storage which is to be retained. The access will remain, in essence, unchanged.
- 2.4 There are no listed buildings on or adjacent to the site according to the English Heritage website.
- 2.5 The site is within Flood Zone 1 and is therefore not considered to be at risk of flooding according to the Environment Agency Flood Risk Map.



Figure 1: Aerial Image of Palk Road, Havant PO9 1NL

3 PROPOSED DEVELOPMENT

- 3.1 As the current use of the site is part B8 open storage and part scrubland used for informal storage the proposed development is to regularise the use of the whole site for B8 open storage and obtain consent for two Portakabins on the site.
- 3.2 This proposed use is similar in type and form to the uses currently being undertaken on the opposite side of Palk Road which is B8 open storage and provision of Portakabins.
- 3.3 The reason for the application is due to Portsmouth Water's operational requirement to provide open storage space for a third party contractor who will assist in the operations of Portsmouth Water. The land will be leased for open storage to the contractor but will remain in the ownership of Portsmouth Water.

4 PLANNING HISTORY

- 4.1. The relevant planning history for the site is difficult to determine as planning history records are identified as land adjacent to Palk Road but there are a number of planning history records for Palk Road of similar description to the application to which this document relates. These are as follows:
 - Application reference 08/61709/007 for change of use of land to storage and parking of coaches, siting of 3 No. Portakabins and 4 No. storage containers. The application was made by Flight Travel and was withdrawn in January 2009.

- Application reference 07/61709/005 for renewal of planning permission 03/61709/004 for 3 No. Portakabins, 2 No. storage containers and a covered area. The application was made for the former Pipe Store and was granted temporary permission in August 2007. The temporary permission expired in July 2011.
- Application reference 03/61709/004 is for re-siting of 2 No. existing Portakabins and 1 No. storage container and siting of 1 No. additional Portakabin and 3 No. additional storage containers and a temporary covered area. This is the variation of Condition 3 on planning permission 01/61709/002 to allow operating vehicles to access and leave the site outside the hours of 06:30-22:30.

The application was for the former Pipe Store of Palk Road and was a split decision in October 2003 and the Portakabins were granted consent for a limited period expiring June 2007. The hours of operation were later agreed by a variation of condition to be 0630 to 2330.

- Application reference 02/50202/012 for the change of use in retrospect for continued use of the land in connection with accident repair centre as car parking and storage. This application was for the former Methodist Chapel at Palk Road and was granted temporary permission in September 2002. No detail is given online as to the length of the temporary permission.
- Application reference 01/61709/002 is for the use of part of the site for storage and overnight parking of coaches and the siting of 2 No. Portakabins and 1 No. storage container. Temporary planning permission was granted for the Pipe Store Palk Road in June 2002. The temporary permission expired in June 2007.
- Application reference 01/61709/001 is for the erection of 1 No. Portakabin, 2 No. containers and associated parking provision adjacent to the eastern boundary with access from Palk Road. Temporary permission was granted for the Pipe Store Palk Road in June 2002 and expired in June 2007.
- Application reference 98/50202/011 is for retrospective consent for change of use of land to storage of vehicles in connection with AR Centre for a period of 3 years and including surfacing of site with tarmac and 2m high fencing. The application for the former Chapel in Palk Road was granted temporary consent in October 1998. The date of expiry is not provided on line.
- Application reference 97/61709/000 is for change of use for land for vehicle storage. The application was for land at Palk Road and from the website appears to have been refused in June 1997.

- 4.2. There are further planning history records prior to 1997 which relate to the former Chapel site and are not relevant to the site to which this application relates.

5 PLANNING POLICY CONTEXT

Relevant Policy Documents

- 5.1. The relevant planning policy context to this site is formed by the National Planning Policy Framework (NPPF) 2012 and the local planning policy including the Havant Borough Local Plan (Core Strategy) and Havant Borough Local Plan (Allocations).
- 5.2. The National Planning Policy Framework (NPPF) was adopted as planning guidance in March 2012. The NPPF is the overarching planning document. The main theme to the document is to achieve sustainable development. Maintaining and sustaining the economy is a key requirement to this hence why one of the core principles is to proactively drive and support sustainable economic development (Paragraph 17). This is achieved through delivering homes, businesses and industrial units that the economy needs.

