



Planning Statement

Furniss Way Business Centre, Furniss Way,
Hayling Island, PO11 0FG

Extension of existing business centre to provide 3 additional units of 103sqm
(309sqm in total) plus amended parking layout and cycle parking

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Contents

1	Executive Summary	5
1.1	Executive Summary	5
2	Introduction and Purpose.....	6
2.1	Introduction.....	6
2.2	Purpose.....	6
2.3	Development Proposals	7
3	Site Location, Description and History	8
3.1	Site Location and Description	8
3.2	Planning History	9
3.3	Pre-Application Consultation.....	11
4	Development Plan Context, Designations and Assessment	13
4.1	Development Plan Context and Designations	13
4.2	Relevant Development Plan Policies	13
4.3	Material Consideration – National Planning Policy Framework.....	14
4.4	Other Material Considerations	16
5	Planning Assessment	17
5.1	Introduction.....	17
5.3	Principle of Development	17
5.4	Design and impact on the character and appearance of the area	20
5.5	Impact on neighbouring amenity	21
5.6	Highways, access and parking	22
5.7	Sustainability, Flood Risk and Drainage.....	24
5.8	Impact on Trees and Biodiversity	25
5.9	Planning Obligations.....	25
6	Summary and Conclusion	26
6.1	Summary	26
6.2	Conclusion	26

1 Executive Summary

1.1 Executive Summary

- 1.1.1 This application seeks full planning permission for the extension of the existing business centre to provide 3 additional units of 103sqm (309sqm in total) plus amended parking layout and cycle parking at Furniss Way Business Centre, Furniss Way, Hayling Island, PO11 0FG.
- 1.1.2 The principle of the proposed use is supported by the Development Plan
- 1.1.3 The proposed height, scale and design is acceptable and does not result in any harm to the character or appearance of the area.
- 1.1.4 The site is within a sustainable location and therefore is accessible by walking, cycling and bus.
- 1.1.5 The proposed development will not have any material impact on the amenity of neighbouring properties.
- 1.1.6 The proposed car parking is acceptable. Cycle parking is also provided.
- 1.1.7 There are no other technical impediments to the granting of planning permission.
- 1.1.8 Policy AL1 confirms that planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.
- 1.1.9 Therefore, on balance, the proposed development is compliant with all levels of planning policy and would achieve a sustainable development.

2 Introduction and Purpose

2.1 Introduction

- 2.1.1 This Statement has been prepared in support of a full planning application for the extension of existing business centre to provide 3 additional units of 103sqm (309sqm in total) plus amended parking layout and cycle parking (the proposed 'development') at Furniss Way Business Centre, Furniss Way, Hayling Island, PO11 0FG (the 'site').

2.2 Purpose

- 2.2.1 Planning law¹ requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 2.2.2 The Courts² have determined that it is enough that a proposal accords with the development plan when considered as a whole. It is not necessary to accord with each and every policy contained within the development plan. Indeed, it is not at all unusual for development plan policies to pull in different directions.
- 2.2.3 The position was also clarified by Patterson J in *Tiviot Way Investments Ltd v Secretary of State for Communities and Local Government and Stockton-on-Tees BC* [2015] EWHC 2489 Admin) at paragraph 31:

I do not accept, lest it be thought to establish the proposition, that the case of *Hampton Bishop* (supra) establishes that a breach of one key policy was sufficient to find conflict with the development plan as a whole.

- 2.2.4 The Planning & Compulsory Purchase Act 2004 defines the Development Plan for the purposes of this assessment process as the strategy for the region in which the site is located and development plan documents, taken as a whole, which have been approved or adopted for the area.
- 2.2.5 The purpose of this statement is therefore to identify Development Plan policies that are relevant in the assessment of the development proposals. Then to determine if the proposals conflict with their provisions and if they do, to determine whether there are material considerations which outweigh such conflict.

¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990

² See for example *BDW Trading Ltd. v Secretary of State for Communities and Local Government* [2016] EWCA Civ 493; [2017] P.T.S.R. 1337, at paragraphs 18 to 23; *Gladman Developments Ltd. v Canterbury City Council* [2019] EWCA Civ 669; [2019] P.T.S.R. 1714, at paragraphs 21 and 22; and *Chichester District Council v Secretary of State for Housing, Communities and Local Government* [2019] EWCA Civ 1640; [2020] 1 P. & C.R. 9, at paragraphs 31 and 32).

