

our ref: **TR/Q70332**
your ref:
email: tim.rainbird@quod.com
date: 16 January 2017



Head of Planning
Havant Borough Council
Planning Department
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

Submitted via Planning Portal
(ref. PP-05703463)

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
ERECTION OF 1NO. WAREHOUSE AND 1NO. PORTACABIN FOR STORAGE AND DISTRIBUTION PURPOSES
(CLASS B8) WITH ASSOCIATED OPEN STORAGE, ACCESS AND SERVICING ARRANGEMENTS, CAR PARKING,
LANDSCAPING & ASSOCIATED WORKS
LAND AT HERMITAGE PARK, HARTS FARM WAY, HAVANT, HAMPSHIRE, PO9 1JN
APPLICATION SUBMITTED ON BEHALF OF TRAVIS PERKINS (PROPERTIES) LIMITED

We are instructed by our client, Travis Perkins (Properties) Limited ('TPP'), to submit the enclosed full planning application for the development of a new Keyline storage facility on land at Hermitage Park, Harts Farm Way, Havant, PO9 1JN:

"Erection of 1no. warehouse and 1no. portacabin for storage and distribution purposes (Class B8) with associated open storage, access and servicing arrangements, car parking, landscaping & associated works."

The application has been submitted under planning portal reference (ref. PP-05703463) and includes the following information in line with the Council's validation requirements:

- Requisite planning application forms, duly completed;
- Decision notice (ref. APP/10/00737);
- Design and Access Statement, prepared by Quod;
- Flood Risk Assessment & SuDS Drainage Report; prepared by JPP Consulting;
- Detailed Landscaping Scheme, prepared by Encon Associates;
- Transport Statement, prepared by Icen Projects Limited;
- Ecological Assessment, prepared by Ecology Solutions;
- Ground Investigation Report, prepared by Soiltechnics;
- Site Location Plan, prepared by Travis Perkins;
- The following set of planning drawings, prepared by Travis Perkins:



Reference	Title	Scale
KH-PLAN-SITEL-1.6	Site Location Plan	1:1000 @ A1
KH-PLAN-SITE-1.6	Proposed Site Layout	1:250 @ A1
KH-PLAN-WARP-1.6	Proposed Tempastore Floor Plan	1:50 @ A1
KH-PLAN-WARE1-1.6	Proposed Tempastore Elevations 1	1:50 @ A1
KH-PLAN-WARE2-1.6	Proposed Tempastore Elevations 2	1:50 @ A1
KH-PLAN-CABE-1.6	Proposed Elevations	1:50 @ A1
KH-PLAN-CABP-1.6	Proposed Cabin Floor Plan	1:50 @ A1

A cheque for £3,080 made payable to Havant Borough Council has been sent by post to cover the requisite planning application fee, with the planning portal reference stated on the reverse. The fee is calculated on the basis that the 2no. buildings total 575 square metres (GEA).

a) Background

Keyline forms part of the Travis Perkins Group and the Business is a major supplier of civils, heavy building materials and drainage solutions in the country. Keyline have agreed to acquire the freehold interest of the application site and permission is sought for their storage and distribution use.

If permitted, the Keyline development will form part of the Business' overall expansion strategy. In this instance the proposals provide a new site in Havant, allowing the business to relocate from its existing facility 6 kilometres away in Rowlands Castle. Their existing site has planning permission for new housing, so the consequence of Keyline relocating to Harts Farm will be twofold: a sustainable economic development resulting in the creation of up to 7no. new jobs and investment of £1.7million; and new housing at Rowlands Castle.

As mentioned, planning permission is sought in full; however, the proposed development accords with the spirit of previous outline permission on the site and in particular the design principles that were approved as part of it (ref. 02/52646/016, dated 20 December 2007, subsequently extended under ref.

APP/10/00737, dated 23 June 2011, for new business and industrial development with new access from Harts Farm Way).

The application is being progressed on this basis.

b) Site and Surrounding Area

A Site Location Plan is enclosed in this application.

The application site extends to approximately 0.9 hectare. It is a square parcel of land on the north-west of Hermitage Park although there are no clear defined site boundaries. The site is currently occupied by some hardstanding and areas of overgrown vegetation with peripheral trees along the northern and western boundaries, with the A27 dual carriageway directly north of the site. Access to the site is taken from Harts Farm Way.

The application site forms part of a larger parcel of land which was previously earmarked for a comprehensive development. Further afield the site sits north, west and east of a range of commercial uses. It is fair to conclude that the site is located in a non-sensitive location.

