
PLANNING STATEMENT

**ON BEHALF OF HARGREAVES
PROPERTIES LTD**

**TRADE PARK ON SOLENT ROAD,
HAVANT**

MAY 2012



Our Ref: AKH/ljs/480/34/1

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Contents

	<u>Page No.</u>
1. Introduction	1
2. Site and Surroundings	2
3. Planning History	4
4. Planning Policy and Guidance	5
5. The Proposal	8
6. Pre-Application Consultation	10
7. Planning Issues	11
8. Summary Conclusions	13

Appendices

1. Site Location Plan Ref: 480-34-1_1
2. Schedule of Planning History

1 INTRODUCTION

- 1.1 This statement has been prepared, on behalf of Hargreaves Properties Ltd, in support of a hybrid planning application, for the redevelopment of Solent Road Trade Park, at Solent Road, Havant. It is to be read in conjunction with the other planning application submissions, including:
- (i) Transportation Statement;
 - (ii) Draft Framework Travel Plan, and
 - (iii) Design and Access Statement.
- 1.2 This Statement identifies and appraises the planning issues relevant to the determination of this application, drawing in part from other application submissions. In particular, the statement:
- (i) Describes the site, its surroundings and planning background;
 - (ii) Reviews and appraises planning policies and guidance;
 - (iii) Describes pre-application consultations and summarises the relevant issues arising from these;
 - (iv) Describes the form and content of the planning application, and
 - (v) Appraises the relevant planning issues arising.
- 1.3 Finally, the Summary Conclusions present a brief review of the content of this Statement.

2 SITE AND SURROUNDING AREA

The Site

- 2.1 The site is located approximately 0.5km to the south-west of Havant Town Centre and is defined on the Site Location Plan (Ref: 480-34-1_1), attached as **Appendix 1**. It extends to 1.34 hectares and is located to the south side of Solent Road. It is broadly rectangular in shape and generally level.
- 2.2 The site currently supports a range of industrial and commercial units of one to three storeys. These are in a dilapidated condition and largely vacant. These buildings comprise 5,533 sq m of floorspace. It is notable that the buildings are oriented towards the Brockhampton Lane frontage (along the southern boundary of the site).
- 2.3 The site is wholly developed and does not support any significant areas of landscaping or trees. An existing telecommunications mast is sited near to the rear southern boundary. There are electricity substations to the south western corner of the site and adjoining its northern boundary.
- 2.4 The site benefits from a number of access/egress points on Solent Road and Brockhampton Lane.

The Surrounding Area

- 2.5 The site is largely bounded by highways, including Solent Road to the north, the Havant Bypass (A27) to the south and Brockhampton Lane to the east, which is a cul de sac and essentially provides access to the Trade Park, a storage depot to the east and houses at the junction with Solent Road.
- 2.6 Adjoining the site, to the west, is Jewson's. On the east side of Brockhampton Lane, opposite the Trade Park, is a small group of terraced residential properties, in addition to further industrial units, to the rear of these properties, which gain access from Brockhampton Lane. Further east, on Solent Road, are further Class B employment uses - discussed more fully in Section 5 of this report - and retail, comprising Solent Retail Park and Tesco, to the north and south of Solent Road respectively.
- 2.7 Generally, the site lies within an industrial/commercial area. It has ready access to the town centre and the strategic highway network including the A27, A3(M) and M27, providing links to Portsmouth and Southampton to the west.

Summary

- 2.8 In summary, it should be recognised that the location and status of the site presents a clear opportunity for redevelopment to provide enhanced and improved employment accommodation as part of the site's redevelopment for the following reasons:
- (i) It is existing employment land;
 - (ii) It lies within an area characterised by industrial and commercial uses;

- (iii) The site is largely dilapidated and vacant, and consequently in need of regeneration;
- (iv) The site is in close proximity to the town centre and public transport facilities, in addition to the wider strategic network, and
- (v) Its redevelopment will deliver sustainable economic development, to the benefit of the Borough.