2.3 Development Proposals

- 2.3.1 The proposed development seeks the extension of the existing terrace of business units at Furniss Way Business Centre with the creation of three additional units, each of 103sqm in size.
- 2.3.2 The proposed units would sit at the southern end of the existing Furniss Way Business Centre and be constructed a style to match the existing units.
- 2.3.3 The proposed units will be approximately 5.6 metres in height adjacent to the site boundary to the east to match the existing units and will be the same distance from the boundary (approximately 1.6m).
- 2.3.4 The new units will extend the length of the existing terrace by 25.5 metres.
- 2.3.5 The proposed development provides 10 additional car parking spaces, including 2 disabled bays in a re-configured parking area.
- 2.3.6 The existing vehicular access from Furniss Way will be maintained.
- 2.3.7 In addition, 8 additional cycle parking spaces will be provided.
- 2.3.8 The boundary trees will be retained.
- 2.3.9 The planning application is accompanied by the following documents in addition to this Planning Statement:

- Flood Risk Assessment

- Drainage Report

- Transport Statement

- Existing Drawings:

- o E 01b Site and Location Plan

- o E 10a Existing Elevations

- o E 11a Existing Site Plan

- Proposed Drawings

- o P 01b Site and Location Plan Proposed

- o P 10c Proposed Elevations

- o P 11e Proposed Site Plan

3 Site Location, Description and History

3.1 Site Location and Description

- 3.1.1 The site is located on the eastern side of Furniss Way and sits at the southern end of the existing Business Centre which was constructed as the result of a December 2015 planning permission (as discussed below).



Site Location Plan

- 3.1.2 The development site currently consists of a grassed area which was left over from the original development and can be seen on the photograph below.



Site as existing viewed from Furniss Way

- 3.1.3 The site is bounded to the south and east by newly built houses. To the west of the site is Furniss Way.
- 3.1.4 The other side of Furniss Way consists of older commercial units.
- 3.1.5 The site is easily accessible by public transport with a bus stop being located on Station Road less than 100 metres from the site. This provides regular services between Hayling Island and Havant (up to 2 per hour).
- 3.1.6 The site is also highly accessible by walking and cycling and the shops and facilities of West Town are within 300 metres of the site. A cycle route passes to the west of the site providing access to Havant and Portsmouth (via the Hayling Ferry).
- 3.1.7 The Environment Agency online flood risk mapping confirms that the site is located within Flood Risk Zone 1.
- 3.1.8 The property is not within a Conservation Area and there are no nearby listed buildings. There are no TPO trees.

3.2 Planning History

- 3.2.1 Planning permission was granted in October 2014 for 'outline planning permission for mixed-use development comprising up to 59 dwellings and 1,250sqm of light-industrial accommodation (Use Class B1). Off-site highway works including widening of footpath (Ref: APP/13/00639).
- 3.2.2 The approved 'illustrative masterplan' showed the proposed commercial units as shown below:



Outline Approval - Layout

- 3.2.3 Subsequent to this a full planning permission was granted on 23rd December 2015 for a 'mixed use development comprising 76 residential units (4No. 1bed, 22No. 2 bed, 31No. 3bed; and 19No. 4 bed dwellings; and 1000sqm of light-industrial accommodation (use Class B1) with associated parking, access, landscaping and surface water drainage'.
- 3.2.4 This was approved in December 2015 (Ref: APP/15/00919).
- 3.2.5 The relevant conditions were discharged, and the permission has been implemented.
- 3.2.6 The approved layout is shown below.

