

Construction of 2-Storey
Office Building together with
Rationalisation of vehicle
Parking and
Refuse/Recyclables Storage
facilities

At

The Briars,
Waterberry Drive,
Waterlooville, Hants,
PO7 7YH

Planning, Design & Access Statement



1.0 Introduction

1.1 This application proposes the construction of a 2-storey office building at The Briars, Waterberry Drive in Waterlooville. The Briars office development was constructed during the late 1980's early 1990s and consists of eight, 2-storey office buildings together with 213 car parking spaces. The proposed building would be constructed on a part of the site currently comprising a vehicle parking area with landscaping. The application site also accommodates refuse/recyclable storage and a smoking shelter.

1.2 The proposal would result in the provision of a new office building that would be constructed in a style to match the appearance of the estates existing offices. The development would rationalise existing parking in the area and also reprovide the refuse storage. The development would result in the loss of just 1 vehicle parking space.

1.3 This statement describes our Client's proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 Application Site Description

2.1 The application site comprises an irregularly shaped, flat piece of land, located at the southern end of The Briars office development immediately north of Elettra Avenue in Waterlooville. The site, which has an area of approximately 0.14 hectares, currently accommodates 31 car parking spaces, landscaping together with refuse and recyclable storage facilities and a smoking shelter.



Figure 1 Application Site and Surrounding Area

2.2 As can be seen from Fig.1 The Briars is a development of 8 two storey office buildings constructed with a symmetrical layout which incorporates 213 car parking spaces and landscaping. The buildings are constructed with elevations combining a buff facing brick with complementary horizontal bands of red brickwork. These buildings sit beneath low-pitched hipped slate roofs with their facades incorporating 'towers' and projecting square bay window features. Access to the Briars is from Waterberry Drive to the east.

2.3 To the south-east of the application site is a landscape buffer separating the office development from Elettra Avenue. This area accommodates a number of trees and shrubs. The planning application is accompanied by a "Tree Development Survey and Report (BS5837:2012 Arboricultural Impact Assessment)" by consultants Connick Tree Consultants. This report, which includes land falling outside the application site, identified 21 trees of which none were considered to be Category 'A' (of a high quality and value), 14 Category 'B' (of moderate quality and value) and 6 Category 'C' (of low quality and value). Additionally, one tree was identified as 'U' Grade and which has been identified as requiring removal for reasons of sound arboricultural management.

2.4 Between the existing refuse store and the sites south-east boundary is a finger of land within which is a landscaped bund. It is within this approximate area that the new office building would be constructed. The redevelopment of the central part of the site will result in the loss of approximately 4 parking spaces. As such the proposals will also result in the reprovision of 3 new parking spaces (one between Units 5 and 6 and two more spaces to the southwest and south-east of Unit 8).

2.5 Figure 2 below provides a key to the photographs that appear at Figures 3 to 9. The identification numbers correspond to the Figure number.



Figure 2 Key to Photos at Figures 3 to 9



Figure 3 View of Application Site from North-West



Figure 4 View towards Existing Landscape Area/Refuse Store/Smoking Shelter from North

2.6 The application site is located at the centre of a relatively large business park within the designated urban area. The Briars currently comprises 8 two storey office buildings which are served by 213 car parking spaces. Beyond The Briars to the north and west are a range of other businesses comprising high-tech companies, trade sale counters and a range of light industrial uses. Approximately 150m to the north-east is the Waterlooville Leisure Centre; 100m to the south is a Lidl Supermarket; 160m to the south-east is a McDonalds Restaurant. Beyond the business park to the west and north is the West of Waterlooville housing development which will eventually accommodate between two and three thousand houses. Some 850m to the south east is Waterlooville Town Centre.