3 PLANNING HISTORY

- 3.1 A schedule of the site's planning history is attached at **Appendix 2**, as provided by a formal search by Havant Borough Council.
- 3.2 This confirms that the site was developed in the late 1950s/early 60s for industrial purposes. The records do not provide any details of subsequent planning applications relating to this site.
- 3.3 Overall, records confirm that the site has been occupied for industrial purposes for several decades. Furthermore, it appears that there have been no recent proposals seeking redevelopment of the site, either in part, or comprehensively, for industrial or alternative uses.

4 PLANNING POLICY AND GUIDANCE

- 4.1 This section reviews and identifies relevant guidance and policy from, first, National Guidance, secondly from the Development Plan and thirdly, from emerging policy and guidance.

National Guidance

- 4.2 The Government published the National Planning Policy Framework (NPPF) on 27th March 2012. This document sets out the Government's economic, environmental and social priorities for England and explains how planning can help to ensure a pattern of development that matches these priorities, whilst meeting local aspirations. The NPPF replaces all Planning Policy Guidance and Planning Policy Statement documents, which previously formed the national tier of planning guidance.
- 4.3 The NPPF identifies core planning principles (at paragraph 17) to underpin both plan-making and decision-taking and these principles are that planning should, inter alia:
- (i) Be plan-led;
 - (ii) Not simply be about scrutiny, but be a creative exercise to find ways to enhance and improve places in which people live their lives;
 - (iii) Proactively drive and support sustainable economic development to deliver homes, business and industrial units and to respond positively to wider opportunities for growth.
 - (iv) Seek to secure the provision of high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and
 - (v) Encourage the effective use of land by reusing land that has been previously developed (brownfield land).
- 4.4 The NPPF introduces a powerful presumption in favour of sustainable development. In these terms, guidance confirms the following:
- (i) That Government is committed to securing economic growth in order to create jobs and prosperity (paragraph 18), and
 - (ii) That Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system (paragraph 19).

The Development Plan

- 4.5 The Development Plan for the area comprises, in part, the saved policies of the Havant Borough District-Wide Local Plan (adopted September 2005) and the Core Strategy (adopted March 2011).
- 4.6 There are no saved policies within the Local Plan relevant to the proposal.
- 4.7 For the purposes of this statement, the Core Strategy contains policies which are directly relevant to the proposals, namely:

- (i) Policy CS2 (employment) – this policy identifies a net total of 162,000 sqm of new employment floorspace to be provided between 2006 and 2026. Permission will be granted for development proposals that, inter alia, prioritise the use of previously developed land for the provision of new employment floorspace and provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.
- (ii) Policy DM3 (protection of existing employment and tourism sites) – this policy confirms that existing employment sites shall be protected for employment use, unless it has been demonstrated that the site is not fit for purpose and financially unviable for B Class uses.

4.8 Elsewhere, the Core Strategy supports the following strategic themes:

- (i) Planning permission will be granted for development that 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 (Policy CS6);
- (ii) Planning permission will be granted for development that is designed to a high standard and which helps to create places where people want to live, work and relax (Policy CS16);
- (iii) Development will be permitted that makes the most efficient use of land in the Borough and that prioritises development on previously developed land, including redundant, derelict or under-used land and buildings within the urban area (Policy CS17);
- (iv) Development will be permitted which, inter alia, does not increase congestion, promotes better use of existing transport networks, improves accessibility to goods/services and provides measures to ensure an efficient operation of the strategic and local road network (Policy CS20);
- (v) The Council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability on non-motorised modes (Policy DM11), and
- (vi) Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards and such provision must be appropriately located in relation to the development and be practical for its intended use (Policy DM14).

4.9 It is concluded that the proposal accords with the Development Plan and will contribute to the achievement of relevant development plan objectives.

Emerging Policies

4.10 The Development Delivery DPD is at an early stage of preparation. It contains no proposals directly relevant to the Trade Park site.

Summary

4.11 From the foregoing commentary, the following summary themes arise:

- (i) There is a presumption in favour of sustainable development which accords with the Development Plan – that presumption applies to this application;

- (ii) The re-use of under-used/vacant sites within the existing urban area is encouraged;
- (iii) The regeneration of existing employment sites is supported, in principle, and
- (iv) Overall, proposals that deliver economic benefits, including the creation of new jobs, are supported.

