

Development Consultation Forum

**Land Adjacent to Bosmere
Medical Centre, Solent Road,
Havant**

**Proposed Portsmouth Water HQ
and new commercial Buildings**

22nd October 2019



Programme

- 17.30 Developers display in the Council Chamber.
- 18.00 Introduction by Chairman – Councillor Tim Pike.
- 18.05 Explanation of Process and outline of planning policy and planning history – Julia Mansi (Planning Development Manager).
- 18.15 Presentation by Developers.
- 18.35 Invited Speaker – Havant Civic Society, Mr Comlay, (Chairman HCS)
- 18.40 Consultation Comments – David Eaves, (Principal Planning Officer)
- 18.50 Chairman invites Applicants Consultants to respond to any issues raised by invited speakers.
- 19.00 Chairman invites questions from Councillors / Public.
- 19.30 Summary of key points raised during Forum and next steps– Julia Mansi.
- 19.35 Chairman closes Forum meeting.

The purpose of the Forum is...

- To allow landowners to explain development proposals directly to councillors, public & key stakeholders at an early stage
- To allow Councillors to ask questions
- To inform officer pre application discussions with developer
- To identify any issues that may be considered in any formal application.
- To enable the developer to shape an application to address community issues



The Forum is not meant to...

- Negotiate the proposal in public
- Commit councillors or local planning authority to a view
- Allow objectors to frustrate the process
- Address or necessarily identify all the issues that will need to be considered in a future planning application
- Take the place of normal planning application process or role of the Development Management Committee



The outcome of the Forum will be...

- Developer will have a list of main points to consider
- Stakeholders and public will be aware of proposals and can raise their concerns
- Councillors will be better informed on significant planning issues
- Officers will be better informed as to community expectations during their pre application negotiations with developers



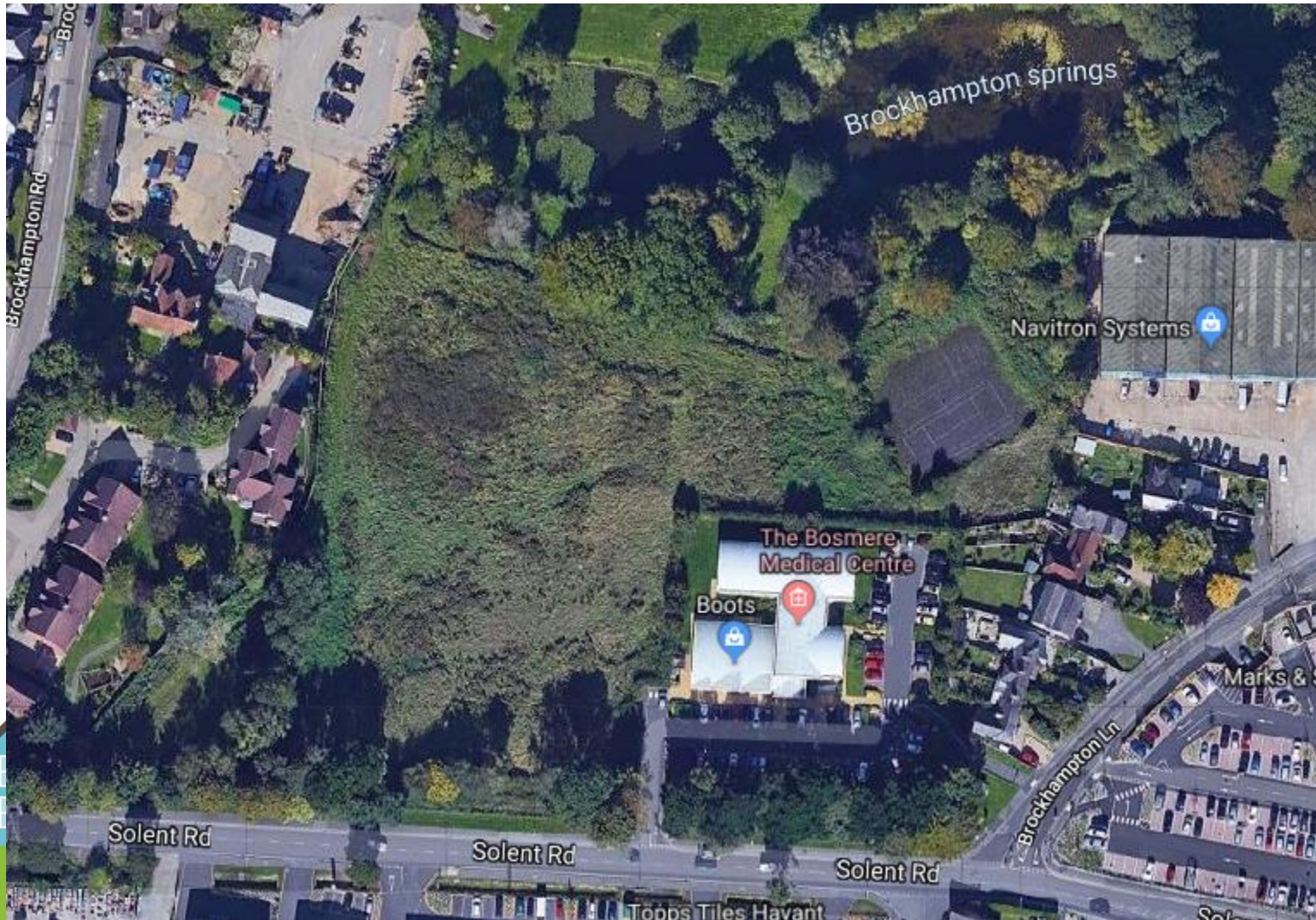
Land Adjacent Bosmere Medical Centre, Solent Road, Havant