Figure 5 View towards Existing Landscape Area/Refuse Store/Smoking Shelter from North-East

2.7 With regards to public transport the site is approximately 250m to the north-west of a bus stop served by the following services:

- 7 The Star Portsmouth City Centre - Cosham - Waterlooville - Wecock Farm - North End - Hilsea - Widley - Crookhorn - Milton Road
- 39 Wecock – Cowplain – Waterlooville – Purbrook – Leigh Park - Havant
- 654 Oaklands School Purbrook - Waterlooville - Cowplain – Waterlooville – Denmead - Hambledon

D1/D2 Waterlooville - Hambledon



Figure 6 View from North-East towards Parking Area Infront of Unit 8



Figure 7 View towards Existing Landscape Area/Refuse Store/Smoking Shelter from South-West



Figure 8 View towards Parking Area to the South-East of Unit 8



Figure 9 Panoramic Photo towards Site from Elettra Avenue to South-East

2.7 The site being within Flood Zone 1 is not considered to be at risk of flooding.

3.0 Planning History

3.1 Planning permission was granted on 6th October 1988 (LPA Ref: 88/51932) for the "Development of eight individual two storey office units of ranging sizes totalling 4,175m sq. approximate" at Brambles Farm North, Waterberry Avenue, Waterlooville.

4.0 Proposed Development

4.1 This application, in summary, proposes the construction of a 2-storey office building (Use Class E(g))¹ at the southern end of The Briars office development, Waterberry Drive, Waterlooville. The proposed development would be sited on an area of land currently occupied by landscaping, a waste bin enclosure and vehicle parking spaces.