4.12 The issues, relevant to these themes, are reviewed in Section 7.

5 THE PROPOSAL

Masterplan

- 5.1 This application is submitted at the same time as a similar application to redevelop the former ICTS site, which is also located on the south side of Solent Road, about 50 metres to the east of this application site.
- 5.2 Both proposals seek the demolition and redevelopment of the two employment sites (at the Trade Park and ICTS), to deliver modern industrial units.
- 5.3 Together, these proposals present a significant opportunity to realise the regeneration of a substantial area in the south west of Havant. The subject sites, which occupy prominent positions on Solent Road, currently comprise largely out-dated, or dilapidated, industrial units. The Trade Park site is largely derelict and vacant.
- 5.4 Clearly, the redevelopment of the sites will deliver environmental and economic benefits by significantly improving the physical appearance of the sites and associated overall visual enhancement along this stretch of Solent Road, in addition to facilitating the generation of new jobs by providing improved employment accommodation for businesses to relocate and expand, or, from new businesses.

Form of the Trade Park Application

- 5.5 This application seeks planning permission at differing levels of detail for defined parts of the site and proposals, based on a definition of sub-areas. This is to facilitate the early implementation of those parts of the site where occupier requirements have been established. Essentially, this will facilitate the relocation of two key businesses (EMF Tooling Services and Havant Motor Factors) from their existing premises, located nearby. In this area (Phase 1), the specific requirements of these occupiers will be met by the detailed proposals in the relevant parts of the proposed development.
- 5.6 For the other parts of the development (Phase 2), marketing is proceeding, but has not reached a stage at which occupier requirements can be fixed. Accordingly, this application seeks approval of the principles of the development, as shown in the layout plan (Ref: HA SR TP 01G) for Phase 2 and defined in this statement, which will assist the ongoing marketing. The application seeks full approval of layout and access, but requests that appearance, landscaping and scale be considered through further reserved matters submissions. It is proposed that these submissions will be dealt with by attaching planning conditions.
- 5.7 The Phasing Plan (Ref: HA-SR-TP-02) submitted with the application identifies the outline/detailed parts of the hybrid application.

Phase 1

- 5.8 This relates to the western portion of the site. The proposal is to demolish existing structures and erect two free-standing employment units, comprising 639 sq m (Unit 1) and 604 sq m (Unit 2)

GIA respectively, comprising two storeys in Unit 1, for Class B1c, Class B2 and/or Class B8 (with ancillary trade counter and office Class B1a).

- 5.9 The units will primarily be constructed from Kingspan cladding, with brick at ground floor front and return elevations as shown on the elevation plans. The two units will have a consistent appearance, in terms of general scale and height, materials and fenestration.
- 5.10 Access arrangements include a one-way system for the servicing of the site which can be undertaken in either a clockwise or anti clockwise direction with access/egress via Solent Road and Brockhampton Lane. Servicing will take place to the rear of the units, with car parking provided to the front. Provision is proposed for cycle parking.
- 5.11 The proposal allows for the provision of landscaping, primarily to the front of the site fronting Solent Road. Details of planting species and programme should be the subject of approval of submissions pursuant to normal conditions.

Phase 2

- 5.12 The proposals for the outline part of the site comprise the provision of two buildings for Class B1c, Class B2 and/or Class B8 (with ancillary trade counter and office Class B1a). Of these, Unit 3, as identified on the plans, will comprise 2,272 sq m GIA and front onto Solent Road, with associated car parking provided to the front and sides of the unit and servicing to the rear. Unit 4, comprising 1,116 sq m GIA, is located to the rear of the site, behind Unit 3, with associated car parking and servicing from the front of the unit.
- 5.13 As with Phase 1, servicing will be via a one-way system, with access from the single entrance on Solent Road, and via Brockhampton Lane. Two additional access/egress points are provided for the car parking areas to the front and side of Unit 3, on Solent Road and Brockhampton Lane respectively.
- 5.14 The likely scale/height of the units is presented in the accompanying Parameter Plan (Ref: HA-SR-TP-02), this indicate the proposals will be of a similar scale/height as Units 1 and 2. The proposals also indicate provision for additional landscaping.

