

External Alterations to the Flexible Use Industrial Building (permitted Under Application 22167/6) including Partial Reroofing, Recladding, Repainting, Changes to Fenestration. Removal of Existing Loading Bay Extension, Provision of New Loading Bay Doors, Erection of New Fence and Gates within Interior of Site, Rationalisation of Parking Layout & Replacement of Existing Open sided Entrance Canopy

At

36 New Lane, Havant,
Hampshire, PO9 2JL

Planning, Design & Access Statement



Figure 1 **36, New Lane, Havant – West Elevation**

Applicant:
Shed 5 Limited

1.0 Introduction & Background

1.1 The application site, 36 New Lane, comprises a large industrial building located in a well-established industrial estate on the corner of New Lane and Stanbridge Road in Havant. The existing building is surrounded by a mainly hard surfaced parking and manoeuvring areas which are complemented with planting beds. The site is enclosed and secured by a 2.2m palisade fence. The existing building was constructed following the grant of planning permission by the Local Planning Authority (LPA) in August 1986 (LPA Ref: 22167/6) for *"...a flexible use industrial unit with ancillary facilities..."*

1.2 This application seeks a grant of planning permission for a number of alterations that would affect the external appearance of the building through: partial recladding, repainting, reroofing and re-fenestration of the existing structure. Other proposed changes would involve the removal of the existing loading bay and provision of additional HGV entrance doors on the north side of the building, together with the replacement of the existing open sided entrance canopy on the building's west elevation. Additionally, it is proposed to change very slightly vehicle parking within the site by rearranging the provision of gates and fencing. Other works would be to the interior of the building with the removal of ground floor partitioning and part of the existing first floor mezzanine floor. It is considered that works to the interior of the building do not constitute 'development' that requires planning permission. The building would continue to be used as a flexible use industrial unit for purposes within Use Classes B2, B8 & E(g).

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 a large industrial unit located on the corner formed by the east side of New Lane and the southern side of Stanbridge Road in Havant. The building, which sits in a mainly flat plot of approximately 1 hectare (2.44 acres), has a floor area of approximately 6,503sq.m. set over both ground and mezzanine floors. The footprint of the building extends to the north and west from the sites south-east corner. The building is surrounded by an 'L' shaped, almost entirely hard surfaced, vehicle parking and manoeuvring area which itself is secured by a 2.2m high galvanised steel fence. The building which was constructed following the grant of planning permission in August 1986 (LPA Ref: 22167/6) as *"...a flexible use industrial unit with ancillary facilities..."* has been used over the years for a range of industrial, manufacturing and storage and distribution uses together with ancillary office accommodation.

2.2 The application site is set at the entrance to an industrial estate on Stanbridge Road. Immediately to the north of the application site, located on the opposite side of the road (i.e. 38 New Lane), are two terraces of 6 industrial units granted permission under APP/19/00660 in March 2020 for B1, B2 and B8 purposes. Immediately to the east of the application site is a former parking area which was granted planning permission (LPA Ref: APP/16/00659) for the construction of a warehouse with ground and first floor offices. This planning permission was issued on 23rd September 2016. Additional industrial and business premises are located to the north-east of the site on Downley Road. To the west of the application building, on the opposite side of New Lane are the nearest residential properties to the site. The east facing elevations of these dwellings are separated by a gap of some 68m from the nearest part of the application building.



Figure 2 *Location of Application Site & Surrounding Area*



Figure 3 *View of the Buildings west Elevation from Boundary Fence*



Figure 4 *View North Across Parking Area to West of the Building*



Figure 5 *View East Showing the Buildings South Elevation*



Figure 6 *View from North-West Towards Buildings North Elevation*



Figure 7 *Loading Bay on Buildings North Elevation*



Figure 8 Streetscene Photo taken From North Side of Stanbridge Road towards Building



Figure 9 Streetscene Photo of the Buildings Location on the New Lane/Stanbridge Road Junction



Figure 10 Streetscene Photo towards Site from New lane Footway

2.3 The existing building has a footprint measuring a maximum width (north-south) of 56.0m (excluding the loading bay which is 12m deep) and length (east to west) of 84.5m (excluding the open

sided canopy). The building sits beneath an asymmetrical profiled steel roof with two planes which are separated by a flat roof 'channel' which runs west to east. Sited within the flat roof channel are a number of flat roofed storage containers. The roof has a maximum height of 10.3m to its northern ridge (the southern ridge being 8.2m high) with the eaves being set at 8.0m and then 6.0m above ground level respectively.

