

Planning Statement

Silver Point Airport Service Road Portsmouth PO3 5PB

Report date: November 2020

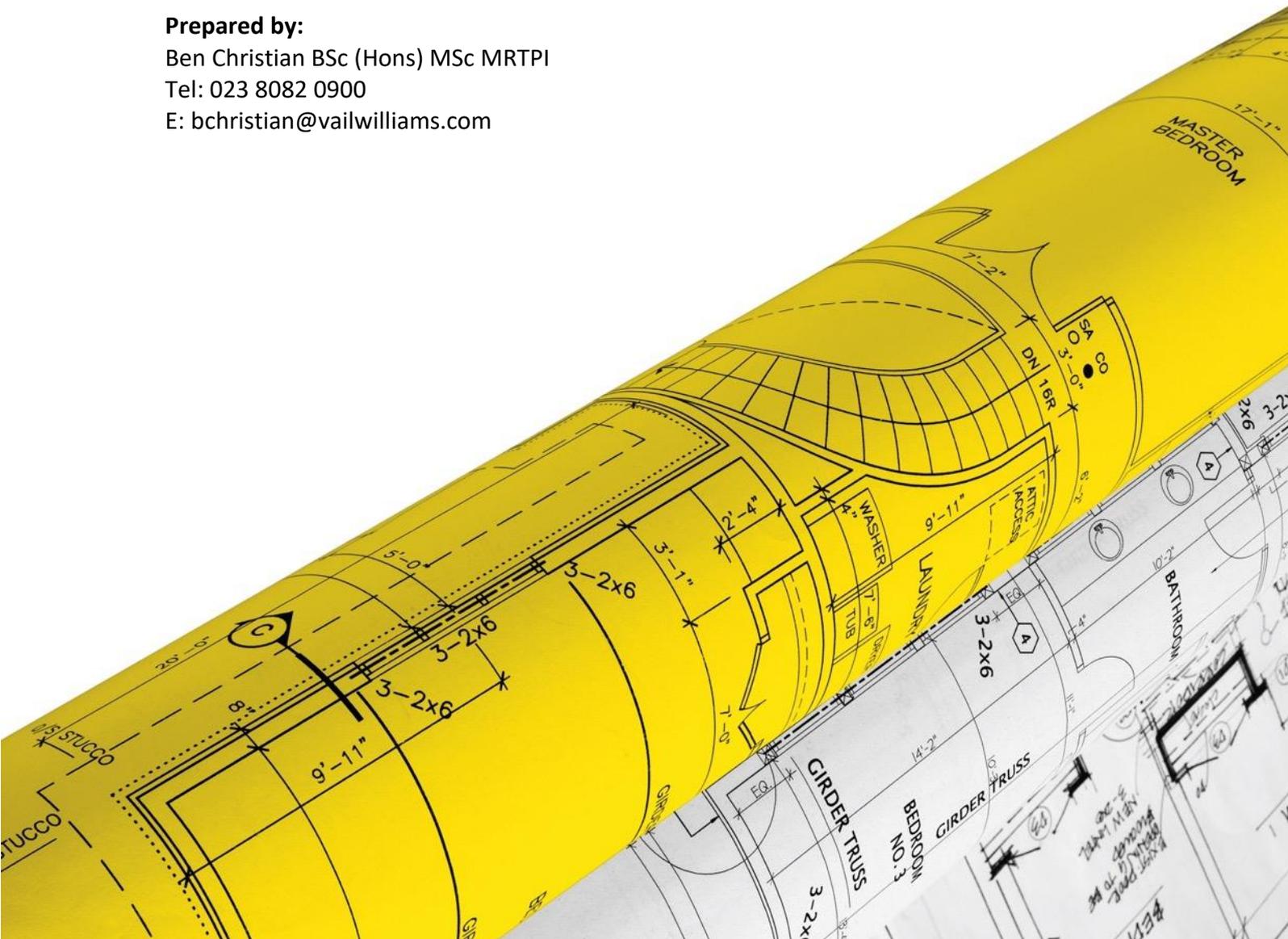
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1 Introduction