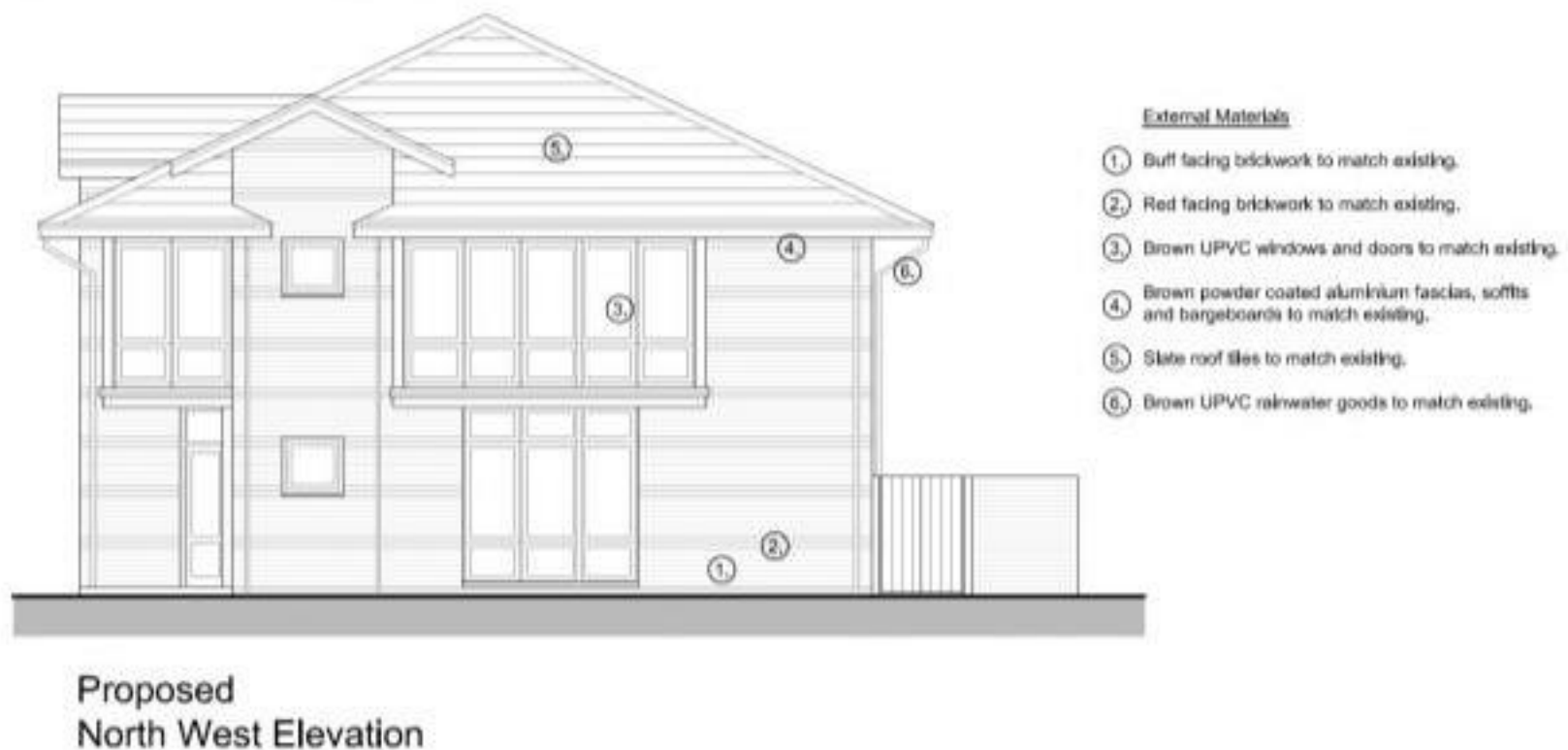


Figure 10 Extract of Elevation Drawing 19-3160-105_P2



Figure 11 Typical Existing Office Building within The Briars

4.2 The proposed building would be constructed of a style that matches the appearance of the other 8 detached office buildings within The Briars development. As such, the proposed buildings external elevations would be constructed with a buff facing brick, complemented by horizontal bands

¹

“(i) an office to carry out any operational or administrative functions,
(ii) the research and development of products or processes, or
(iii) any industrial process,
being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.”

of red brickwork and sitting beneath low-pitched hipped slate roof. The building's façades would incorporate 'tower' features with windows being installed with brown UPVC frames including projecting square bay windows, with brown frames. Soffits and fascias would be brown powder coated aluminium with rainwater goods brown UPVC.

4.3 The building would have a maximum height, to its principal eaves and ridge, of 5.4m and 8.7m respectively. The building would have a footprint measuring some 11.7m wide by 14.0m deep (if including the towers and bay/oriel windows this would increase to a maximum 12.5m wide by 14.6m deep). Attached to the buildings north-west elevation would be a replacement refuse and recyclable store measuring 3.1m wide by 6.1m deep with capacity for 1 x 1100 litre Euro Bins); to the north and south-east of the building would be cycle parking facilities. The building would be surrounded by a paved area which would be complemented by replacement planting to the south-east.

4.4 Entry to the building would be via a doorway in the building's northern 'corner' which would open into a communal hallway. Toilet facilities (including an accessible w.c.) would be accessible from the hallway on the ground floor as would a staircase which would allow access to the first floor. A further toilet would be provided off the first-floor hallway together with a small kitchen. Each of the two floors would accommodate a single office space (122sq.m. on the ground floor; 128sq.m. at first floor).

4.5 The siting of the proposed building would be achieved by the rationalisation of the existing vehicle parking, refuse storage facilities and 'finger' of landscaping which projects in to the site from the landscape belt located to the south-east. The proposals would result in the loss of two Category B trees (Silver Maple (*Acer saccharinum*) – T10 & T11 in the Tree Development and Survey & Report (AIA)) to facilitate the development. The image below at Fig.12 demonstrates the limited impact the loss of these trees would have upon the streetscene.

4.6 The proposals would also result in the loss of 4 car parking spaces in the immediate area of the application building. However, three new spaces would be formed by rationalising existing landscape provision between Units 5 and 6 and to the southwest and south-east of Unit 8.