2.4 The site is served by two gated entrances from Stanbridge Road. These 10.0m wide entrances are secured by existing 2.2m high blue painted gates which are set back from the site's frontage onto Stanbridge Road by some 10m plus. The eastern entrance is used by large commercial/HGV vehicles whilst the western entrance is used predominantly by domestic cars and smaller vehicles. Within the site are 74 car parking spaces (mainly to the west of the building) together with an area previously used for the siting of shipping containers.

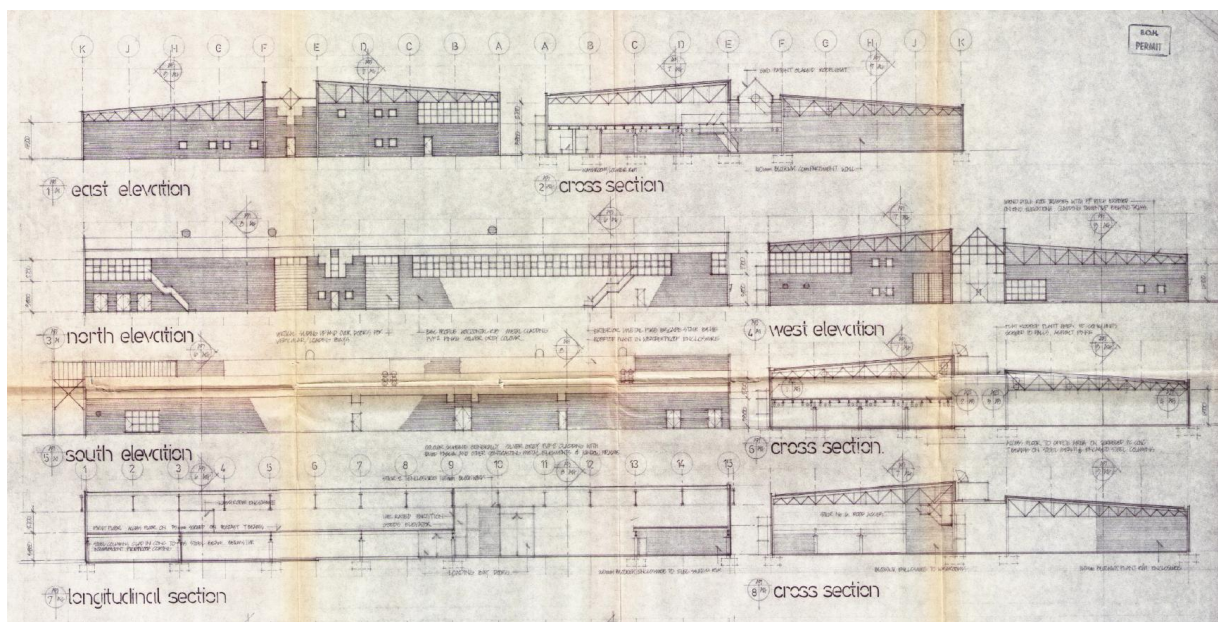
2.5 Projecting from the centre of the buildings west elevation is an open sided, gable roofed, entrance canopy, which has a maximum height of 9.8m. This extends from the side of the building by some 4.0m and provides the buildings main pedestrian entrance from New Lane. An enclosed loading bay has been added to the north elevation of the building measuring a maximum 9.0m high, 12.0m deep and 7.0m wide. The majority of the buildings elevations are clad in a light grey coloured profiled steel sheeting, complemented by blue panelling, a decorative blue painted external steel frame and blue aluminium framed windows.