- 1.1. Vail Williams LLP has been instructed by Mitchell Design Consultants to prepare this planning statement in support of a planning application for an 876sqm GEA extension to an existing industrial unit at Silver Point Airport Service Road Portsmouth.
- 1.2. In this respect, I enclose the following documentation illustrating the proposed development:
 - This Planning Statement
 - Application Form
 - Plans
 - Community Infrastructure Levy Form
 - Flood Risk Assessment
 - Desktop Contamination Assessment
 - Transport Statement
 - BREEAM Statement
 - Ecology Statement

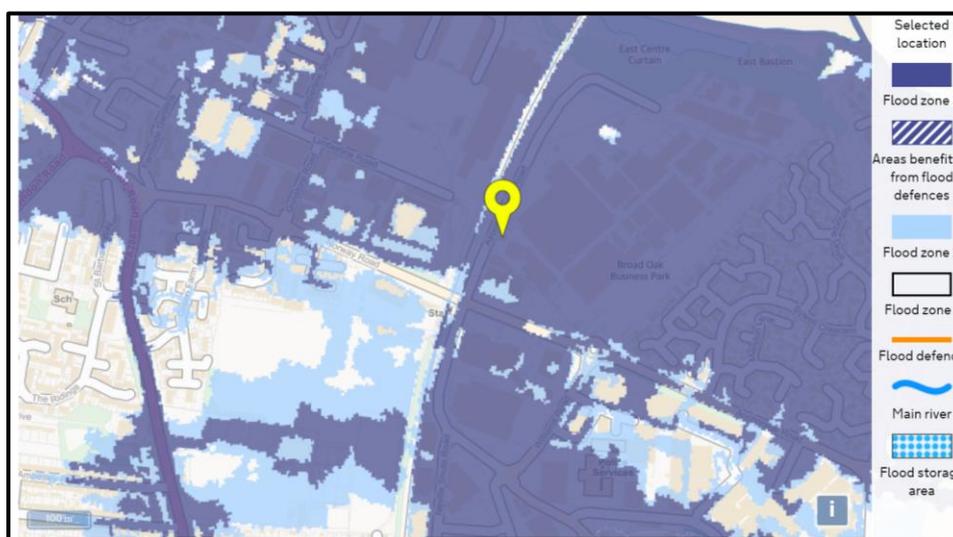
2 Site Description

- 2.1. As shown in the Location Plan submitted with this application, the site comprises an established industrial building with ample lorry and car parking provision. The site is situated within an area of existing Employment Land (according to the Portsmouth Plan – see below) which is made up of a character of similar industrial buildings.
- 2.2. To the north and east of the site are similar industrial buildings. To the west is Airport Service Road, the Railway line and beyond more industrial buildings. To the south is the Norway Road flyover and beyond more industrial buildings.



Site aerial courtesy of Google

- 2.3. The existing building (called Phase 1 on the Proposed Site Plan) has a floorspace of 3,957 sq m GEA.
- 2.4. The existing building is rectangular in shape, metal clad, with a flat roof. The western end of the building includes the two storeys of ancillary office space, the remainder of the building is warehouse/distribution and includes roller shutter door lorry access. Between the building and Norway Road is a loading/parking area and the access route to the larger car park at the eastern end of the site.
- 2.5. There are no ecological designations on the site according to the Government's Magic website. However, the site is located approximately 750m from the Portsmouth Harbour SPA, the Portsmouth Harbour Ramsar site and the Portsmouth Harbour SSSI.
- 2.6. The majority of the site is located in Flood Zone 3, and a small part (where the existing industrial unit is located) is within Flood Zone 2, according to the Environment Agency's flood risk map for planning.



Environment Agency Flood Risk Map for Planning

- 2.7. There are no heritage assets on or adjacent to the site according to Historic England's website.
- 2.8. Access to the site is currently gained from Airport Service Road and this will be maintained.
- 2.9. The site is a 1min walk from Hilsea Railway Station.

3 Planning History

- 3.1. There is very little history relating to the site according to Portsmouth City Council's Website:
 - A*25390/AA | Construction of 9.15m high detached building for warehousing/distribution purposes (Class B8) with associated water tank, parking, landscaping, access/egress to Airport Service Road and Egress to Norway Road. Approved May 1994.
 - A*25390/AB | External alterations (as part of providing office accommodation internally) and use of building for class B1 light industrial and/or class B8 storage/distribution. Approved December 2000.

- A*25390/AC | Display of Three Non-Illuminated Panel Signs To East, West & South Elevations. Approved September 2001.