6 PRE-APPLICATION CONSULTATION

- 6.1 The proposals forming the subject of this application have been discussed with Officers at Havant Borough Council, prior to submission of this application.
- 6.2 Broadly, it has been possible to achieve agreement, in principle, on key issues relating to the proposals, which can be summarised as follows:
- (i) It is acknowledged that the existing industrial units are outdated, in form and appearance and are largely dilapidated and vacant;
 - (ii) The redevelopment of the site will represent a more optimal use with associated benefits in terms of increased employment opportunities and adding to the economic base of the Borough;
 - (iii) The proposals will provide the opportunity for existing businesses - in addition to other businesses - to relocate into modern premises, to better meet their operational requirements, and
 - (iv) The proposals will contribute to the regeneration of the area, providing significant physical/visual enhancement of Solent Road.
- 6.3 Against the preceding review and discussions to date with Officers, the following section considers the key planning issues arising.

7 PLANNING ISSUES

7.1 The planning issues relevant to the determination of this application are set out below.

The Development Plan

7.2 These proposals accord with all relevant development plan policies and the NPPF presumption in favour of sustainable development applies to this application.

7.3 The proposals will achieve Development Plan and NPPF objectives for regeneration and making best use of previously developed land in providing new employment opportunities, which are important policy benefits.

The Principle of Employment

7.4 The principle of employment use at this site is well established, as demonstrated by the review of planning history. In planning policy terms, it represents an existing employment site where the Council generally seeks to protect such uses.

7.5 Clearly, the redevelopment of this brownfield site, for employment use (Class B1c and B8, with ancillary trade counters and offices), is consistent with both the site's existing, long-term use and planning policy. The redevelopment of the site for the proposed employment uses is acceptable, in principle.

7.6 The site is currently in a dilapidated and derelict condition, and is vacant. It thereby makes no contribution to the wider economy and further, is a significant eyesore on Solent Road. The redevelopment of the site will deliver visual enhancement to this part of Solent Road and will represent a significant benefit to this part of Havant, in addition to the potential to generate additional jobs to the benefit of the Borough's economy.

7.7 In these terms, the proposal will provide high quality modern floorspace for businesses, with the potential to deliver between 93 – 136 full-time jobs, depending on the overall proportion of Class B1c, Class B2 and Class B8 uses. This represents the net growth in jobs, given that the existing site currently supports no active employment use.

7.8 Overall, in all respects, the application is consistent with the terms of the Council's employment policies and economic aspirations for the Borough and should be welcomed.

Transportation Issues

7.9 The transportation case, in support of the proposals, is outlined in the accompanying Transport Statement by David Tucker Associates.

7.10 Broadly, from an analysis of the existing transport attributes of the site and the proposals, the Statement concludes that:

- (i) The site traffic represents a reduction from the potential operation of the existing site content;

- (ii) The proposed site layout can be adequately serviced and will provide sufficient parking;
- (iii) The site is accessible by public transport and cycle routes are available within close proximity, and
- (iv) There are no existing highway safety issues which need to be addressed in respect of the proposals.

7.11 It is proposed that, initially, and prior to development in Phase 2 being brought forward, service vehicles will leave the site utilising the existing egress point via Brockhampton Lane. This is clearly acceptable, given that it utilises existing arrangements and will not be in any way detrimental in those terms. The new access arrangements onto Brockhampton Lane, as detailed on the layout plans, will be implemented alongside the development of Phase 2, and utilised as an access/egress point for service vehicles from then onwards.

7.12 Overall, it is considered that the proposal, in principle, is acceptable in terms of transportation and satisfies Council standards. A draft Travel Plan is offered representing an enhancement of the site's accessibility.

Layout and Design

7.13 The acceptability of the layout and design of the scheme is fully appraised in the accompanying Design and Access Statement.

7.14 The Statement considers the opportunities and constraints in terms of the physical characteristics of the site and the requirements of policy and guidance. From this review, the Statement identifies design requirements and objectives which establish the principles for the layout of the proposals.

7.15 Overall, the Design and Access Statement concludes that the proposals constitute sustainable development. It illustrates that the scheme has been prepared within the context of identified design principles and solutions, thereby responding positively to its local, environmental setting. It accords with national and local design criteria and policies and seeks to achieve a high standard of design.

Wider Regeneration Benefits

7.16 This application, together with proposals at the ICTS site, will deliver new industrial units that will better meet modern-day requirements of existing local and new businesses. In this context, it is confirmed that Units 1 and 2 will be occupied by EMP and Havant Motor Factors respectively, which will relocate from nearby.