2.6 The application site is located within the urban area of Havant within the well-established New Lane Industrial estate. The majority of the site is located within Flood Zone 1, however, the Environment Agency's Flood Mapping shows the sites western edge as possibly being within Flood Zones 2/3.

3.0 Relevant Planning History

3.1 Numerous planning applications have been granted on the application site since 1986. The majority of these are for minor development (fences, portable buildings, air conditioning units etc). The following planning history is considered to be the most relevant.

22167/6 Demolition of existing factory and erection of flexible use industrial unit with ancillary facilities at junction of Stanbridge Road and New Lane
Permission: 21st August 1986



- 90/54058/002** 1. Concrete Plinth for water chillers on south side adj to existing chillers. 2. Mezzanine floor over part of store area to accommodate Post Room.

Planning Permission Not Required (Permitted Development: 18th September 1990)

- 00/54058/009** Construct secure loading bay Permission: 12th June 2000

- APP/22/01039** Construction of 6no. industrial units, within Use Classes B2, B8 and E(g), following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works

Permission: 11th September 2023 – Development not implemented.

4.0 **Proposed Development**

4.1 This application seeks a grant of planning permission for what is, essentially, a 'refurbishment' of the existing building involving the partial recladding, repainting, reroofing and re-fenestration of the existing structure. Other proposed changes would involve the removal of the existing despatch bay (permitted under application 00/54058/009) on the north side of the building, addition of a further two goods vehicle doors, together with the replacement and relocation (slightly to the north) of the existing open sided entrance canopy on the building's west elevation.

4.2 Additionally, it is proposed to remove an existing fence and gates within the interior of the site and erect two pairs of gates and additional fencing in order to separate the car parking area from the commercial vehicle parking and turning area. Works are also proposed to the interior of the building which would result in the removal of existing partitioning on the ground floor and part of the existing mezzanine floor at first floor. It is considered that the removal of the fence, together with the undertaking of internal works do not constitute 'development' that requires planning permission. The building would continue to be used as a flexible use industrial unit for purposes within Use Classes B2, B8 & E(g).

Alterations that Materially Affect the External Appearance of the Building

4.3 The existing building is currently constructed with light grey horizontal metal cladding together with a roof of light grey metal sheeting. Existing windows, doors, rainwater goods, open canopy, decorative external steel frame and 2.2m high palisade fencing are coloured light blue (either originally powder coated or painted).

Recladding & Repainting of Elevations & Roof

4.4 It is proposed to clean the existing light grey horizontal metal cladding and respray the same colour as is existing. New cladding would be added to the building as shown on the Proposed Elevations drawing no. 25003 501 P6. These infill panels would be of a contrasting Anthracite Grey (RAL 7016) and would be attached to the building's elevations in either horizontal or vertical format.

4.5 The roof would change in profile very slightly with the replacement of the central flat 'channel' or 'spine'. The lower southern side of the existing asymmetrical roof plane would be extended to meet the wall supporting the buildings north plane. There would be no increased height of the buildings 'ridge' which is set at 10.3m above existing ground level.

4.6 Both planes of the asymmetrical roof would be replaced and infilled with Goosewing Grey metal roof sheeting, in similar style and appearance to existing.

Replacement of Open Sided Entrance Canopy on West Elevation

4.7 It is proposed to remove the existing two storey high, open sided blue painted metal framed entrance canopy with a more modest open sided entrance canopy that would be constructed with an

Anthracite Grey painted metal frame beneath a glazed mono-pitch roof. The proposed entrance canopy would be moved approximately 6.5m further north along the building's west elevation (from its current location) and would be accessed by a mobility ramp and enhanced with replacement planting beds. This canopy structure would have a maximum height of 4.5m (or 5.0m above ground level), a width of 7.0m and a depth (from the west face of the building) of 5.5m.

Re-fenestration

4.8 The frames of the buildings existing window openings, where retained, would be either re-sprayed or replaced / replaced with like-for-like frames coloured Anthracite Grey (RAL 7016). Some of the windows would be replaced with Anthracite Grey (RAL 7016) cladding panels.