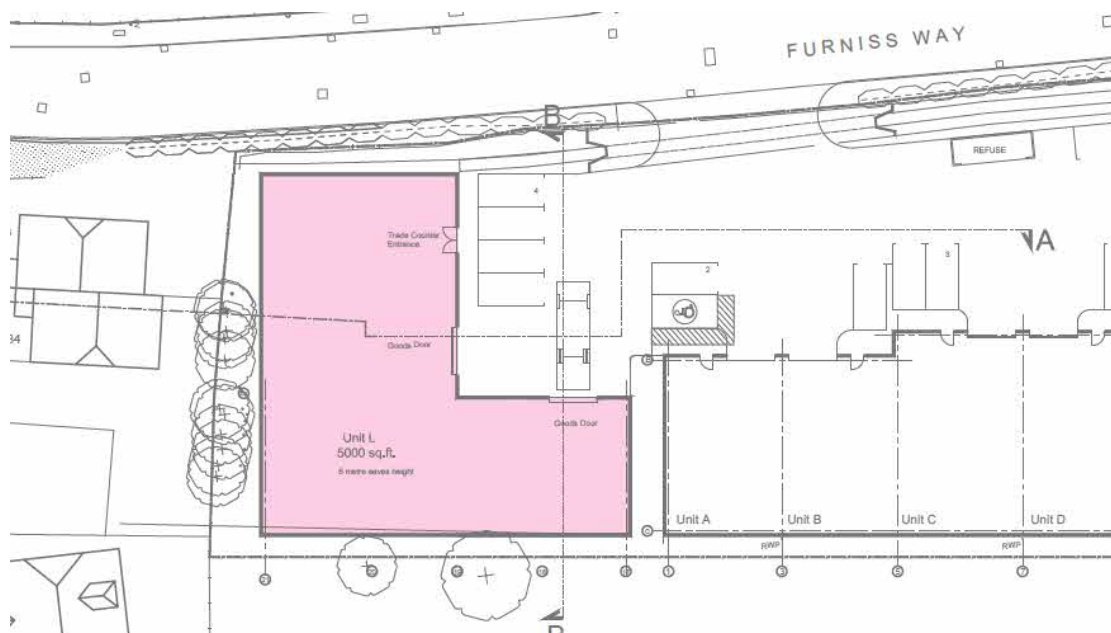


Approved Layout – as constructed

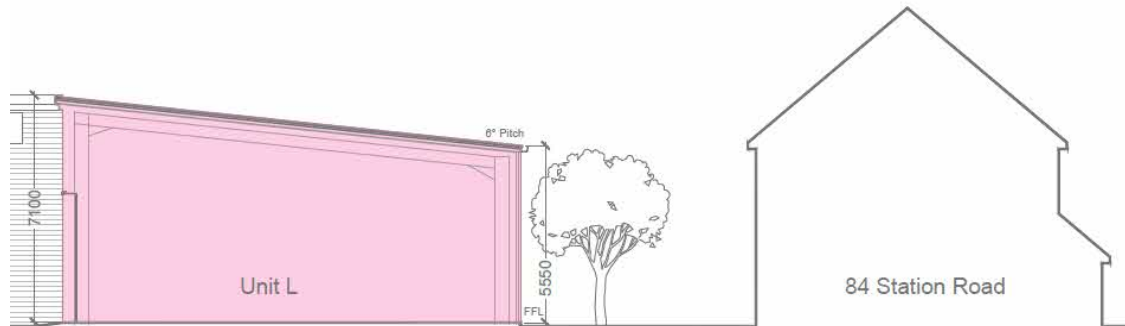
- 3.2.7 The units G&H were subject to an application granted in March 2017 for a ‘change of use from light industrial units (B1) to an MOT testing station (B2)’ (Ref: APP/17/00058).

3.3 Pre-Application Consultation

- 3.3.1 A pre-application submission was made on 21st May 2019 for a proposed commercial unit (464.5sqm) (Use Class B8) with ancillary trade counter at the southern end of the business centre. This is shown below:



- 3.3.2 This proposed unit was an 'L-shaped' design and backing onto the site boundary to the east and south.
- 3.3.3 In this respect, the proposed unit was close to the rear garden of 84 Station Road, as shown below:

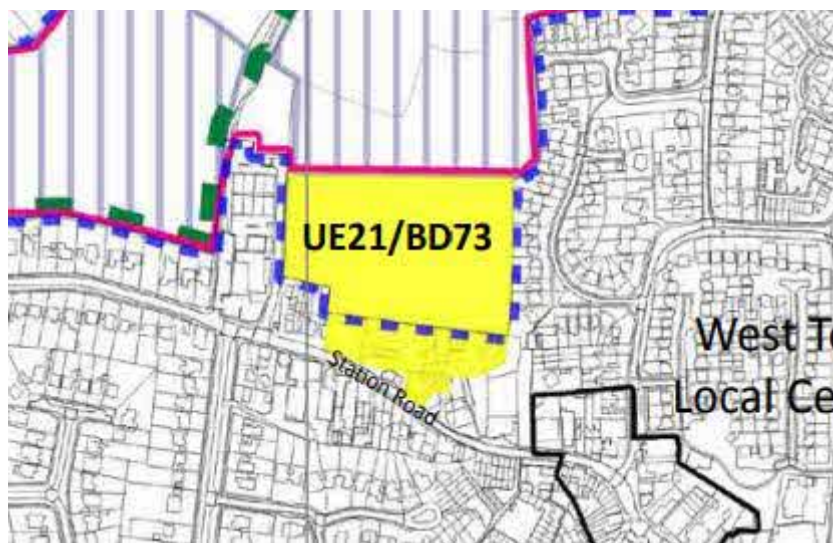


- 3.3.4 The pre-application (Ref: GEN/19/00450) was subject to meeting with Planning Officers on 20th August 2019.
- 3.3.5 A written response to the pre-application enquiry was not issued by the Council but feedback from the meeting summarised that the proposed unit was too large and too close to the rear of 84 Station Road which due to its height would impact on amenity.
- 3.3.6 Other feedback included the need to provide additional car parking and sufficient space for turning.
- 3.3.7 The current application has taken the previous feedback into account to result in a smaller scheme with a layout which does not impact on the amenity of adjoining occupiers.

4 Development Plan Context, Designations and Assessment

4.1 Development Plan Context and Designations

- 4.1.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. This represents the starting point for assessing the development prospects for a particular site or property.
- 4.1.2 For the purposes of this assessment the adopted Development Plan for Hayling Island comprises the Local Plan (Core Strategy) (2011) and the Local Plan (Allocations) (2014).
- 4.1.3 The Policies Map confirms that the site is designed for mixed-use development under Allocation UE21 / BD73 as shown below:



- 4.1.4 This is discussed in more detail below.

4.2 Relevant Development Plan Policies

- 4.2.1 The following policies of the Development Plan have been identified as relevant:

- AL1 Presumption in Favour of Sustainable Development
- HY2 Hayling Island Mixed Use Allocations
- UE21/BD73 Station Road (East of Furniss Way)
- CS2 Employment
- CS3 Skills and Employability
- CS14 Efficient Use of Resources
- CS15 Flood and Erosion Risk
- CS16 High Quality Design
- CS17 Concentration and Distribution of Development within the Urban Areas
- CS20 Transport and Access Strategy
- CS21 Developer Requirements

DM6 Coordination of Development
DM8 Conservation, Protection and Enhancement of Existing Natural Features 1
DM11 Planning for More Sustainable Travel
DM12 Mitigating the Impacts of Travel
DM14 Car and Cycle Parking on Development (excluding residential)

4.2.2 These are discussed in more detail below.

4.3 Material Consideration – National Planning Policy Framework

4.3.1 The Government’s National Planning Policy Framework (2021) (the ‘Framework’) is a material consideration in the assessment of development proposals. The Framework confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.

4.3.2 The Framework confirms that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.3.3 The Framework emphasises that these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged.

4.3.4 The Framework confirms that at its heart is a presumption in favour of sustainable development and that for decision taking this means approving development proposals that accord with an up-to-date development plan without delay.

- 4.3.5 In terms of design, the Framework confirms at paragraph 126 that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.3.6 Paragraph 130 confirms that planning decisions are required to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 4.3.7 Paragraph 134 advises that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 4.3.8 Conversely, significant weight should be given to:
- a. development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
 - b. outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 4.3.9 As discussed below the proposed development meets the relevant design aspirations.

- 4.3.10 The Framework also provides policy guidance on promoting sustainable transport and in paragraph 111 confirms that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 4.3.11 In addition, paragraph 81 confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 4.3.12 An assessment of the Framework confirms that the proposed development is consistent with national planning policies and this provides further support for the proposed development.