Land Adjacent Bosmere Medical Centre, Solent Road, Havant – TPOs, Conservation Area and Listed and Locally Listed Buildings



Land Adjacent Bosmere Medical Centre, Solent Road, Havant



Planning History

02/61715/000 Outline Application for Residential Development for 45 Dwellings and Medical Centre with access onto Solent Road – Refused 3rd February 2003

The Medical Centre itself was subsequently Granted Planning Permission:

03/61715/001 Erection of a part 2 storey, part single storey building providing a primary medical care centre with associated car parking taking vehicular access from Solent Road.(Revised submission) – Permitted 6th

October 2006



Policy Background

- **National Planning Policy Framework (NPPF) 2019**

‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account....’



Policy Background

Development Plan includes:

- Local Plan (Core Strategy) 2011
- Local Plan (Allocations) 2014
- Hampshire Minerals and Waste Plan 2013

Other Material Considerations include:

- Pre-Submission Havant Borough Local Plan 2036.
- NPPF 2019
- Parking SPD 2016 (Partially updated September 2019)
- Borough Design Guide SPD 2011



Policy Background

NPPF

- Clear presumption in favour of sustainable development.
- Three overarching objectives in achieving Sustainable Development, Economic, Social and Environmental
- Help create the conditions in which businesses can invest, expand and adapt. Support economic growth and productivity, taking into account local business needs and wider opportunities for development.
- Creation of high quality buildings and places – key aspect of sustainable development.
- Provide safe and suitable access, mitigate impacts on the transport network and promote sustainable transport.
- Support the transition to a low carbon future in a changing climate - taking full account of flood risk.



Policy Background

Local Plan position

- Site lies within the urban area (Policies CS17 & AL2 of the Local Plan) – Development therefore supported in principle.
- Adopted Local Plan includes an allocation for employment development on this site – Policies HB2 and BD14 (Solent Road North).
- This allocation is not taken forward into the emerging Local Plan, however the site remains in the defined settlement boundary under emerging policy E3.
- Whilst specific support of Employment development allocation would fall away upon adoption of the emerging Local Plan, the in principle support for development within the settlement area would remain.
- Overall the policy position favours development on this site in principle



Policy Background

Policy BD14: Site Opportunities and Constraints:

Site Opportunities:

- It could provide 6,600 square metres of new office floorspace and 548 new jobs
- Potential to relocate Portsmouth Water Company's existing headquarters

Constraints:

- Uncertain for waders
- Much of the site is located in Flood Zones 2 and 3
- Brockhampton Stream flows along western boundary
- Potential unidentified archaeological deposits



Policy Background

Existing Portsmouth Water HQ site

- Development of this site is linked to the current Portsmouth Water HQ site to the north.
- That site is allocated in the adopted Local Plan for Residential Development under policy H18 (indicative 120 dwellings).
- The emerging Havant Borough Local Plan 2036 is proposing to take forward the site for residential development of about 135 dwellings.



Key Planning Issues

Principle of development

- Adopted policy position
- Draft Local Plan 2036 – weight to be given to emerging policy will depend on stage that Plan has got to at time of determination.