Removal of Despatch Bay & Provision of Two New doors

4.9 The proposed development would also involve the removal of the existing despatch/loading bay that was built following the grant of planning permission 00/54058/009 on 12th June 2000. This structure is a maximum 9.0m high, 12.0m deep and 7.0m wide. Following the removal of the despatch bay a new loading bay door would infill the opening in the building's north elevation. This door, together with the other existing loading bay door would either be re-sprayed or replaced, as appropriate, with a like-for-like style Anthracite Grey (RAL 7016) coloured door. It is also proposed to insert two further loading bay doors within the building's north elevation. These would also be of a like-for-like style, and coloured Anthracite Grey (RAL 7016) to match. The provision of the two new bay doors would require the removal of two sections of a planting bed.

Provision of Two New Internal Gates & Fence – Refurbishment of Existing Boundary Fence

4.10 The site's existing yard is currently subdivided into two sections. The eastern part, to the north of the building, is used mainly by commercial vehicles, whilst the western part is used for the parking of predominantly domestic cars. The two vehicle parking and manoeuvring areas are currently separated by a gated 2.2m high, blue painted palisade fence. These areas would be resurfaced using either block pavements or tarmac to match existing.

4.11 It is proposed to erect two pairs of 1.8m gates in the western section of the site. Gate 1 (drawing 25003 512 P3) would be immediately to the west of the site's western vehicular entrance onto Stanbridge Road. The existing sliding gate, which currently secures this entrance, would be removed and replaced with a 2.2m high palisade fence coloured Anthracite Grey (RAL 7016). This fence would secure the site and adjoin the proposed 1.8m high gates. The provision of these gates would require the removal of a small planting bed. The gated opening would be 5.0m wide and set at 90° to the existing boundary fence. The small section of planting bed would be resurfaced using either block pavements or tarmac to match existing. Gate 2 (drawing 25003 513 P3) would enclose a gap between two existing planting beds. These gates would also be coloured Anthracite Grey (RAL 7016) to match other external finishes across the site.

4.12 The entire site is currently enclosed by a 2.2m high, galvanised steel palisade fence that is painted blue. This fence would be sandblasted and repainted Anthracite Grey (RAL 7016) to match other external finishes across the site.

Additional Works to be Undertaken

Removal of Internal Ground Floor Partitioning & Part of the Existing Mezzanine Floor

4.13 The works to refurbish the premises would also involve a rationalisation of the buildings internal layout. As such, it is proposed to remove several internal walls and partitions at ground floor level in order to provide a much larger single space. The resultant ground floor area of the building would be 4673sq.m. (from 4738sq.m.). This would comprise the large work/warehouse space, an entrance foyer, offices as well as toilets and kitchen areas. The internal ground floor area lost would be as a result of the removal of the despatch/loading bay.

4.14 Additionally it is proposed to remove approximately 1/5 of the existing mezzanine at first

floor. Of the existing 1830sq.m. first floor area, some 370sq.m would be retained. This floor would be used as an office space together with toilet and a small kitchen area.

4.15 It is considered that the removal of the internal partitioning and mezzanine floor do not require planning permission as they are not required to be retained by any planning condition.

5.0 Planning Policy

5.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised December, 2024 (NPPF), the Havant Borough Local Plan (Core Strategy) March 2011 and the Havant Borough Local Plan (Allocations) July 2014.

National Planning Policy Context

National Planning Policy Framework, Revised December 2024

5.2 Paragraph 7 of the Framework states that *"...The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. 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..."*

Environment

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 well-designed beautiful and safe places, 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, improving 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 39 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, including brownfield registers and permission in principle, 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. 48 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 NPPF section 6, *"Building a strong, competitive economy"*, paragraph 85 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..."* Paragraph 86 explains that planning policies should *"a) set out*

a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration; b) set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; c) pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics;...” and “e) be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.” Paragraph 87 continues “Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for: a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections); b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.”

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. 124).