4.4 Other Material Considerations

- 4.4.1 Relevant Supplementary Planning Documents include the Borough Design Guide SPD (2011) and the Parking SPD (2016).

5 Planning Assessment

5.1 Introduction

5.2 The following assessment considers the relevant Development Plan policies identified in the preceding section and the degree to which the proposed development complies with their provisions or not as the case may be.

5.2.1 From a review of the Development Plan the following planning issues are considered to be material to the determination of the application:

- Principle of development
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Highways, access and parking
- Sustainability and drainage
- Impact on Trees and Biodiversity
- Planning Obligations

5.2.2 These are discussed below in respect of the Development Plan and any relevant material considerations.

5.3 Principle of Development

5.3.1 As stated above the NPPF seeks to create the conditions in which businesses can invest, expand and adapt and places significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

5.3.2 In this respect, Core Strategy Policy CS2 states that the council will seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:

- 75,000 square metres of B1 offices
- 45,500 square metres of B2 manufacturing
- 41,500 square metres of B8 warehousing.

5.3.3 The policy also states that planning permission will be granted for development proposals that:

1. Prioritise the use of previously developed land for the provision of new employment floorspace.
2. Favour town centre locations for the provision of B1a offices and other town centre uses.
3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.
4. Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.

5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses.
 6. Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.
 7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses.
 8. Encourage smart economic growth and promote advances in information and communications technologies.
- 5.3.4 In addition, Policy CS3 states that planning permission will be granted for development proposals that:
1. Raise skill levels and increase employability.
 2. Tackle skill shortages in existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.
 3. Promote skills provision in emerging growth sectors such as sustainable construction methods.
 4. Promote skills provision on strategic sites particularly with regard to construction skills.
 5. Address barriers to employment for economically inactive people.
 6. Provide childcare facilities within or in close proximity to employment sites.
- 5.3.5 In this respect, the proposed development will provide new floorspace within an existing employment site that will increase employment within the urban area.
- 5.3.6 The site is allocated within the Development Plan (Policy HY2) for 75 dwellings plus 1,000sqm of employment floorspace east of Furniss Way. The policy confirms that planning permission will be granted provided that detailed proposals:
1. Are broadly consistent with the indicative provision for the number of dwellings and floorspace.
 2. Take account of all site specific development requirements set out in the relevant site profile.
- 5.3.7 In addition, Policy UE21/BD73 states that:
- A coordinated approach needs to be taken to the delivery of this mixed use site
 - Access to the homes to be provided off Station Road
 - Access to the new business units to be provided off Furniss Way
 - Transport Statement required to inform the planning application
 - Heritage Statement, of an appropriate level of detail, to support planning application
 - A Landscape Assessment may be required to support a planning application, which sets out how screening and the design of buildings will mitigate any impacts on the undeveloped area
 - Mitigate any impacts on Brent Geese and/or waders (Policy DM23)
 - Employment and Skills Plan to support planning application
 - Investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant

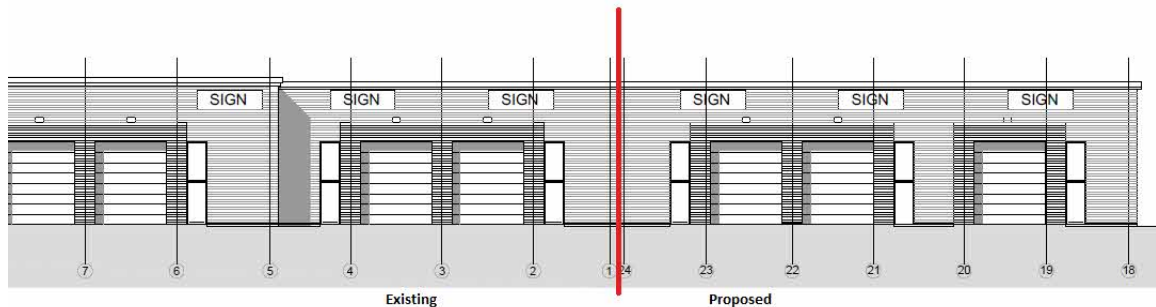
Southern Water request connection to the sewerage system at the nearest point of adequate capacity