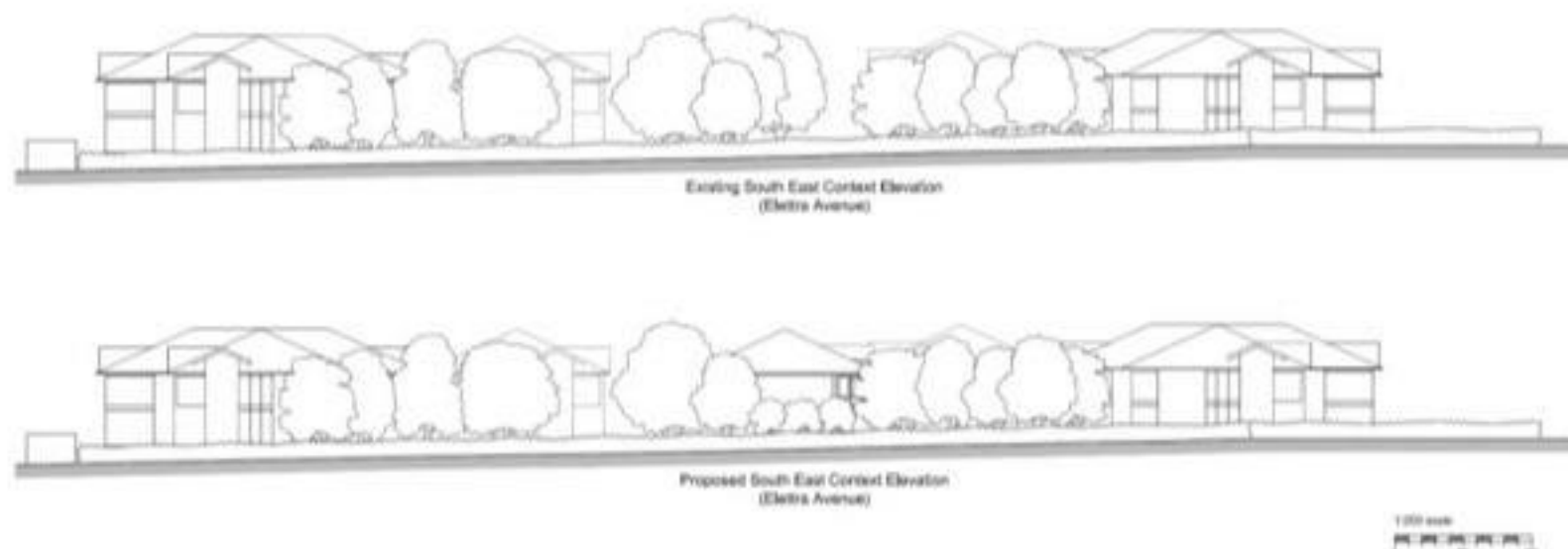


Figure 12 Contextual Streetscene from South-East Side of Elettra Avenue

5.0 Planning Policy

National Planning Policy

5.1 The revised National Planning Policy Framework (NPPF) was published by the Government on 24th July 2018. This document was revised further on 19th February 2019.

5.2 Paragraph 7 of the Framework states that *"...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs..."* The document promotes planning principles which include making effective use of land.

5.3 The NPPF states (at para.8) 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..."* The economic objective is described as helping to *"...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"*; The social objective requires planning 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..."* The environmental objective relates to the protection and enhancement of *"...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..."*

5.4 Paragraph 10 of the NPPF states *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development..."*

5.5 Paragraph 38 of the NPPF encourages Local Planning Authorities to *"...approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available ... and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible..."* Additionally, para. 47 opines *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise..."*

5.6 With regards to the economy paragraph 80 states *"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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future..."* Furthermore paragraph 80 continues *"Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations."*

5.7 Section 11 of the NPPF relates to "Making effective use of land". The Government advocates that *"...decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions..."* (para. 117). In particular at para.118 the Government advises that: *"Planning policies and decisions should: c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs..."*

5.9 With regards to design the NPPF states at para. 124 ‘...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. Being clear about design expectations, and how these will be tested, is essential for achieving this...’ Para. 127 requires LPAs, when making decisions, to ensure that developments:

- “a) 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;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) 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);*
- d) 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;*
- e) 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*
- f) 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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

5.10 Furthermore paragraph 130 advises that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents...”*

5.11 Section 9 of the NPPF relates to “Promoting sustainable transport”. Paragraphs 102 states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

5.12 Paragraph 103 continues *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

Havant Borough Local Development Framework

5.13 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

CS6 *Regeneration of the Borough*

"...Planning permission will be granted for development which 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..."