5.8 Section 12 of the NPPF relates to ‘*Achieving well-designed places*’. Paragraph 131 states “*The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these will be tested, is essential for achieving this....*” Para. 135 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.”*

Local Plan Policy Context

Havant Borough Local Plan (Core Strategy) March 2011

CS2 Employment

5.9 This policy states *“The council will to seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026...”* Being particularly relevant to this proposal policy CS2 continues...

“Planning permission will be granted for development proposals that:

1. *Prioritise the use of previously developed land for the provision of new employment floorspace*
6. *Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose...”*

CS15 Flood and Erosion Risk

5.11 This policy states that development at risk of flooding now and in the future should be submitted with a flood risk assessment demonstrating that the development will be safe. It states that, when required, the development meets the sequential and exception tests, incorporates adequate flood protection measures and ensure appropriate flood warning and evacuation plans are in place.

CS16 High Quality Design

5.12 In summary this policy 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 ... 2. Produces a positive relationship between buildings, street and spaces both existing and proposed...”*

CS17 Concentration and Distribution of Development within the Urban Areas

5.13 With regards to development within the urban areas of Havant this policy states:
“Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

2. *Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*
3. *Broadly distributes the new housing and employment development in the five areas of the borough...”*

DM10 Pollution

5.14 With regards to pollution this policy advises:

“Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met: 1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk. 2. National air quality standards or objectives would not be breached. 3. The water environment would not be detrimentally affected. 4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources. 5. External lighting is of the minimum level ...”

DM14 Car and Cycle Parking on Development (excluding Residential)

5.15 With regards to parking for commercial development this policy states:

“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.”

Havant Borough Local Plan (Allocations) July 2014**AL1 Presumption in Favour of Sustainable Development**

5.16 In relation to sustainable development this policy states:

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

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

5.17 This policy states:

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

5.18 The application site falls within the Urban Area Boundary for Havant.

DM18 Protecting New Development from Pollution

5.19 With regards to pollution this policy advises:

"Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development."

6.0 Planning Considerations

6.1 The application site is considered to accommodate a very 'tired' and aging, flexible use industrial building, that is now in need of refurbishment. In recent years the building has suffered significant water ingress from the existing roof and, together with its largely subdivided and impractical internal layout, is not considered to be fit for purpose. Consequently, rather than implement the planning permission granted under reference APP/22/01039, the applicant has decided to refurbish the existing building in a manner that would improve, substantially, its external appearance. The proposed internal works would also provide the building with much more practical and usable interior spaces.

6.2 As has been stated this application seeks a grant of planning permission for what is, essentially, a 'refurbishment' of the existing building involving the partial recladding, repainting, reroofing and re-fenestration of the existing structure. Other proposed changes would involve the removal of the existing despatch bay (permitted under application 00/54058/009) on the north side of the building, addition of a further two goods vehicle doors, together with the replacement of the existing open sided entrance canopy on the building's west elevation.

6.3 Additionally, it is proposed to remove an existing fence and gates within the interior of the site and erect two pairs of gates and additional fencing in order to separate the car parking area from the commercial vehicle parking and turning area. Works are also proposed to the interior of the building which would result in the removal of existing partitioning on the ground floor and part of the existing mezzanine floor at first floor. It is considered that the removal of the fence, together with the undertaking of internal works do not require planning permission. The building would continue to be used as a flexible use industrial unit for purposes within Use Classes B2, B8 & E(g).

Principle of Development

6.4 The proposed development would effectively result in the refurbishment of the existing a flexible use industrial unit for its continued use for purposes within Use Classes B2, B8 & E(g). The site is within one of Havant's established industrial estates with adjacent development also comprising mixed Use Class B2, B8 and E(g) development. As such, the principle of the development is considered

to be acceptable and compliant with Local Plan policies CS2, CS17, AL1 and AL2 together with guidance provided by NPPF paragraphs 85, 86 and 124.

Visual Amenity

6.5 The proposed development would result in repainting/replacement of the existing building's light grey cladding panels (in matching light grey) where required together with the infilling of several sections of the buildings elevations with complementary Anthracite Grey cladding panels. The shape and form of the building's roof would be simplified in a manner that would remove an area of flat roof. This would retain both the buildings ridge height (at 10.3m) as well as the original asymmetrical roof profile of the building.