Appropriate easement from existing sewage/waste infrastructure

- 5.3.8 Furthermore, Policy CS17 states that development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new employment, within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island.
- 5.3.9 The Core Strategy confirms that ‘overall employment opportunities on the island are limited and many people commute off the island to work’.
- 5.3.10 The Spatial Distribution Map confirms that Hayling Island can accommodate 4,741m² of new employment floorspace and the proposed development will help towards the Council’s target of 41,500m² of new B8 floorspace within the Borough and provide additional employment.
- 5.3.11 The site is part of the existing allocated for mixed-use development and although the 1,000m² of employment floorspace has already been provided the previous outline planning permission allowed for 1,250m².
- 5.3.12 Therefore, although the additional floorspace is higher than the site allocation (by 309m²) or the previous outline consent (by 59m²) the proposed development will help to concentrate new employment within an existing employment location and its associated infrastructure in accordance with the above policies.
- 5.3.13 It is also acknowledged in the Planning Officer’s Delegated Report for the 2015 application that the employment floorspace proposed in Policy HY2 is indicative.
- 5.3.14 The site designation under Policies HY2 and UE21/BD73 has already been developed and therefore any new proposals would be judged against the other policies of the Development Plan.
- 5.3.15 As shown above, new employment floorspace is supported and although the Development Plan seeks to concentrate employment floorspace on previously developed land the proposed site has previously had consent for employment floorspace and only remains undeveloped as a surplus site as the result of an alternative permission. The site offers no amenity value as open space and due to its location within the business park it is not suitable for residential development.
- 5.3.16 In this respect the principle of additional employment floorspace on this site is considered to be acceptable in principle. There are no policies which would prevent the proposed use on this site, subject to the other considerations as discussed below.
- 5.3.17 This view was also reached in the 2019 pre-application consultation which occurred in the context of the same Development Plan.

5.4 Design and impact on the character and appearance of the area

- 5.4.1 In relation to design principles, Policy DM6 states that development proposals will only be permitted where they do not undermine the future development potential of adjacent sites.
- 5.4.2 In addition, Policy CS16 states that planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.
- 5.4.3 The policy also seeks that development uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors.
- 5.4.4 The policy also seeks that development produces a positive relationship between buildings, street and spaces both existing and proposed, where:
- The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - New streets are not dominated by vehicular traffic;
 - The layout of the development is legible, meaning it is easy to orientate oneself and move through.
- 5.4.5 In this respect, the existing site is an unused portion of land from a previous development and offers no environmental, arboricultural or architectural value.
- 5.4.6 The proposed design of the commercial units will be the same as the existing as shown below:



- 5.4.7 In this respect the development will complement the character of the immediate area along Furniss Way which is comprised of existing commercial units, as shown below:



Existing units



Western side of Furniss Way

- 5.4.8 The proposed additional units will be the same height as the original units and will be constructed of the same materials.
- 5.4.9 Although located close to several houses along Billy Road, these dwellings were constructed as part of the same 2015 planning permission as the current commercial units and therefore the proposed development of additional units will not impact on the character of the area.
- 5.4.10 Therefore, the proposed development is considered to have a neutral impact on the on the character and appearance of the area.

5.5 Impact on neighbouring amenity

- 5.5.1 In terms of the impact of the proposed development on the amenity of neighbouring occupiers, Policy CS16 seeks that development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

- 5.5.2 The proposed development will not result in any impacts on neighbouring properties in respect of noise or vibrations. In there are any concerns in this regard additional controls can be a condition of any planning permission.
- 5.5.3 However, the proposed additional units will have an identical relationship with the dwellings on Billy Road as the existing units do with the houses further to the north on Billy Road.
- 5.5.4 The existing Business Centre units are located between 15 and 16 metres from the rear of the houses on Billy Road and between 6 and 7 metres from the end of their rear gardens.
- 5.5.5 In this respect, the proposed new units will be between 16.5 and 19.5 metres from the rear of the houses on Billy Road and between 7 and 8 metres from the end of their rear gardens.
- 5.5.6 The proposed height of the units will be the same as the existing. Therefore, given the existing relationship between the commercial uses and the residential was considered acceptable when granting permission in 2015 it must be the case that the proposed relationship must also be acceptable given the separation distances are slightly increased.
- 5.5.7 There will be no overlooking of these adjoining residential properties as no windows are proposed in any facing elevation.
- 5.5.8 There will be no overlooking of adjoining residential properties as no windows are proposed in any facing elevation.
- 5.5.9 In relation to the dwellings on Station Road there is no impact on the amenity of No. 86 which does not have any built form facing the rear of the property.
- 5.5.10 The outlook from No. 84 Station Road is also largely unaltered by the proposed development as the new units are set back from the rear of the dwelling and are separated by significant tree screening.