Flood Risk

- Majority of the site in Flood Zones 2/3 (although further modelling is understood to be taking place).
- Potential need for compensatory storage to mitigate loss of flood plain
- Ensure that flood risk is not increased as a result of the development

Impact on Character and Appearance of Area

- Impact on wider area & Design and layout of buildings.



Key Planning Issues 1

Relationship with neighbouring uses

- Impact on Bosmere Medical Centre and patients
- Impact on Residential development - Manor Court and Brockhampton Lane

Environmental Issues

- Impact on TPO'd and other trees, hedgerows and protected species
- Impact Brockhampton Stream and Designated Sites
- Air Quality Impacts

Highway Issues

- Vehicular access from Bosmere Medical Centre Access; Sustainable transport links to cycle and footpath network
- Highway network impacts
- Car/Cycle Parking – Parking Standards



Key Planning Issues

Heritage Assessments

- Impact on Brockhampton Conservation Area and Archaeology

Business and Employment

- Potential relocation of Portsmouth Water HQ
- Release of land south of West Street for potential Residential use.
- Employment opportunities
- Additional business floorspace

Developer Contributions and requirements

- Potential - Ecological Mitigation, Highway Requirements, Flood Risk/SUDs Requirements

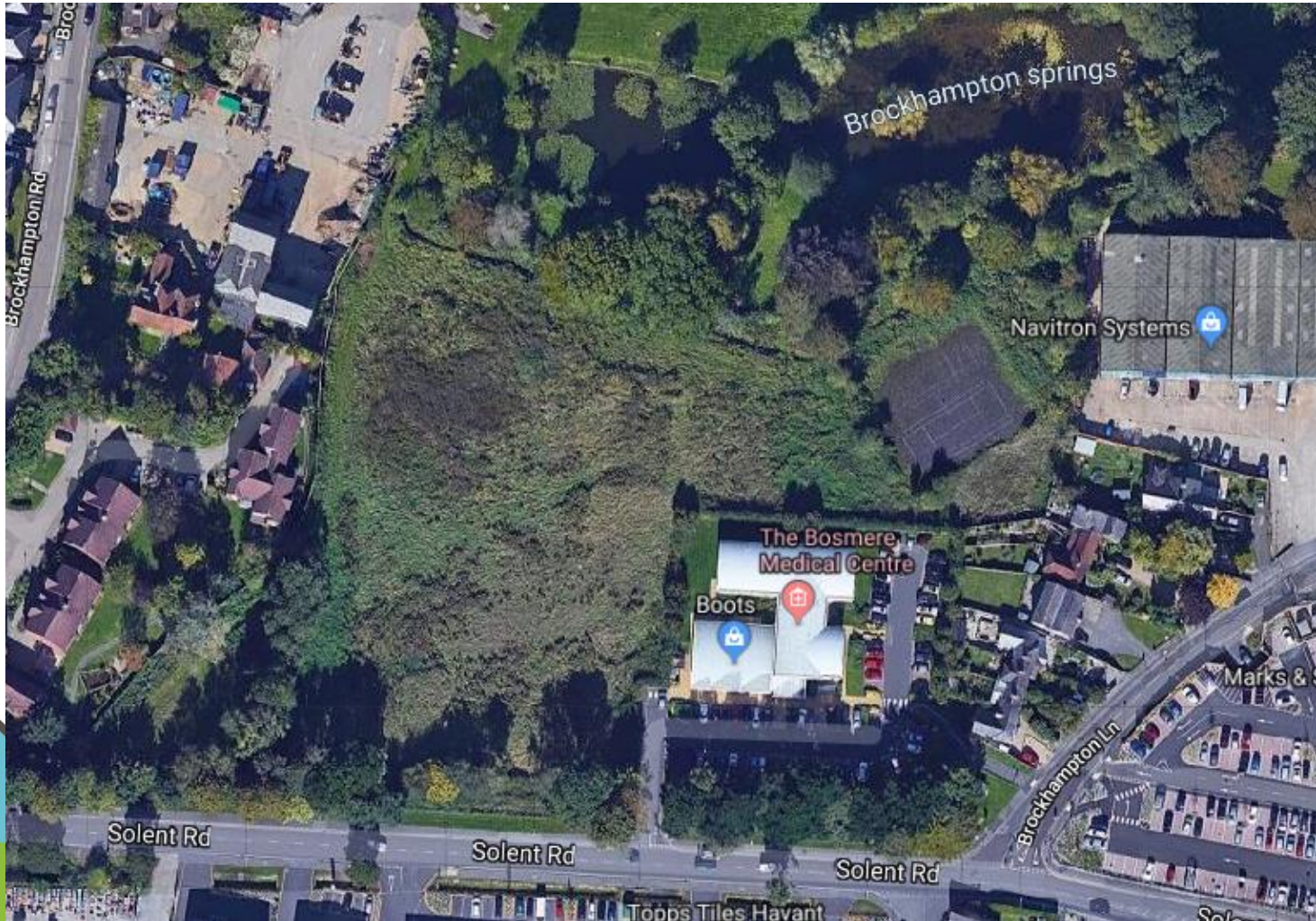


Presentation by Developers



Invited Speaker – Havant Civic Society

Land Adjacent Bosmere Medical Centre, Solent Road, Havant



Invited Speakers

Havant Civic Society (HCS)

My name is Bob Comlay and I am here as chairman of the Havant Civic Society representing the concerns of our members, many of whom are registered with the Bosmere Medical Practice.

I also currently serve as a member of the Bosmere Medical Practice 'Patient Participation Group (PPG)' which represents a community of over 19,000 Havant residents.

Despite the scale of that community, the PPG appears not to fall under the Council definition of 'an interested community group' and has therefore not been invited to contribute to this forum.

The Bosmere Medical Practice is a long established practice which has roots going back long before my arrival in Havant forty five years ago. Older residents will remember Dr's Thomas, Cummins and Pearson, and more recently Mike Maclean, David Melville and Ben Bracegirdle.

The practice adopted its current name when it moved from Havant Health Centre into the new, purpose-built surgery in Solent Road in 2007, a project funded by the then senior partners.



Invited Speakers – HCS (cont.)

Since that move, the patient list has grown steadily year on year, from 14,700 in 2007, to the current total of 19,370. Had I been able to show the slides prepared with this deputation, you would have seen that this represents almost a steady 3% growth, year on year. Given the catchment area of the practice and the growth in population planned in the Havant Borough Local Plan 2036, we can safely predict that this rate of growth will continue.