National Planning Policy Framework (NPPF) (2012)

- 5.3. The NPPF contains a 'presumption in favour of sustainable development' and states that Local Planning Authorities should approve a development that is sustainable without delay. The proposed development should be considered sustainable development by its close proximity to public transport, ensuring Portsmouth Water's functionality and enabling efficient use of space.
- 5.4. According to paragraph 19 of the NPPF, the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and therefore significant weight should be placed on the need to support economic growth through the planning system. One such way to achieve economic growth is through the re-use of previously developed land such as sites to which this application in part relates. Paragraph 20 goes further to state that Local Planning Authorities should seek to achieve this economic growth by planning pro-actively to meet the needs of developing businesses and developing economy.
- 5.5. Through paragraph 34 of the NPPF, Local Governments are encouraged to locate development in areas that maximise the use of sustainable transport modes. The site to which the application relates is one that is surrounded by a large variety, and ample supply of, sustainable transport modes (paragraph 35). The site has access to public transport facilities particularly that of Bedhampton Railway Station and bus services along West Street.

Havant Borough Core Strategy – March 2011

- 5.6. The proposals map associated with the Core Strategy shows the site as being allocated for residential development and being located in an area of development in the coastal zone. The site is adjacent to an area safeguarded for the requirements of infrastructure providers (a pumping station – run by Portsmouth Water). The site is adjacent to uncertain sites for Brent Geese and Waders but the site itself is not such a site.



-  (CS19.8) Safeguarding requirements of infrastructure providers
-  (DM9) Development in the coastal zone
-  Housing Allocation
-  (CS15) Flood Zone 2
-  (CS15) Flood Zone 3
-  (CS11)(DM23) Uncertain Sites Brent Geese and Waders

- 5.7. Policy CS2 (Employment) seeks to accommodate 41,500 sq m of B8 warehousing between 2006 and 2026 in the Borough. The application to which this document relates will contribute towards this target by formalising the scrub/informal use as B8 storage.
- 5.8. The policy also states that planning permission will be granted for development proposals that safeguard existing employment sites that are fit for purpose. This site is fit for purpose as it is located against sites which are currently used for the same use. The retention and use of this site as B8 employment will provide and secure jobs for a local business and generate wealth and economic output for an existing employment provider within Havant.
- 5.9. Policy CS16 (High Quality Design) identifies that planning permission will be granted for developments which are of high quality design which require the following:
- A development that reflects and responds to the existing features of the local character, respects the neighbouring building heights, massing existing lines, materials etc, that the development is well connected through access to public transport and finally that the development does not cause unacceptable harm to amenity of neighbours (see the Noise Impact Assessment which accompanies this application).
- 5.10. Policy DM6 (Coordination of Development) details that proposals will only be permitted where they do not undermine the future development of adjacent sites.
- 5.11. Policy DM14 (Car and Cycle Parking on Development (excluding Residential)) details that development will only be permitted where it provides the parking provision in accordance

with the relevant standards. The Hampshire County Council Parking Standards are identified later in this document.

Havant Borough Local Plan (Allocations) Adopted Version (July 2014)

- 5.12. The site to which this application relates is an allocated site within this document known as H19 Land at Palk Road (0.53ha) and is allocated for 21 dwellings.
- 5.13. The allocation mentions that this site is owned by Portsmouth Water Company and is considered surplus to use. However, due to the changing operational requirements of Portsmouth Water this site is required to accommodate a third party contractor employed by Portsmouth Water to assist in its operations.
- 5.14. The allocation identifies a number of known constraints including the site being adjacent to a railway line and pipelines crossing the site which do not lead to a wholly suitable site for residential in any instance.
- 5.15. From informal discussions with the planning policy team at Havant Borough Council it is confirmed that B8 use at this locality is appropriate by taking the operational needs of Portsmouth Water into consideration.
- 5.16. The planning policy team considers that the loss of twenty one dwellings is a relatively small number of dwellings that can be made up by housing provision elsewhere in the borough particularly given that the Local Plan Allocations document made no allowance for large windfall sites and a conservative allowance for small windfall sites.