CS16 *High Quality Design*

"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. All development should demonstrate that its design:

1. *Responds to, draws inspiration from and respects local context and:*
 - a) *Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;*
 - b) *Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;*
 - c) *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;*
 - d) *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...*
 - e) *The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.*
2. *Produces a positive relationship between buildings, street and spaces both existing and proposed, where:*
 - a) *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;*
 - b) *New streets are not dominated by vehicular traffic;*

- c) *The layout of the development is legible, meaning it is easy to orientate oneself and move through.*
- 3. *Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.*
- 4. *Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.*
- 5. *Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.*
- 6. *Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.*
- 7. *Adapts to the changing needs of the users and the changing climate over the lifespan of the building."*

CS17 Concentration and Distribution of Development within the Urban Areas

"Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

- 1. *Concentrates new ... employment ...and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.*
- 2. *Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*
- 3. *Broadly distributes the new ... employment development in the five areas of the borough..."*

CS20 Transport and Access Strategy

DM8 Conservation, Protection and Enhancement of Existing Natural Features

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...*
- 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."*

DM12 Mitigating the Impacts of Travel**DM14 Car and Cycle Parking on Development (excluding residential)**

"Development will only be permitted where it provides parking for cars, motor cycles 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."

5.14 The above policies are considered to be in general conformity with the NPPF and are, therefore, relevant to the determination of this application.

Havant Borough Local Plan (Allocations), Adopted 23rd July 2014

Policy AL1 Presumption in Favour of Sustainable Development

"...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)..."

Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

"...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map..."

5.15 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Parking Supplementary Planning Document (SPD) (27th July 2016) - with section 3 being updated on 25th September 2019. This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces to be provided with new development.

5.16 With a Gross External Area of 299sq.m. the proposed Use Class E(g) office (nearest equivalent to superseded Use Class B1(a)) building should provide 10 vehicle parking spaces together with a minimum 2 long stay and 1 short stay cycle spaces.

TABLE 2			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

Notes

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
3. For all major commercial developments, a transport assessment and company or site travel plan will be required (see Chapter 5 for thresholds).
4. Proposed standards will take account of commercial development in predominantly residential areas. Where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
5. This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.
6. One motorcycle space is to be provided for every 25 car parking spaces.
7. Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

Figure 13 Table 2 from Parking Supplementary Planning Document July 2016 (Partially updated September 2019)

Submission version of the Havant Borough Local Plan

5.16 Havant Borough Council are preparing a new Local Plan which will guide new development in the Borough, setting out the Borough's strategy for new development, what it should look like and where it should take place. The Pre-Submission Havant Borough Local Plan with changes was consulted on between the 3rd November and 17th December 2020.

5.17 The following emerging policies are considered to be relevant to this planning application:

DR1 Delivering Sustainable Development in Havant Borough

"... This Local Plan makes provision for the delivery of about ... 149,940 net sqm of employment floorspace in Havant Borough between 2016 and 2037..."

This particular policy was informed by the Council's "Employment Land Review October, 2020".

DR2 Regeneration

"The use of brownfield land ...d. The Council supports the development and intensification of brownfield sites to provide as much of the Borough's development needs as possible..."

IN3 Transport and parking

E1 High quality design

"Planning permission will be granted for development that: a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;... c. Demonstrates that it: i. Responds to, and draws inspiration from its local context... ii. Considers characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors; iii. Identifies and positively responds to existing natural and built features... iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and durability;... v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces..."

E3 Landscape and settlement boundaries

"Planning permission will be granted for development which: a. Contributes positively to local identity and distinctiveness of landscapes and settlements; b. Respects, complements and integrates successfully with the local landscape surrounding the site; c. Incorporates any key landmarks and natural or historic features on the site into the design of the scheme and protects them from destruction or deterioration; d. Protects key views of important landmarks and landscapes; and e. Integrates successfully with the local landscape surrounding the site."

E18 Trees, hedgerows and woodland

"Development affecting trees, hedgerows and woodlands will only be permitted where it: a. Reflects, conserves or enhances the existing landscape and integrates the development into its surroundings, adding visual interest and amenity; b. Adequately protects existing trees and hedgerows including their root systems prior to, during and after the construction process; and c. Will not result in the loss or deterioration of ancient woodland and ancient or veteran trees."

The Council will refuse planning permission for proposals that threaten the retention of important trees, hedgerows, and woodland, unless the need for, and benefits of development in that location clearly outweigh the impact of the proposal."

C1 Protection of existing employment sites

"Proposals for employment uses which protect and enhance the function and operation of established employment areas (as defined on the Policies Map) will be supported..."