7.17 The redevelopment of these two sites, by Hargreaves, represents a substantial investment for this area that will deliver significant planning benefits. The proposals will add to the economic base of the Borough and lead to increased job opportunities. The regeneration of the sites will represent a significant visual enhancement of this important approach to the town centre.

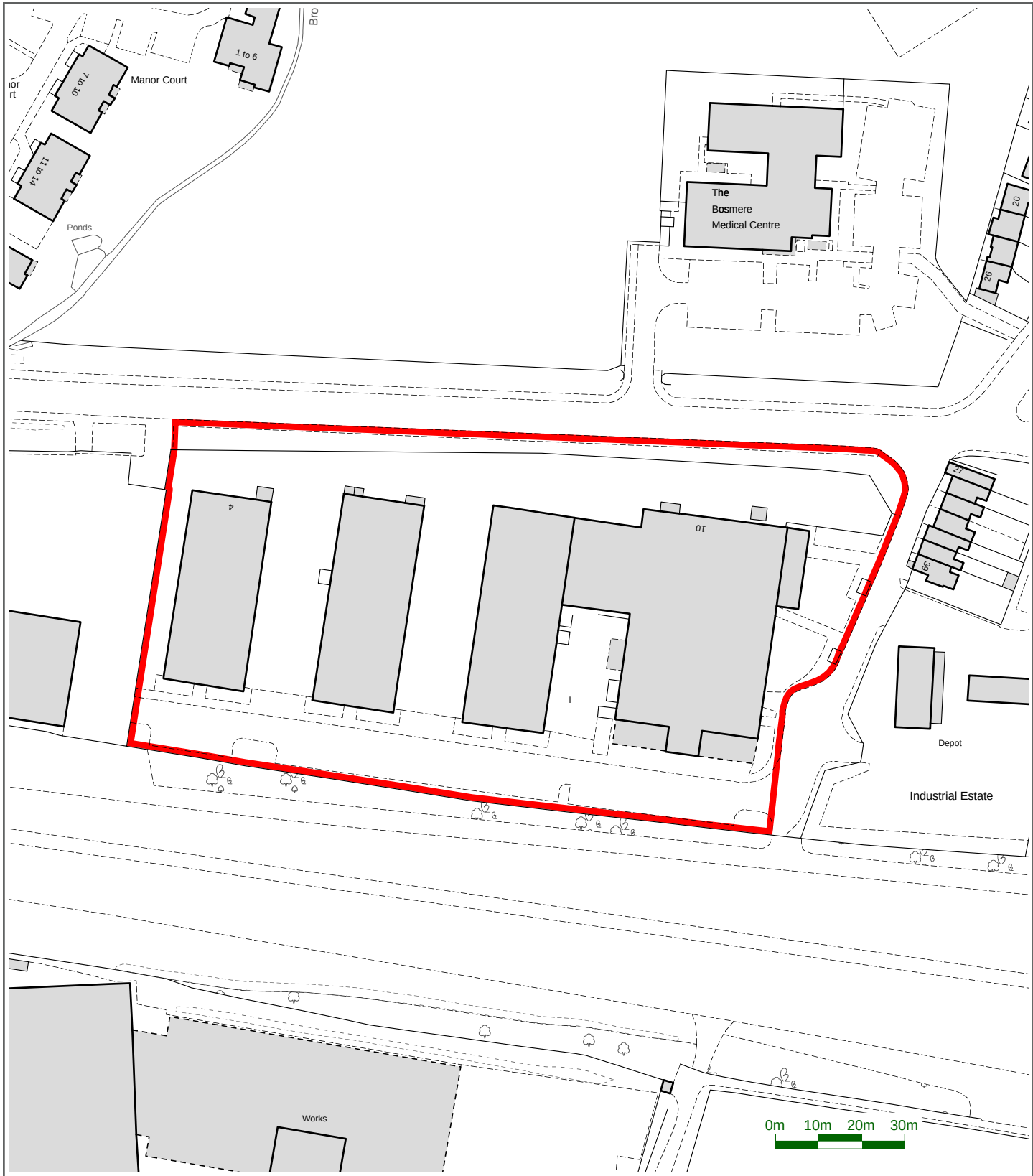
8 SUMMARY CONCLUSIONS

8.1 The following conclusions can be drawn in this case:

- (i) Overall, this Statement and supporting submissions demonstrate that the proposals for the redevelopment of the Trade Park, for employment use, should be supported.
- (ii) The submission of a hybrid application is a recognised and accepted approach in dealing with larger sites where the end user is not known for all parts of the site and will facilitate successful marketing of those parts of the site, whilst bringing forward the earliest delivery of those parts of the proposal for which there is confirmed demand.
- (iii) The site is in a dilapidated condition and vacant. It is therefore ripe for redevelopment.
- (iv) The site is in an existing, long-established authorised employment use.
- (v) The proposal is entirely consistent with adopted national and local planning policies, in terms of maximising the use of redundant, urban brownfield sites. It will deliver the beneficial use of the site for employment uses, providing modern industrial accommodation to better meet the operational requirements of businesses.
- (vi) It will facilitate the increase in job opportunities, which is estimated at between 93 – 136 full time positions.
- (vii) The proposals are acceptable in terms of transportation and will increase the opportunity for linked trips and promotion of sustainable transport modes.
- (viii) The design and layout of the proposals are acceptable and will deliver significant visual enhancement of the site;
- (ix) The proposals will be sustainable.

8.2 Overall, the proposal will deliver the re-use of this vacant site for beneficial employment use and together with the proposals for the ICTS site, offers significant planning benefits for the immediate area and the borough of Havant.

APPENDIX 1



SITE LOCATION PLAN
 Solent Trade Park,
 HAVANT. PO9 1JH.



Scale @ A4 : 1:1250
 Plan No. : 480/34/1_1

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APPENDIX 2



**Havant – Solent Trade Park
Planning History Schedule**

Reference	Proposal	Address	Decision	Decision Date