In terms of constraints, the site is identified by the EA flood map as being within Flood Zone 3, with a main river line running over the site. The Local Plan Allocations (July, 2014) also identifies the site as having other potential constraints, comprising:

- **Potential ground quality and ground water issues**
- **All of the site is in future Tidal Flood Zones 2 and 3**
- **Harts Farm Way Stream crosses the site in an open channel**
- **Gas Pipeline Consultation Zone**
- **Part of site uncertain for Brent Geese and/or wader use**
- **Close to the SPAs and SACs**
- **Located in close proximity to the A3(M) Junction 5 and could have an impact on the Strategic Road Network.**

These constraints are considered within this submission, through the preparation of the aforementioned supporting documents.

c) Relevant Planning History

Outline planning permission was granted on 20 December 2007 for (ref. 02/52646/016):

“Outline application for new business and industrial development with new access from Harts Farm Way.”

The permission encompassed the site and wider site and the Masterplan Layout shows the site to be used for a total of 9no. B class units with service yard and parking. The acceptability of employment development is therefore well established and issues of flooding have been overcome.

An extension of time was then permitted on 23 June 2011 (ref. APP/10/00737) to allow development to occur for a further 5 years (23 June 2016). Within that time, a number of reserved matters submissions were made for a number of adjacent plots, including a 70,000 sq ft unit on the application site. The outline permission has now expired.

Nonetheless, for context, a number of applications were submitted to amend the outline; the first was to remove condition 13, permitted on 12 February 2014 (ref. APP/13/00592), which indicates that the Council had no issue with the amount of Class B8 floorspace at the site; the second was to vary condition 6 and amend the building footprint for Plot 1 (ref. APP/14/00708).

There is no other history of relevance.

d) Proposed Development

i) Use

The application proposes the erection of 2no. buildings comprising a warehouse and portacabin for storage and distribution purposes. It should be noted that these buildings are largely prefabricated.

The principal use of the site is for the external storage of building materials, car parking and servicing. The warehouse will house the building materials that are vulnerable to the elements, whilst the portacabin will comprise a small trade counter for customers to complete transactions, staff office and kitchen and other staff welfare facilities.

The site will be surfaced in a number of materials. To the north will be a concrete roadway which would serve the HGV's in and around the site. Areas to the west will be tarmacked where parking and for staff and customers will take place and the balance of the site will be covered in a compacted stone on sub base.

A new 2.4 metre high galvanised palisade security fence would be erected around the perimeter of the site to provide security. In addition, a new HGV and customer gate will be provided at the entrance of the site.

ii) Quantum

The proposals will utilise the whole 0.9 hectares of the site however buildings will only take up a small proportion of the total site area, totalling 575 square metres. In respect of parking, a total of 29no. spaces will be made available, of which 1no. will be a designated disabled space. The table below clearly sets out the proposed floorspace:

	Proposed Floorspace (sqm)
Tempastore Warehouse	450
Cabin	125

Total	575
--------------	-----

iii) Layout

The proposed layout of the development is illustrated clearly on the Proposed Site Layout, Floor Plans and Elevations, prepared by Travis Perkins, however for ease, the following summary is provided:

- **Car Parking** – Customer and staff car parking on the southern part of the site, adjacent to the sales cabin. This will comprise 29no. of spaces in total which includes 1 no. of disabled spaces. The spaces are located close to the customer entrance to ensure the safety of the customers and to minimise any potential conflict.
- **Access/Servicing** – In terms of site access and vehicular movement, the proposal provides suitable arrangements that will not adversely impact upon traffic or highway safety. The proposals include the same customer, staff and delivery access point to the east from the same entrance. This will ensure the turning circle will be located to the north of the site, directed more closely to the Tempastore warehouse. Due to the size of the yard area, there is sufficient space to accommodate this and, importantly HGVs will be able to enter and exit the site in forward gear. HGV waiting area will be located on the north of the site so as to not interfere with ongoing operations on the site.
- **External Storage/Diesel Tank** – The remaining amount of land will be used for some external storage. This will be located towards the east of the site. A diesel tank on a concrete slab will also be located on the north-west boundary of the site, surrounded by a forklift access route.

Finally, the internal layout of the Keyline unit will be sufficient to accommodate wheelchair access and circulation. These proposals will therefore accord with the relevant Building Regulations.

e) Prospective Occupier

By way of background, Keyline was formed in 1988 from the merger of several regional merchants and continued to strengthen through the 1990s. Following Keyline becoming established as a recognised brand in the industry, the Travis Perkins Group acquired the company in June 1999. Today, each branch includes a small trade counter where customers orders are placed whether in person or by telephone, fax or online.

Keyline specialise in the supply civils, heavy building materials and drainage solutions of products lines to trade professionals and specialist contractors and falls under the umbrella of the Travis Perkins Group, with branches across the UK. Given the nature of their operation, Keyline trade from a Class B8 consent.

f) Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan comprises the Core Strategy (2011) and the Allocations Plan (2014).