Supporting text to policy C1 states at paragraph 7.5 that *"There is a need to strengthen and reinforce the function and role of the Borough's established employment areas. This will help to support market confidence and deliver further speculative development within these areas. This will be critical to 'free up' floorspace within existing employment areas, enable local businesses to relocate to premises more suited to their needs, whilst attracting inward investment from companies outside of the Borough...."*

6.0 Planning Considerations

6.1 As has been explained in section 4.0 of this statement planning permission is sought for the construction of a 2-storey office building at The Briars, Waterberry Drive in Waterlooville.

Principle of Development

6.2 The proposed office development is located in a well-established and popular office estate within the Urban Area for Waterlooville as designated by policies CS6 of the Havant Borough Core Strategy, adopted on 1st March 2011 and AL2 of Havant Borough Local Plan (Allocations), adopted 23rd July 2014. As such, there is a presumption in favour of granting permission within this location.

6.3 Additionally, policy CS17 of the Core Strategy promotes *"...the most effective use of land in the borough by granting planning permission that...Concentrates new ... employment ... development within ... Waterlooville ... as shown on the Proposals Map... Prioritises development on previously developed land, including redundant, derelict or underused land and buildings ...Broadly distributes the new ... employment development in the five areas of the borough..."* The application proposal would, therefore, concentrate new employment floorspace on previously developed land, helping to distribute employment floorspace within the Borough, in compliance with policy CS17.

6.4 The principle of the proposed development is also consistent with emerging Local Plan policies DR1 and DR2 which again promote the use and intensification of brownfield land for employment uses. It is of note that emerging policy DR1 is informed by the Council's ["Employment Land Review, October 2020"](#). At paragraph 7.35 this document comments *"The Brambles Industrial Estate (BD51, BD52 and 53) is a well-established business and industrial area located to the west of Waterlooville town centre. It also lies immediately east and north east of the West of Waterlooville MDA. The industrial accommodation located around the periphery of the employment area is of varying age and quality. The office complexes within the centre of the site namely the Briars, the Hussars and Wellington Court are of a generally good quality, and are well-occupied accordingly..."* Additionally, this report concludes by stating *"9.3 In contrast, the office market in the Borough has remained relatively static, with moderate take up of office floorspace. There however, remains strong occupier demand for office accommodation in high profile locations such as Langstone Gate and Langstone Technology Park in Havant and the Brambles Business Park in Waterlooville..."*

6.5 As such, given that the site is within the Urban Area and is located on previously developed land within an established business park it is considered that the application proposal is compliant with the policies of both the adopted Development Plan and those of the emerging Local Plan.

Design Quality

6.6 Core Strategy policy CS16 “High Quality Design” 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. All development should demonstrate that its design: 1. Responds to, draws inspiration from and respects local context...a) Identifies and responds positively to existing features ... within or close to the proposed development site ... b) Integrates with existing local landscape features ... c) 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...*” The proposed building is designed with an appearance to mimic the other 8 office buildings within the estate with matching brickwork, roof materials, window details and fascias and soffits. The building would be of a similar height and scale and would appear as part of the original development. Furthermore, the building would be viewed against a backdrop of existing landscaping which would be the subject of further planting following the removal of two existing trees. As such, the proposed development is considered to be compliant with policy CS16.

6.7 The design of the proposed development is also considered to be consistent with emerging Local Plan policies E1 and E3 which again encourage high quality design whilst also requiring development to integrate successfully with the surrounding environment. As such, it is considered that the application proposal is compliant with the policies of both the adopted Development Plan and those of the emerging Local Plan.

Vehicle Parking and Landscaping

6.7 The siting of the proposed 299sq.m. office development, whilst resulting in the loss of 4 existing parking spaces, would rationalise existing parking provision with the addition of 3 new spaces. As such, of the existing 31 spaces within the application site only one vehicle parking space would be lost. The development would also result in the provision of new cycle parking facilities as well as the replacement of existing refuse storage facilities.

6.8 Immediately adjacent the application site, to the south-west, north-east and south-east are a further 21 vehicle parking spaces, which also serve nearby offices. As such, both within and immediately adjacent the application site would be a total of 51 parking spaces following the completion of the development.