Non Residential Parking requirements (Hampshire County Council)

- 5.17. Non residential parking standards are determined by Hampshire County Council the requirements are as follows:

Use	Maximum Parking Limit (spaces)	Parking Required in Accessible Locations (spaces)	Cycle Parking Provision - Long Stay (stands)	Cycle Parking Provision – Short Stay (stands)
B8	1 per 90sqm	1 per 303sqm	1 per 500sqm	1 per 1000sqm

- 5.18. Space will be made available within the site to accord with the above parking standards.

6 DEVELOPMENT CONSIDERATIONS

Principle of Development

- 6.1. The proposed change of use is, in principle, contrary to local planning policy as the site is allocated for 21 residential dwellings under the Havant Borough Local Plan (Allocations) document which was adopted in July 2014. Through pre-application discussions with the Council the change of use is considered acceptable given the nature of the occupier, the nature of the site and the small provision of dwellings (see Planning Policy justification below).
- 6.2. Aside from the allocation of the site for residential use the site is suitable for B8 open storage and the provision of two Portakabins as this is in character with the area which at the western end of Palk Road is characterised by B8 open storage through a number of occupiers including Portsmouth Water for use as a pipe store. Given that the site is already partly used for open storage it accords with the character of the area.
- 6.3. The proposed development is appropriate as it accords with national planning policy as it is in a sustainable location given the nearby railway station and bus services and the use of the site to provide employment.
- 6.4. The proposed user will be a third party contractor employed by Portsmouth Water to manage the mains renewal which includes replacing mains water pipes as and when required, replacing and providing meters to clients, the reinstatement of road works after installation of new pipes and the sampling and testing of water. This site will be used to store vehicles, materials and equipment required for undertaking these activities. The Portakabins will provide a base for the mains renewals activities to be managed and allocated out to employees.
- 6.5. The activity of mains renewal is a key infrastructure service and should be supported by the Council as it is considered acceptable in the character of the area, is sustainable and will enable the effective operation of Portsmouth Water.

Planning Policy Justification

- 6.6. Pre-application discussions were undertaken with the planning policy department and they considered that whilst there is a policy requirement residential uses they place significant weight on the operational needs of Portsmouth Water as water provider. They would accept the site being used for B8 open storage due to the requirement of the company's needs as a water provider. The following points provide justification in policy terms:
- 6.7. The intended use of the site will be for a third party contractor employed by Portsmouth Water for the operation of Portsmouth Water as a water provider. If necessary the consent of planning permission for the change of use to B8 open storage can be restricted to the operations of Portsmouth Water and any employed third party contractors if the planning department consider this a necessity.
- 6.8. Other potential sites have been considered by Portsmouth Water for this use but have been ruled out for a number of reasons. These include that they are currently used for other operations which would not be compatible with the proposed use and/or that the sites would not be suitable for the use in the timeframe to which Portsmouth Water require the site.
- 6.9. Portsmouth Water has not ruled out the long term use of the site for housing but that at this current time there is a need to use this site as a continuation/extension of the existing use of the site in order to facilitate Portsmouth Water's current demands. If in

the future these demands and needs change as technology improves and therefore the site is no longer needed for open storage then the site would again be open for residential use.

- 6.10. The planning policy department commented that due to the relatively low number of houses the site could accommodate then it will not have a large impact on housing supply. However the Local Plan housing provision and supply made no allowance for large windfall sites and a conservative allowance for small windfall supply. Therefore Planning Policy have confirmed that they are confident that this relatively small number of dwellings (21 in number) can be made up through housing provision elsewhere. It is noteworthy to mention here that Portsmouth Water are redeveloping another major site within the Borough for residential development and this could provide a greater number of houses than the site is allocated for (subject to planning) and therefore could potentially in itself make up at least some of the loss of the 21 dwellings at this site.

Site Layout

- 6.11. The majority of the site will be used for B8 open storage which includes the storage of pipes, vehicles and other equipment required for the replacing of mains pipes, provision of meters and the reinstatement of roads following water pipe replacement. The vehicles stored on site will be in connection with the infrastructure services activity of mains renewal.
- 6.12. Aside from open storage the site will also include two Portakabins which will be used as a base of operations for a manager in order to allocate and manage the work for the mains renewal within the Portsmouth Water area of water provision. Elevation and floor plans for the Portakabins accompany this application. The location plan, which also accompanies this application, identifies the location of these Portakabins within the site which will be located against the railway line and residential dwelling to the north east of the site. This will provide a buffer between the B8 open storage use and the residential dwelling (this is further explained through the noise section of the development considerations below).