6.6 The proposed development would also result in the provision of a new open sided entrance canopy to the buildings west elevation. This would be constructed with a matching Anthracite Grey painted steel frame which would be considerably lower than the existing entrance canopy which it would replace. The canopy would replace an existing large projecting oriel window on the building's west elevation some 6.5m to the north of the existing entrance canopy. At first floor it is proposed to insert a new 5m wide by 2.5m high window (incorporating 15 panes) which would align with and replicate the pattern of the existing 'wraparound' corner window. A line of 5 windows would be provided immediately below at ground floor level. This façade of the building would be completed with the provision of infill Anthracite Grey cladding panels.

6.7 Furthermore, following the removal of the despatch / loading bay on the building's north elevation a new loading bay door (which would be Anthracite Grey) would be inserted into the opening whilst the other existing loading bay door would either be re-sprayed or replaced with a like-for-like style Anthracite Grey coloured door. It is also proposed to insert two further loading bay doors within the building's north elevation. These would again be of a like-for-like style, and coloured Anthracite Grey to match. All of these loading bay doors would be served by the existing, eastern most, gated entrance from Stanbridge Road.

6.8 Finally, to conclude the external changes, it is proposed to repaint the existing 2.2m high, blue coloured, galvanised steel palisade boundary fence Anthracite Grey, to match the colour of the buildings refurbished exterior. The proposed new fencing and gates to be provided within the site would also be painted in an Anthracite Grey finish.

6.8 The proposed development should be assessed in relation Local Plan policy CS16. In summary this policy 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 ... 2. Produces a positive relationship between buildings, street and spaces both existing and proposed..."* it is considered that the proposed refurbishment of the existing buildings exterior would be compliant with this policy.

6.9 With regards to design Section 12 of the NPPF ('Achieving well-designed places') is considered to be particularly relevant. Para. 131 states *"... 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...."* ... Para. 135 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;... 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.”...

6.10 It is considered that the proposed development would improve, significantly, the appearance of the building and wider site within the New Lane / Stanbridge Road streetscene. Rather than appearing as a tired old structure the building would look modern and fresh. As such the proposed development would: *“function well and add to the overall quality of the area”*; be *“visually attractive as a result of good architecture, layout and appropriate and effective landscaping”*; be *“sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change”*, whilst also maintaining *“a strong sense of place”* creating an *“attractive, welcoming and distinctive place to live, work and visit”*; whilst at the same time creating a *“safe, inclusive and accessible”* development *“... with a high standard of amenity for existing and future users...”* Consequently, the proposed development is considered to be compliant with NPPF design paragraphs 131 and 135 in particular.

Vehicle Movements & Parking

6.11 The rationalisation of the buildings parking area would be minor in terms of its nature. The site would maintain separate parking and manoeuvring areas for both commercial vehicles and smaller domestic vehicles. The large commercial vehicles would continue to be served by the eastern most site entrance from Stanbridge Road. This would lead to a manoeuvring area in front of the building that would be approximately 45m wide by 27.5m deep. This provides sufficient space within the site for large HGV vehicles to enter, turn and leave the site in forward gear. Given that this building has been adequately served by HGVs using this space for many years it is considered to be acceptable in relation to the proposed development.

6.12 The proposed rationalisation of the car parking area would result in the loss of 3 car parking spaces (i.e. 74 spaces reduced to 71). Given that the overall internal floor area of the building would reduce, as a consequence of this development it is considered that the remaining 71 car parking spaces would adequately serve the future demand of users of this building.

6.13 The car parking area to the west of the building would continue to be served by the western most access from Stanbridge Road. The provision of the new internal fence would route cars to the car park to the west of the building ensuring that there would be little if any conflict between the movements of commercial and smaller domestic vehicles. The proposed development is, therefore, considered to be acceptable in providing future users of the site with safe, secure and convenient car parking facilities.