Material considerations chiefly comprise the NPPF (March 2012) which advises that weight can be given to development plan policies depending on their consistency with the Framework (paragraph 215).

i) Development Plan

Core Strategy (2011)

Policy CS2 (Employment) states that planning permission will be granted for development proposals that safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses. It also states that it will promote proposals that provide jobs, wealth and an economic output.

Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) states that Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest.

Policy CS16 (High Quality Design) states that new development proposals will be supported where they are done to a high standard, uses the characteristics of the locality to help inform the design of the new development including heights and massing, and The development does not cause unacceptable harm to the amenity of neighbours.

Policy CS20 (Transport and Access Strategy) states that development will be permitted where there is an improvement to accessibility to goods, services and employment, and maintains or improves the range of transport modes accessible to the users of the development site.

Policy DM12 (Mitigating the Impacts of Travel) states that there should be the submission of a transport statement must accompany planning applications to explain changes to travel demand. Appendix 5 provides car parking standards for Class B8 development, where it states that a maximum of 1 space per 90 square metres is required.

Site Allocations Plan (2014)

The application site is identified within the Allocations Plan, as part of a wider 4 hectare site (ref. BD9). Indeed, the site is identified as a brownfield employment site ready for "*B2/B8 uses in the heart of the Broadmarsh Industrial Area...*"

ii) Material Considerations

National Planning Policy Framework

The NPPF is underpinned by a presumption in favour of sustainable development with significant weight afforded to the need for the planning system to support economic growth. This document is material to the determination of the application, it is underpinned by a clear presumption in favour of sustainable development, which for decision taking means:

- **“Approving development proposals that accord with development plan without delay; and**
- **where the development plan is absent, silent or relevant policies are out of date, granting permission unless:**
 - **Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or**
 - **Specific policies in this framework indicate development should be restricted.”**

Paragraph 18 goes on to discuss development coming forward that is sustainable as well as emphasising that a key aim is to build a ‘strong, competitive economy’. Paragraph 19 goes on to state:

“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning 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.”

Finally, with regard to paragraph 151, which relates to Local plans, this states that:

“Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. To this end, they should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.”

The following section will demonstrate how the proposals are compliant with the aims and objectives of the NPPF.

g) Planning Assessment

i) Principle

The principle of a Class B8 use is well established through the expired outline consent. It is also allocated for B class uses under Policy BD9 of the Site Allocations Plan. The proposed development also results in a Class B8 development which is wholly suitable in this location and accords with the relevant policies DM3 and CS2 of the Core Strategy.

Notwithstanding the above, Keyline’s development will ensure sustainable economic growth in order to create jobs and prosperity. It will also free up a site in Rowlands Castle which will be developed for housing. When assessed against the NPPF the principle also has significant support. The proposed development falls squarely within the definition of sustainable economic development given that 7no. jobs are created and around £1.7million is being invested into the area. Given this, paragraph 17 outlines that a core planning principle of the planning system is to proactively drive and support sustainable economic development.

The proposed development will result in economic stimulus on a site that currently offers no benefit to the local economy. It will bring a vacant site into economic use by creating new jobs and investment to the benefit of the local economy. In addition, the proposals would result in the occupation of a unit within an established industrial area by a reputable and well established Business.

The considerations for the acceptability of this application therefore fall on the development management considerations, which are assessed below.

ii) Development Management Considerations

As described, the proposed development will comprise the erection of 2no. buildings, new layout on site, car parking arrangements, trade counter and associated works.

- **External Storage Areas** – The ability for external storage areas is a pre-requisite for any potential Keyline builders' merchant and it is very important for any new branch to have the ability to store products up to a height of 5 metres, to enable the builders' merchant operation to function successfully. Importantly, the storage areas will not hinder the circulation of vehicles on the site or the ability for vehicles to enter and exist in forward gear.
- **Security & Amenity** – Given the application site's lawful use (Class B2/B8) and the site's location within an established industrial location, the proposed Keyline development is considered to be acceptable in this location and will not have a detrimental impact on the surrounding area. The site will be protected and secured by the inclusion of a new customer gate and perimeter fencing at a height of 2.4 metres. The fence will go around the non-developable areas to the south of the site, as shown on the Proposed Site Layout and will not interfere with any areas that are not permitted for development. The perimeter of the site will also contain a lighting pointing inwards to the site, so as to avoid any amenity issues outside of the boundary. These elements of the proposal are industry standard practices and wholly acceptable.
- **Car Parking** – Both customer and staff car parking is located close to the entrances of both units, adjacent to the sales cabin, purely in the interests of amenity and safety. The number of spaces and the layout proposed is considered to be adequate for the proposed Keyline development and whilst the proposed amount is in exceedance of the maximum standards, Keyline have assessed that their requirements warrant this amount, to ensure that the site is able to operate effectively safely and allowing all staff and customers to have the correct provisions in place when they attend the site.
- **Site Access and Vehicular Movement** – Careful consideration has been awarded to the site layout. The proposal provides suitable arrangements that will not adversely impact upon traffic or highway safety. The Transport Statement confirms that a swept path analysis has been undertaken which concludes that both a 15.4m and 16.5m articulated vehicle can enter, navigate through the site to the loading bays and exit the site in forward gear successfully.
- **Landscaping** – A Tree Survey and detailed landscaping scheme has been prepared by Encon Associates, which shows that a number of trees will be removed on the north and western

boundary in order to accommodate the proposed development. some trees are retained however. Furthermore, the proposed development will result in new landscaping at the site in order to make the development be of a higher visual quality.