Access and Parking

- 6.13. As detailed on the location plan which accompanies this application the red line crosses the existing pipe storage used by Portsmouth Water. The remaining area of the pipe store outlined in blue will remain in operation for open storage by Portsmouth Water but the site within the red line will be for the third party contractor. In terms of access however the area within the red line will be accessed via the existing access at the western end of Palk Road as a shared access with Portsmouth Water's open storage area.
- 6.14. The proposed development can accommodate the parking standards outlined in paragraph 5.26 of the planning policy context section of this document as there is ample space on site for the parking provision and the site will be used partly for the storage of vehicles.

Hours of Operation

- 6.15. The hours of operation have been completed in the application form to read 0700 – 1900 but this is subject to negotiation with the Council. The chosen hours are based on the noise report accompanying this planning application which details that activity outside the aforementioned hours would not be acceptable on a regular occasion given the nearby residential dwellings.

Flood Risk

- 6.16. As mentioned previously in this document the site is located within Flood Zone 1 and is therefore not considered to be at risk of flooding according to the Environment Agency flood risk map.

Heritage

- 6.17. There are no listed buildings on or adjacent to the site according to the English Heritage website.

Noise

- 6.18. The Noise Impact Statement accompanying this planning application details that the proposed change of use should not give rise to 'significant' adverse noise impacts.
- 6.19. In order to mitigate any potential impacts it is proposed to ensure that a 2m high close boarded fence be erected and maintained on the boundary between the site and the adjacent residential dwelling ('Wengen').
- 6.20. To further mitigate the noise impacts of vehicular movements on site the Portakabins are proposed to be located close to the adjacent residential dwelling ('Wengen').

Ecology

- 6.21. The walkover survey (phase 1) determined that there was little habitat for protected ecological activity aside from that of reptiles. A reptile survey was then undertaken and the findings of which are included within the Ecological Report accompanying this application.
- 6.22. The findings of the reptile survey (phase 2) were that Slow Worms are present on the site. The proposed change of use would result in the destruction of Slow Worm habitat and potential loss of the specimens. To avoid loss and minimise the impact a translocation scheme is proposed. The Slow Worms will be translocated to a nearby appropriate site that is managed by Portsmouth Water. The translocation will commence prior to the potential grant of planning consent.
- 6.23. Given the nature of the proposal and the habitats on site the ecologist recommends that the translocation site be enhanced rather than the site to which this application relates. These enhancements include the provision of bird and bat boxes.

Planning Obligations

- 6.24. The Havant Borough Council Community Infrastructure Levy charging schedule identifies that industrial use including B8 open storage is a £0 per sq m Community Infrastructure Levy payment.
- 6.25. It is considered that no further financial contributions should be required for the site as part of the site is currently used for B8 storage and the use of the remaining site for B8 storage would not result in a significant impact requiring a financial contribution. However should financial contributions be proposed by the Council then these can be negotiated and agreed during the life of the application.

7 CONCLUSION

- 7.1. From pre-application discussions with the planning policy team at Havant Borough Council it is considered that the proposed development is acceptable in principle given the operational needs of Portsmouth Water as water provider and the fact that the proposed use is a continuation/extension of the existing use of the site solely for the purposes of Portsmouth Water.
- 7.2. The key constraints of ecology and noise have been assessed and through appropriate layout of the site the change of use to B8 open storage and the provision of two Portakabins is considered acceptable particularly given the location of the Portakabins to the north eastern part of the site adjacent to the residential dwelling where they can act as a buffer between the open storage activities and the amenity currently enjoyed by the residential dwelling.
- 7.3. Based on the contents of this document and associated plans and reports it is considered that this application for change of use of the site to B8 open storage and the provision of two Portakabins is acceptable in principle and in detail having considered the key constraints of ecology and noise. It is therefore considered that this planning application should be approved.

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