When the premises opened in 2007, traffic in Solent road was not an issue, indeed when the surgery car park overflowed, street parking was still possible. However, the development of the second phase of the Solent Road Retail Park, together with the increase in commuter traffic from the Southmoor employment sites, notably SSE, has completely changed the traffic profile.

Solent Road now regularly approaches gridlock at peak times, coinciding inevitably with the peak surgery hours of the practice. These hours are fixed and cannot be changed, the core hours being mandated under the NHS contract as 8:00am til 6:30pm.



Invited Speakers – HCS (Cont.)

While we appreciate that Portsmouth Water own the land on which the site access road is proposed, it is important for the developers to appreciate that the Solent Road entrance has been used exclusively by GP surgery and pharmacy traffic for the past twelve years.

On an average day, the 50 on-site staff at the surgery manage around 650 patient appointments, many of which will also include parents, children, partners or carers.

A significant number of 'non-appointment' visits are also made daily, including visits

to clinics and to the pharmacy. The majority of these visits are made either by car or taxi, most for reasons of age, illness or infirmity.

A recent survey of incoming traffic to the site, undertaken by the PPG at the early morning peak time, logged 99 vehicles in the space of 90 minutes. It is hard to see how appointment punctuality can be maintained if this patient traffic is forced to compete with the new employment and commercial traffic proposed.



Invited Speakers – HCS (Cont.)

Havant Civic Society's primary concern with this proposal is that as currently drawn it changes site access to the surgery and pharmacy from a dedicated cul-de-sac into another peak time town centre bottleneck. Queuing through-traffic to the new employment sites will inevitably impact access and parking at the surgery and the pharmacy.

Our request to the developers and planners is this:

Please take a wider view of the site access infrastructure requirement for the **full** Portsmouth Water Company site. Routing new commercial access through what is currently a dedicated access to a large and growing medical centre will have a detrimental effect on both patient access and Solent Road traffic.

We ask that you consider the serious impact that the current proposals will have on the operation of the surgery and route all new residential and employment access from Brockhampton Road to the west and West Street to the north.



Consultations



Highways

HCC Highways:

- There is an aspiration to construct a shared use footway/cycleway through this site (to West Street)
- Full Transport Assessment will be required.
- This will - assess the transport and highway impact of the development (set out baseline traffic and transport conditions, trip generation and distribution, assess local junctions, review personal injury accident information and set out suitable mitigation proposals).
- Travel Plan – to set out aims and objectives and include costed plan of measures to encourage sustainable transport choices.



Environment Agency

Environmental Constraints identified:

- Flood Zones 2 and 3
- Main River

Development raises some environmental concerns to be addressed in any planning application.