4 Proposed Development

- 4.1. The proposed development involves the construction of an 876sqm GEA extension on the eastern end of the existing building with associated cycle parking.
- 4.2. The proposed extension is to support a new incoming tenant and would result in an increase in employee numbers from 22 full time to 36 full time.
- 4.3. The proposed extension is slightly lower than the existing building but will have a similar metallic appearance and a flat roof.
- 4.4. The proposed extension is 7.8m high which is 1.2m lower than the existing building.
- 4.5. The proposed extension also incorporates four roller shutter doors.
- 4.6. The site retains significant amounts of parking capacity even with the extension. Two electric charging parking bays are also proposed as part of the development.
- 4.7. Further details are provided within the accompanying proposed plans.

5 National Planning Policy

National Planning Policy Framework (NPPF) Adopted 2019

- 5.1. Paragraph 8 of the NPPF details the three dimensions of sustainable development which are as follows:-
 - **An economic role** – 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 role** – 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 role** – 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.
- 5.2. Paragraph 10 states that at the heart of the NPPF is a presumption “in favour of sustainable development”.
- 5.3. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-making this means:
 - approving development proposals that accords with an up-to-date development plan without delay; or

- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.4. Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.5. Paragraph 80 of the NPPF states that planning policy and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should also be placed on the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development.
- 5.6. Paragraph 81 of the NPPF details that planning policies should:
 - set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth;
 - set criteria, or identify strategic sites, for local and inward investment to match the strategy and meet anticipated needs over the plan period;
 - seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment, and
 - be flexible enough to accommodate the needs not anticipated in the plan, allowing for new and flexible working practices, and to enable a rapid response to changes in economic circumstances.
- 5.7. Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals so that the potential impacts of development on transport networks can be addressed.
- 5.8. Paragraph 117 of the NPPF states that planning policies and decisions should promote an effective use of land.
- 5.9. Paragraph 118 states that planning policies and decisions should promote and support the development of under-utilised land and buildings, including building on or above service yards.
- 5.10. Paragraph 124 states 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.”
- 5.11. Paragraph 127 of the framework states planning policies and decisions should 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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.12. Paragraph 151 states that to help increase the use and supply of renewable and low carbon energy and heat, plans should:
- provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
 - consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development, and
 - identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

6 Local Planning Policy

The Portsmouth Plan (2012)

- 6.1. The site is identified as Employment Land on the proposals map. The site is located within the settlement boundary.
- 6.2. Policy PCS11 (Employment Land) states that sustainable economic development will be promoted by the provision of a flexible supply of good quality office, manufacturing and warehouse land and floorspace in the a number of locations including existing employment sites such as this site. The Plan targets a total delivery of 243,000m² employment floorspace by 2027. The city council will specifically promote office, manufacturing and warehouse (B1, B2, B8) development in existing industrial and business estates. These estates have the potential to provide approximately 62,000m² of B2/B8 floorspace. The loss of existing B1, B2, B8 uses in those areas highlighted on the proposals map will be resisted.
- 6.3. In accordance with Policy PCS12(Flood Risk) a Flood Risk Assessment accompanies this planning application assessing the risks to and from the development. The Assessment does not include a sequential assessment as this is a minor application and therefore not required by the policy.
- 6.4. Policy PCS15 (Sustainable Design and Construction) states that all non-domestic development with a net increase in floorspace of more than 500m² should contribute to addressing climate change in Portsmouth and, unless otherwise agreed with the City Council, must achieve at least BREEAM Excellent standard. Non-domestic development must also use LZC energy technologies to reduce the total carbon emissions from the development by 10% as part of the selection of measures to meet the overall BREEAM level.
- 6.5. Policy PCS17 covers transport matters including requiring accordance with parking standards and promoting the location of development near sustainable transport opportunities.

Parking Standards and Transport Assessments SPD

- 6.6. This SPD sets out the Council's expectations in terms of the level of parking provision required to serve new developments. Non-residential uses should take account of the following issues:
- the current parking situation in the area and the impact their development will have on parking;
 - the accessibility of the site by other modes of transport and in relation to shops and services, and
 - the availability of alternative parking opportunities, such as car parks and on street capacity
 - staffing levels;
 - physical measures to promote non-car use.
- 6.7. There are no prescribed car parking standards for non-residential uses. This should be determined through a Transport Statement.