5324/1	The erection of factory with offices and ancillary accommodation	8 & 10 Solent Road/30 Brockhampton Lane	Approve	16/10/1959
5450	Outline application for the use for industrial purposes of approximately fifty areas of land.	Brockhampton Lane	Approve	22/09/1959
14839	The erection of a factory	8 & 10 Solent Road/30 Brockhampton Lane	Approve	07/09/1962
14839/1	The erection of a factory	10 Solent Road/30 Brockhampton Lane	Approve	20/10/1964
14839/3	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation on land west of Brockhampton Lane and north of the new Havant bypass.	10 Solent Road	Approve	18/12/1964
14839/4	The erection of single storey workshops and stores fronted by double storey stores and offices on land west of Brockhampton Lane and north of the new Havant bypass.	8 Solent Road	Approve	18/12/1964
14839/5	The layout of land as an industrial estate, and provision of service road thereto, west of Brockhampton Lane and north of the new Havant bypass.	4- 10 (Evens) Solent Road/30 Brockhampton Lane	Approve	18/12/1964
14839/6	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation on land west of Brockhampton Lane and north of the new Havant bypass.	4 Solent Road	Approve	18/12/1964



Reference	Proposal	Address	Decision	Decision Date
14839/7	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation at site 1 on land west of Brockhampton Lane and north of the new Havant bypass.	30 Brockhampton Lane	Approve	18/12/1964
14839/8	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation at site C on land west of Brockhampton Lane and north of the new Havant bypass.	6 Solent Road	Approve	18/12/1964
14839/9	The erection of single storey workshops and stores fronted by double storey stores and offices on land west of Brockhampton Lane and north of the new Havant bypass.	8 Solent Road	Approve	18/12/1964
14839/10	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation at plot B on land west of Brockhampton Lane and north of the new Havant bypass.	4 Solent Road	Approve	18/12/1964
14839/11	The erection of single storey workshops and stores fronted by double storey stores and offices on land west of Brockhampton Lane and north of the new Havant bypass.	6 Solent Road	Approve	18/12/1964
14839/12	The erection of single storey workshops and stores fronted by three-storey ancillary office accommodation at plot H on land west of Brockhampton Lane and north of the new Havant bypass	10 Solent Road/30 Brockhampton Lane	Approve	18/12/1964