Further work will be needed to ensure that there are no environmental impacts.

Southern Water

- Foul Sewer crosses the site – buffer zone requirements identified



Natural England

- Proposals have potential to affect Special Protection Area functional land.
- Site classed as Low Use site and supports Oystercatchers
- Need to consider development impacts on the support site and supported birds.
- Site identified as an opportunity area for biodiversity.
- The protected species report identifies impacts on bats and there are likely to be impacts on wider biodiversity.
- Any application should be supported by Biodiversity Mitigation and Enhancement Plan.
- Site bordered by Brockhampton Stream which drains to protected sites – Need to assess and mitigate construction impacts.



County Ecologist

- Surveys demonstrate Great Crested Newt and Reptile Species likely to be absent.
- Site supports bat species – no bat roosts considered to be present.
- Concur with assessment that existing habitat unsuitable for supporting overwintering birds
- Future application needs to include – Ecological Assessment – Mitigation strategy – In particular lighting Impacts on wildlife.
- Opportunities for meaningful ecological enhancements and biodiversity gain



Conservation Officer

- Any application will need to be supported by a Heritage Statement.
- Site borders Brockhampton Conservation Area on three sides (small part of site within C.A.)
- One Listed Building in vicinity The Old Manor House and buildings of Local Interest
- Site largely well contained with open 'campus approach'
- HQ building of an interesting modern design.
- Would like to see larger buffer to eastern side to reduce impact on Conservation Area and locally listed cottages.
- Industrial buildings could be improved as a gateway to the site.
- Impact on Listed Building setting acceptable.



HCC Archaeologist

- Further in depth work required to explore the archaeological potential of the site.

Environmental Health

- No objection in principal to the proposals.
- Noise and lighting aspects which may potentially lead to nuisance to be addressed in any planning application.

Environmental Health (Environmental Control)

- Site within Source Protection Zone – Havant and Bedhampton Springs – Foundation Design and Drainage Schemes will need to take account of potential pollution risks
- Ground contamination risks need to be considered.
- Air Quality impacts need to be assessed.



Traffic Team

- Need to ensure parking meets Parking SPD

HBC Arboricultural Officer

- Trees within the site to be considered.
- Arboricultural Impact Assessment, Method Statement and Tree Protection Plan would be needed.

HBC Community Infrastructure Officer

- Possible S106 Agreement Requirements
- SUDS and SUDS bonds
- Highway Works
- Travel Plan
- Habitat mitigation



Main Points of Discussion

Q) The buffer to surrounding uses was questioned

A) The plans have been revised to show increased landscaping buffer.

Q) Question from councillor : Given the number of jobs to be created, is there enough proposed car parking for employees ? There are concerns regarding widening the entrance- are commercial vehicles going to be using this entrance also ?

A) There would be the same number of employees, no new jobs are to be created at Portsmouth Water. The solution is similar to the existing situation at Portsmouth Water, to encourage other ways of travelling than the car. Concerns about potential overflow parking are understood, however we consider that sufficient parking is to be provided. Commercial vehicles will come off Brockhampton road.



Main Points of Discussion

Q) Buildings have been referred to as industrial/ commercial but there are questions over the times of day they would be occupied, this need to be clarified. I would like to request a survey of how employees travel. What will the impact be on transport as you are moving from the existing Portsmouth Water site to the new, and what are the plans for the existing sites ?

A) The employment use would be for light industrial uses, offices and class B8. There would be Monday- Friday working hours typically and new job creation hopefully would come out of these new units. The existing site would be available for residential use at some point. Additional traffic impacts would need to be addressed with any application submitted.



Main Points of Discussion

Q) When the application comes forward will the applicant's Transport Assessment consider the likely range of uses at the site and those permitted locally ?

A) The uses will need to be considered and assessed in the Transport Assessment, together with those uses permitted and existing locally.

Q) Can you keep any potential contamination away from the springs and stream? Have you had previous control of this?

A) There has been a full survey in relation to the impact of the proposed development of the area on pollution. It has been found safe to develop on some areas and this is one of those areas. It would be an own goal for Portsmouth Water to impact the springs.



Main Points of Discussion

Q) There are concerns about construction; would construction and sub contractor traffic be allowed on site during construction? There have been problems before with the construction phase of development sites. This would be hard site to manage- how will you do that? How will you minimise impact on nearby residents? What ecological green standards are to be applied, an example being electric charging etc?