- **Foul and Drainage Arrangements** – The FRA and Drainage Strategy Report, prepared by JPP Consulting, confirms that the site within Flood Zone 3 Surface water will discharge into Brockhampton Stream located along the site's southern boundary and will be attenuated to a runoff rate of 2.5 l/s. To achieve this, surface water will be attenuated within the permeable subbase under the road to accommodate a 1 in 100 year event plus an allowance of 40% for climate change. Foul water will discharge into Southern Water's sewer.
- **Contamination** – A full Ground Investigation Report has been prepared by Soiltechnics who conclude that based on the laboratory results, there are stable, non-reactive hazardous waste in non-hazardous landfill. Importantly, the report does not recommend no development on the site based on contamination.
- **Ecology** – The Ecological Assessment, prepared by Ecology Solutions confirms that whilst there is some potential for common reptiles, the site is of limited value in terms of ecological issues.
- **Design Principles** – The proposed development has been designed to ensure that the buildings on the site are modern and fit for purpose. They have also been located in the proposed area in case of any future amendment or expansion is required. Indeed, the proposals allow for variety and flexibility if needed. Furthermore, detailed landscaping has been proposed around the site to ensure the site is visually appealing and an improvement on the current situation. Trees on the site have been retained where possible, having regard to the specific requirements of the Business. The height and massing of the building is completely acceptable in this location given its commercial surroundings and the prefabricated Tempastore is of an acceptable design and quality that does not affect sustainability requirements. To conclude, the proposed development follows the requirements of the design principles and incorporates its' principles where practicable.

In summary, the proposals accord with all the relevant development management policies CS6, CS11, CS16, CS20 and DM12 of the Core Strategy.

h) Summary & Conclusion

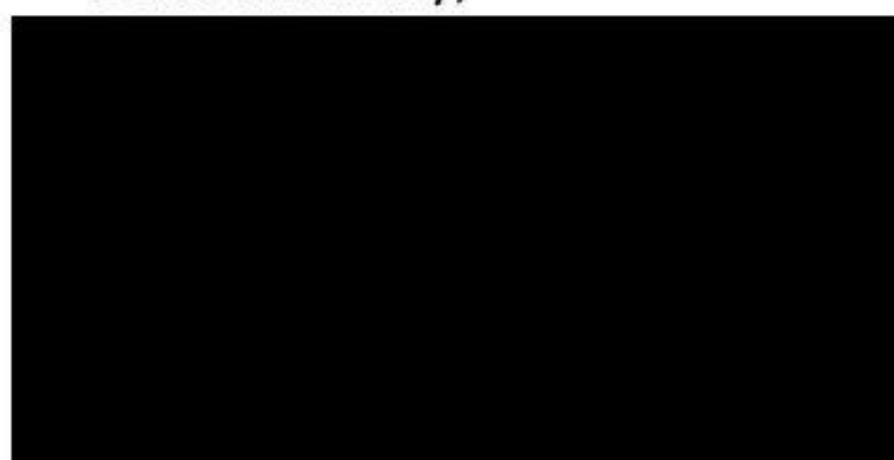
We have been instructed by TPP to submit this application in support of the proposed Keyline development. The proposals also include various associated works including the erection of 2no. buildings, car parking, security measures and a variety of groundworks which are operational requirements of the end occupier.

It has been demonstrated that the proposed Keyline builders' merchant is entirely acceptable and accords with the relevant policies in the adopted Core Strategy and Site Allocations Plan. The application submission has satisfied the relevant development management considerations, with other materials considerations, namely the NPPF indicating that planning permission can be properly granted given compliance with all relevant policy tests. Indeed, the principle of the development has been accepted by the Council. In short, the scheme has significant planning merit and planning permission can be granted accordingly.

We trust the enclosed is sufficient for you to register this planning application and we look forward to receiving confirmation in due course. If for any reason this is not the case, please contact us immediately.

We will be in contact with the relevant officer once the application is registered. In the meantime, if there is any further information we can provide to assist you with your consideration of this application please do not hesitate to contact us.

Yours faithfully,



Tim Rainbird
Director

Enc.

cc: Travis Perkins (Properties) Limited