5.6 Highways, access and parking

- 5.6.1 Core Strategy Policy CS16 seeks that development is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible.
- 5.6.2 Policy DM11 states that the council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes.
- 5.6.3 In this respect, the accompanying Transport Statement confirms that the site is accessible by walking, cycle and public transport as well as within walking distance of the town centre, community facilities and residential areas.
- 5.6.4 Therefore, the site is in a sustainable location and in compliance with the above policies.
- 5.6.5 Policy DM12 states that developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change.

- 5.6.6 In this respect, the proposed development involves the extension of an existing business centre which is not expected to result in any material increased in trip generation. Therefore, noise and pollution impacts will be minimal.
- 5.6.7 Policy DM14 states that development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.
- 5.6.8 In this respect, and as discussed in the accompanying Transport Statement, the level of car parking for the proposed units has been assessed against Havant Borough Council's Car Parking Standards (July 2016). For a B1(b)(c) high tech/light industry and B2 general industrial (now both Class E) the minimum car parking standard is 1 space per 45sqm. Therefore, for the proposed GFA of 309sqm, this would equate to the provision of 7 spaces.
- 5.6.9 The current industrial site is provided with 22 spaces, of which 2 spaces are for disabled users. Following the creation of the 3 additional units the 4 parking spaces located further south will be removed to provide access and re-provided in the site through the conversion of the 3 parallel spaces on the western boundary into 7 echelon spaces, one of which will be suitable for disabled users. The existing site will therefore retain the same level of provision of 22 spaces with 2 disabled user spaces.
- 5.6.10 The proposed development provides 10 spaces, including 2 disabled bays, thus in excess of HBC demand to ensure that no overspill parking occurs onto the local road network. As stated previously, 2 accessible bays will also be provided in excess of the stated 5% of the total allocation.
- 5.6.11 Swept path analysis of large vehicles navigating through the designed and re-designed areas has been completed to ensure the site remains operational.
- 5.6.12 The proposed car parking spaces measure 2.4m x 4.8m, with a 6m reversing distance in accordance with Havant Borough Council's SPD and Manual for Streets guidance.
- 5.6.13 In addition, 4 Sheffield Stands will be provided, equating to 8 cycle spaces for the site. This is in excess of Havant Borough Council's cycle parking guidance.
- 5.6.14 In addition, the Transport Statement confirms that refuse will be collected off-street with an appropriately placed refuse store provided, in accordance with Eurobin carry distances within Manual for Streets. A fire tender is also able to get within 45m of all parts of the site, in accordance with Building Regulations. Delivery vehicle tracking has also been completed to show that a 16.5m articulated vehicle and a 7.5t box van are able to track around the site.
- 5.6.15 The proposed development is likely to generate in the order of will generate in the order of 4 trips in the AM peak, 3-4 trips in the PM peak, with 41-74 trips generated across a 12 hour period. When compared to the consented schemes on the site, the proposed development will result in a negligible impact upon the operation the operation of the local road network.

5.6.16 In this respect, the Transport Statement demonstrates that the proposed development will not result in a detriment to the operation of the local road network and therefore there should be no objections in relation to parking provision, highways or access.

5.7 Sustainability, Flood Risk and Drainage

5.7.1 In relation to sustainable construction and high quality design, Core Strategy Policy CS14 confirms that non-residential development over 500sqm should achieve a BREEAM standard 'very good'.

5.7.2 In this respect, the proposed development is under the policy threshold, and it is not necessary to provide such information as part of the planning application.