6.9 The existing Briars office development was built following the grant of planning permission (LPA Ref: 88/51932) on 6th October 1988 for the “Development of eight individual two storey office units of ranging sizes totalling 4,175m sq. approximate”. At this time 213 car parking spaces were provided to serve all of the office buildings at a ratio of 1 space for every 19.6sq.m. of office space. A more recent review of the existing floorspace indicates that the existing offices have a combined floor area of some 4,326sq.m. Current parking provision is, therefore, provided at a ratio of 1 space for every 20.3sq.m.

6.10 The application proposals would involve the provision of an additional 299sq.m of new office space, with a total floor area of 4,625sq.m. across The Briars. The ratio of parking across the site would, as a consequence of this development, increase slightly to one parking space for each 21.8sq.m of office space.

6.11 The Council's Parking Supplementary Planning Document (SPD) (27th July 2016) - with section 3 being updated on 25th September 2019 – stipulates a minimum parking provision of 1 parking space for every 30sq.m. Consequently, the proposed office would need to provide approximately 10 parking spaces. As has been stated the application proposals would result in the loss of 4 spaces and the re-provision of 3 additional spaces. As such, there is a theoretical need for the proposed development to provide 11 spaces (10 for the proposed floor space plus 1 lost space). However, if the application proposal is viewed in the context of parking provision across The Briars site it is apparent that, at 1 space for every 21.8sq.m. the resultant provision would still fall well within the minimum requirement of 1 space per 30sq.m. The parking requirement for 4,625sq.m. (i.e. the proposed office together with the 8 existing offices) of office floorspace at a ratio of 1 space for every 30sq.m. results in the need to provide 155 spaces across the site.

6.12 This application is accompanied by a Transport Note by Highways Consultants Paul Basham Associates. This document concludes by stating that "the proposals are not anticipated to lead to any overspill parking onto the local road network..." and "The proposals are therefore not anticipated to have a significant impact upon the operation of the local road network particularly considering that the site is surrounded by similar commercial uses..."

6.13 It is also considered, following the Covid-19 pandemic, that office working practices are very likely to change in the future. It is expected that more people will choose to 'work from home' more regularly, rather than commuting to their workplace and, with the anticipated continued need for social distancing, office floorspace will be less crowded than in previous years. Such a change in working practices will also result in less demand for on-site parking provision.