A) There would be a construction management plan .We may need to designate certain areas for construction parking prior to that, kept away from housing. The Construction and Environmental Management Plan would include details of vehicle parking. The light industrial units and offices will have charging points and cycle parking. Green credentials include the need to meet BREEAM Good standards as a minimum.



Main Points of Discussion

Q) Resident of west street : The Northern end of Brockhampton lane is 11ft ,8 inches wide and you can't get 2 cars in at the same time. There are visually impaired people crossing there. There are also concerns regarding employee traffic, many will be going North, if you go to the crossing opposite Tesco and go left between Next and Halfords you can go straight across the roundabout, take a sharp right by Stellas warehouse, up Brockhampton lane and through West street, enabling you to cut off the traffic lights by Solent road , cutting off the crossing by McDonalds. It will be a rat run – what will the developers do to consider this in the transport assessment?

A)The offices and staff are already in this area, so there would be no significant change. Realistically there would only be 120 employees in the office at any one time at Portsmouth Water, employee traffic would be split with some going north, who may use the cut through, but also many will head south to Hayling Island, east towards Chichester and west towards Fareham as staff come from across the area and they will use the rat run but all of these routes will be fully assessed in the Transport Assessment.



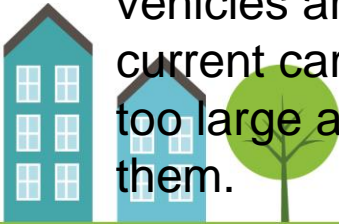
Main Points of Discussion

Q) Resident of West Street : May I suggest a one way road?

A) This will be examined in the transport assessment

Q) There are parking concerns, regarding Portsmouth Water parking, there are 92 spaces on the plan for 250 employees. There are concerns surrounding the industrial units which have the same floor space but only 26 parking spaces. Would there be room for lorries to come in and out ? From the plans there does not seem to be enough room. Reiterate the point in relation to parking during construction, there shouldn't be parking on surrounding streets during/after construction. Suggest parking standards haven't been sufficient until now, there are issues of parking for contractors, many other surrounding places don't have staff parking.

A) The developer would appoint a contractor who would have respect for the area, we build around the country and are keen to ensure construction vehicles are accommodated on site, the development would be meeting current car parking standards set by the Council. HGV vehicles would not be too large and would be tracked to show if it is possible to accommodate them.



Main Points of Discussion

Q) 2 or 3 HGV vehicles may turn up at once for different units how would this be addressed.

A) This is speculation would be an estate management regime which owners of units will need to administer

Q) There are questions regarding screening with Manor Court, this development would have a big impact on these residents. The existing screening comprises of trees located along the boundary following the stream. Today one tree had lost leaves early. These are large trees, are they going to be removed? Many residents in manor court are 60 plus so it's important for residents to have good screening now. If trees are to be removed, what sort of trees will replace them ?

A) No trees are currently proposed to be removed along this boundary, we intend to plant trees, overall there will be more trees not less trees



Main Points of Discussion

Q) Would there be a possibility to relocate the building so they don't block the view of one of the Manor Court buildings, especially the 2nd floor which will be overshadowed by the backs of buildings. This layout seems to be good for employees but bad for residents as they will be looking out on this. There is also the impact of light pollution and reduction of quality of life on the residents.

A) This has been noted and shall be considered further.

Q) There are issues of patient privacy and parking. There are 6 consultation rooms located at the rear of the surgery which are at risk of overlooking. Has the possibility of having a second access been considered ?

A) Concerns regarding privacy will be taken on board



Main Points of Discussion

- Q) If you are ill you can't cycle or walk, you use a car so sustainable transport is unrealistic for people visiting the doctors surgery.
- A) This has been noted

- Q) This is a request- if you submit application we would be keen to have an accurate view from Manor Court showing side view of the existing view of trees, taking photos in winter and summer to see height and leaves coverage in comparison to the building.
- A) CGI's from various elevations can be produced at different seasons.



Main Points of Discussion

Q) Could you look at the proximity to Manor Court, we have a second storey apartment with a balcony. This view will be impeded, less light would be coming in, please look at the location of commercial units.

A) Request has been noted

Q) The yard within Portsmouth Water site will be retained, isn't that a more logical access into the site?

A) The transport assessment needs to consider the entire Portsmouth water site.



Questions from members of the public



What Happens Next?

- Summary notes will be provided on the Council's website
- Officers will discuss outcomes with developer
- Developer will continue to develop proposals and consider issues raised by Forum
- Decision as to form of application and timing of submission rests with developer.