Flood Risk

6.14 This application is accompanied by a Flood Risk Assessment. This document advises that the proposed development would result in the continued use of the premises as a flexible use industrial building with the majority of the proposed works relating to the recladding of the exterior of the structure. The only physical extension proposed to the building would be an open sided entrance canopy which would replace an existing canopy. The proposed development would not result in the creation of any additional internal floorspace. No part of the existing building falls within an area at risk of flooding either in the present day or in the future. The Flood Risk Assessment has been undertaken in accordance with paragraphs 176 and 181 of the NPPF. Paragraph 176 of the NPPF advises that it is not necessary to undertake either a sequential or exception test due to the proposals not involving the provision of any non-residential floorspace. The proposed development, is, therefore, deemed to be acceptable in terms of flood risk.

Biodiversity Net Gain

6.15 This application is accompanied by a Biodiversity Net Gain Statement. The proposed development would result in predominantly changes to the external appearance of the building which would result in only minor changes to on-site non-priority habitats. In effect the proposed

development would result in the loss of 21.3 nsq.m of on-site habitat. As such, it is considered that the proposed development falls below the 'de minimis' threshold and so would be exempt from having to provide a Biodiversity Net Gain of 10%+.

Imposition of Conditions on this Development by the Local Planning Authority

6.16 Should the LPA be minded to grant planning permission for the proposed development the applicant would be happy to discuss, prior to the issue of the decision, the intended imposition of planning conditions. The applicants recognise that recent grants of planning permission both on this site, and adjacent the site to the north, have imposed conditions in relation to the operation of the development within use classes B2, B8 and E(g) in respect of noise emissions. The applicant would, therefore, be happy to discuss the imposition of any proposed similar planning conditions prior to the issue of the decision.

7.0 Conclusions

7.1 This application seeks a grant of planning permission for what is, essentially, a 'refurbishment' of the existing building involving the partial recladding, repainting, reroofing and re-fenestration of the existing structure. Other proposed changes would involve the removal of the existing despatch bay (permitted under application 00/54058/009) on the north side of the building, addition of a further two goods vehicle doors, together with the replacement of the existing open sided entrance canopy on the building's west elevation.

7.2 Additionally, it is proposed to remove an existing fence and gates within the interior of the site and erect two pairs of gates and additional fencing in order to separate the car parking area from the commercial vehicle parking and turning area. Works are also proposed to the interior of the building which would result in the removal of existing partitioning on the ground floor and part of the existing mezzanine floor at first floor. It is considered that the removal of the fence, together with the undertaking of internal works do not constitute 'development' that requires planning permission. The building would continue to be used as a flexible use industrial unit for purposes within Use Classes B2, B8 & E(g).

7.3 It is considered that the proposed changes to the external appearance of the existing building would result in the provision of a high quality, aesthetically pleasing development, that would improve the visually amenity of the area and, in particular, New lane & Stanbridge Road streetscenes. As such the proposed development is considered to be compliant with Local Plan policy CS16 as well as the guidance within section 12 of the NPPF, December 2024.

7.4 It is considered that the proposed development would secure the long term future use of the existing building, as a mixed-use industrial building. As such it is considered that the proposed development is compliant with Local Plan policies CS2, CS17, AL1 and AL2 together with guidance provided by NPPF paragraphs 85, 86 and 124.

7.5 This application submission has also considered the development in relation to flood risk and biodiversity net gain. It has been concluded that the existing would be very unlikely to flood, and in the instance of a significant flood event, users of the building would be able to gain access to higher and safer ground to the east on Stanbridge Road. In relation to BNG, given that the development would result in the loss of only 21.3sq.m on on-site none priority habitat it would be di minimis development and would, therefore, be 'exempt' from having to provide a biodiversity net gain of 10%+ either on or off site.

7.6 It is concluded that, in terms of current planning policy, the proposed development is compliant with both the NPPF, December 2024 and the policies of the Local Plan which comprises the Havant Borough Local Plan (Core Strategy) March 2011 and the Havant Borough Local Plan (Allocations) July 2014. It is respectfully requested, therefore, that both Officers and Members of the

Borough Council look favourably on this application and issue a grant of planning permission.