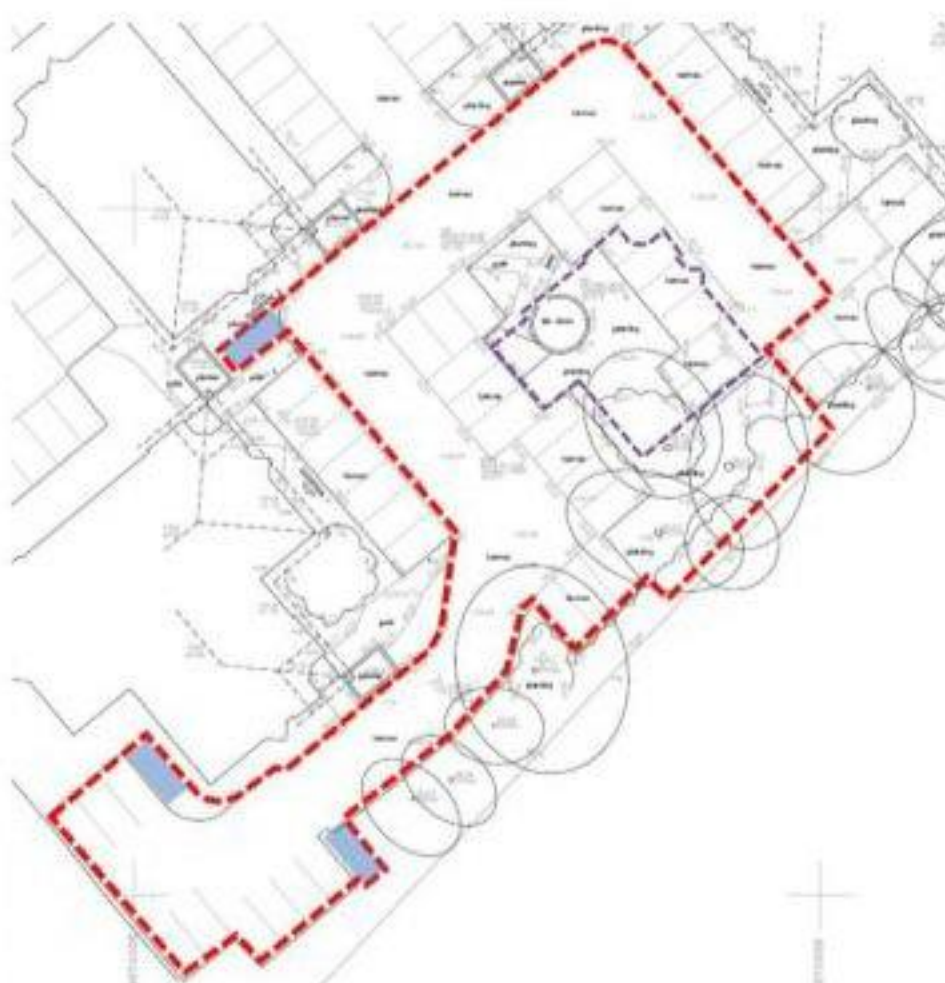


Figure 14 *Topographical Survey Showing Application Site Boundary, Footprint of Proposed Building & Proposed Parking Spaces*

6.14 The image at Fig.14 shows an extract of the site's topographical survey which has been overlaid with the footprint of the proposed building and 3 new car parking spaces. The proposed building would be constructed on a part of the site currently accommodating a vehicle parking area with landscaping and refuse and recyclable storage facilities. Within the red line of the application site are currently 31 car parking spaces.

6.15 It will also be seen that the proposed development would result in the loss of two Category B trees (Silver Maple (*Acer saccharinum*) – T10 & T11 in the Tree Development and Survey & Report (AIA)) to facilitate the development. The AIA report also notes that a third tree should be removed (T16 – Bird Cherry (*Prunus padus*)) due to its poor condition, however, this falls outside the boundaries of the application site.

6.16 As the arboricultural consultants have noted “The most significant impact is the loss of the 2 semi-mature category ‘B’ Silver maple trees.” However, in order to mitigate the loss of these two trees the applicants are proposing the “replacement planting of 5 standard size specimens of a species to be agreed with the local planning authority prior to the start of any development.” The consultants advise that “This planting will be used as an opportunity to diversify the species and age range of the trees in the verge.”

6.17 Given that the applicants are proposing to replace the two trees with a robust replanting scheme, that would provide a diversity of new trees both in terms of their age and species, it is considered that the proposed development would, overall, have a net benefit to the local environment that could actually improve the green infrastructure and visual amenity of the Elettra avenue streetscene in the long term. As such, it is considered that the proposed development would be compliant with policy DM8 of the Havant Borough Core Strategy.

7.0 Conclusions

6.1 This planning application seeks a grant of planning permission for the construction of a 2-storey office building (Use Class E(g)) at the southern end of The Briars office development, Waterberry Drive, Waterlooville. The proposed development would be sited on an area of land currently occupied by landscaping, a waste bin enclosure and vehicle parking spaces.

6.2 Office development at The Briars, and elsewhere on the Brambles Business Park, is recognised as being an attractive location to local businesses. With the ongoing housing development at the West of Waterlooville Major Development Area, to the west, it is considered that the demand for new office space will continue in the years to come. It is envisaged that the application proposal would help meet this demand.

6.3 Whilst it is recognised that the proposed development would result in the loss of two category ‘B’ trees it is considered that replacement planting could actually improve the green infrastructure and visual amenity of the Elettra Avenue streetscene in the long term. Again, it is recognised that the proposals would result in the net loss of 1 parking space within The Briars overall. However, it is considered that the additional demand created for parking by the new office building would be adequately accommodated by both existing and proposed parking provision.

6.4 The application proposals have been considered in relation to current National Planning Policy Framework guidance and Development Plan policy. The proposals are considered to represent sustainable development within an accessible part of the Borough.

6.5 Given the forgoing, and in conclusion it is respectfully requested that both Officers and Members of Havant Borough Council, as Local Planning Authority, look favourably on the application and issue a grant of planning permission.