7 Development Considerations

Principle of Development

- 7.1. The site is a brownfield site, in industrial/warehouse use within an existing employment allocation and is located within the Portsmouth City built up boundary. The principle of extending the existing building is in accordance with the Portsmouth Plan and NPPF policies (as detailed above) and is therefore considered acceptable in planning terms.
- 7.2. The additional floorspace is considered subservient to the existing building and the site is considered to have ample physical space to support the expansion.
- 7.3. The extension makes more efficient use of the site and provides additional employment space that contributes to the local economy and the targets outlined in Policy PCS11 of the Portsmouth Plan.

Employment Provision

- 7.4. The proposed development represents an increase in employment provision from 22 full time employees to 36. This increase is in line with the aspirations of Portsmouth Plan Policy PCS11.

Design / Layout

- 7.5. The proposed development of modern commercial design is of a similar height and scale to the existing building and surrounding employment uses.
- 7.6. The design uses materials which compliment the existing building and local character.
- 7.7. The layout of the proposed extension respects the flow of the existing site and increases the capacity of the site to support economic business growth.

Highways

- 7.8. The Transport Statement submitted with the application demonstrates that the proposed development is acceptable in highways terms. There is not considered to be a significant increase in trip generation and the local area is consider able to support the increase.

- 7.9. The Parking Standards and Transport Assessments SPD states that there are no specific car parking standards for non-residential uses. In line with this requirement, the Transport Statement advises that there are 111 parking spaces on the site. This is considered amply provision for the existing building and the proposed extension.
- 7.10. Two electric charging parking bays are also proposed as part of the development enhancing its sustainability credentials.
- 7.11. A covered bicycle parking rack will be provided as part of increasing the sustainable travel opportunities of the development.
- 7.12. The access to the site is to be retained as existing and since its construction in 1995 the Transport Statement advises that there have been no recorded incidents regarding access and egress to the site. Therefore, the proposed development would not give rise to highway safety issues which would warrant refusal of the application on highways grounds.

Sustainability

- 7.13. Policy PCS15 (Sustainable Design and Construction) states that all non-domestic development with a net increase in floorspace of more than 500m² should achieve a BREEAM rating of 'Excellent'. The policy allows development to not achieve the required BREEAM level if justification is provided.
- 7.14. A BREEAM report accompanies this planning application and states that the proposed development achieves a 'Pass' level. Justification for why this is the case is provided within the report but primarily relates to the type of development and that this is an extension to an existing building.

Flood Risk

- 7.15. The proposed site is located predominantly in Flood Zone 3 and is therefore considered to be at risk of flooding. The accompanying Flood Risk Assessment details that this type of development is deemed an appropriate use for this site and area of flood risk.
- 7.16. The Flood Risk Assessment does indicate the need for a site-specific Flood Warning and Evacuation Plan but this can be conditioned if Officers view this necessary.

Contamination

- 7.17. A desktop contamination report accompanies this planning application and states that whilst there is a predicted low risk of contamination that a phase 2 report is completed prior to commencement. This can be managed by condition should Officers deem this necessary.

Heritage

- 7.18. There are no listed buildings on or near the site and the site is not located within a Conservation Area. Therefore, the proposed development is acceptable in terms of heritage.

Ecology

- 7.19. There are no ecological designations on the site. In addition, the location where the extension is proposed is hardstanding. Therefore, the proposed development is considered unlikely to have a detrimental harm on the ecology value of the site.
- 7.20. An Ecology report accompanies the planning submission and provides further detail.

Developer Contributions

- 7.21. Portsmouth City Council have an adopted CIL Charging Schedule which specifies that uses in B1 / B2 / B8 will not attract a CIL charge.

8 Conclusions

- 8.1. The proposed development is considered to be acceptable in principle as it comprises the expansion of an existing employment site in an existing employment area.
- 8.2. The proposed development is of a high-quality design that represents an improvement to the efficient use of the site and therefore an economic betterment to the city.
- 8.3. The Transport Statement submitted with the application concludes that the proposed redevelopment would not have a detrimental impact on highways safety or the operation the local road network.
- 8.4. As detailed above the potential for environmental impacts as a result of the proposed development have been assessed and the proposed development is acceptable and will not cause adverse environmental impacts.
- 8.5. The above analysis shows that the proposed development will be in accordance with adopted national and local planning policy and should therefore be approved.

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