5.7.3 Nevertheless, the proposed units will be similar in scope to the existing units and will seek to use energy saving where appropriate.

5.7.4 In relation to flood risk and drainage, Core Strategy Policy CS15 confirms that all development will be required to ensure that there is no net increase in surface water runoff. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

5.7.5 In this respect, the accompanying Flood Risk Assessment confirms that the Environment Agency mapping indicates that the site is within Flood Zone 1 and has a very low risk of fluvial flooding.

5.7.6 All other sources of flooding for the site have been investigated and shown to be of minimal or no risk.

5.7.7 In this respect, the proposed development is appropriate and sustainable in the flood risk terms as set out in NPPF.

5.7.8 In addition, the application is accompanied by a SuDS Report which confirms that the surface water system will discharge into the existing drainage network currently serving Furniss Business Center, which then drains to a landscaping swale. Tanked permeable paving will be provided for the parking bays and then discharged via a 33mm orifice plate (1 l/s) into the existing ditch to the southwest.

5.7.9 The foul water will discharge into the existing private foul sewer located within the site boundary to the south.

5.7.10 In this respect, the Report demonstrates that the proposed drainage measures ensure that no property will be at risk of flooding if the development proceeds and that suitable means of surface water and foul drainage can be achieved for the proposed development.

5.7.11 Such measures can be further controlled by conditions if necessary.

5.8 Impact on Trees and Biodiversity

- 5.8.1 Local Plan Policy DM8 states that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:
1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
 2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
 3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
 4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.
- 5.8.2 In this respect, the proposed development will seek to retain the existing boundary trees along with the boundary hedge to Furniss Way. The site currently has several saplings which offer no benefits in terms of biodiversity or appearance.
- 5.8.3 However, these can be removed and replanted along with other landscaping if considered necessary. Further details of landscaping can be secured by conditions if necessary.
- 5.8.4 In addition, as confirmed in the Council's Position Statement on Nitrate Neutrality non-residential development is unlikely to lead to a significant effect as it would not involve a net increase in population in the catchment.

5.9 Planning Obligations

- 5.9.1 Core Strategy Policy CS21 states that development will be permitted if on-site and/or off-site infrastructure requirements are met.
- 5.9.2 Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off-site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.
- 5.9.3 However, no contributions or planning obligations have been identified at this stage.

6 Summary and Conclusion

6.1 Summary

- 6.1.1 In summary, this Statement has been prepared in support of a full planning application for the extension of existing business centre to provide 3 additional units of 103sqm (309sqm in total) plus amended parking layout and cycle parking at Furniss Way Business Centre, Furniss Way, Hayling Island, PO11 0FG.
- 6.1.2 The purpose of this statement is to identify Development Plan policies that maybe relevant in the assessment of the development proposal; and to consider whether the proposal conflicts with their provisions and, if so, whether there are material considerations that outweigh any conflict with the Development Plan.
- 6.1.3 An assessment of the relevant planning policies in the adopted Development Plans confirms that there is no significant conflict with their provisions and that the statutory test imposed by Section 70(2) of the Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004 is met.
- 6.1.4 The National Planning Policy Framework is a material consideration in the assessment of the development proposal. An assessment of the Framework in terms of design, housing and heritage confirms that the proposed development is consistent with national planning policies and provides further support for the application. Supplementary Planning Guidance has also been considered and the proposed development is compliant with this guidance.
- 6.1.5 The above confirms that:
- The principle of the development is supported by the Development Plan which confirms that the site is allocated for employment uses.
 - The proposed design is compatible with the local area.
 - The site is suitable for the level of car parking required.
 - The proposed development will not have any material impact on the amenity of neighbours.
 - There are no technical impediments to the granting of planning permission.

6.2 Conclusion

- 6.2.1 In conclusion, the proposed development is considered compliant with the relevant provisions of the development plan. Planning law dictates that this justifies a grant of planning permission. Assessment against the policies contained within the Framework, which is a material consideration, further confirms that the development can be considered to be a form of sustainable development and therefore benefit from the presumption in favour of sustainable development which is a golden thread running through decision-taking.
- 6.2.2 Therefore, the development is promoted on this basis and that it can be supported and receive a grant of planning permission.

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