

Test Valley Borough Council
Planning Policy & Transport Service

Planning Position Statement

**Extension to Walworth Business Park, Andover
(Plot 90)**

July 2015

Planning Position Statement for extension to Walworth Business Park

1 Introduction

- 1.1 This planning position statement has been prepared to provide guidance for the future development of Walworth Business Park extension land in Andover.
- 1.2 The content of this statement should be read in conjunction with the saved policies contained within the adopted Test Valley Borough Local Plan 2006. Following a direction from the Secretary of State, certain policies have been saved in accordance with paragraph 1 (3) of Schedule 8 of the Planning and Compulsory Purchase Act 2004. Where relevant, reference has been made to these policies within the statement. The policies can be viewed in full via the Council's website at www.testvalley.gov.uk
- 1.3 The Council submitted its draft Revised Local Plan 2011 - 2029 (Regulation 22 Submission) to the Planning Inspectorate on 31st July 2014.
- 1.4 This statement was approved by Cabinet on 20th May 2015. Should you have any questions regarding the content of the statement please contact the Planning Policy team at the address below:

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2 Background

- 2.1 11 hectares of land to the east of Walworth Business Park, to the north and south of Walworth Road, has been identified as an extension to Walworth Business Park for employment use (Policy AND 03.1) within the Borough Local Plan (BLP) 2006. The northern boundary is defined by the Exeter to London railway line and the southern boundary by Ox Drove.
- 2.2 The Council is working in partnership with a private sector partner, Kier Group, to develop and enhance employment facilities at Walworth Business Park. The extension to Walworth Business Park will provide additional opportunities for existing and new companies in Andover requiring modern premises to relocate within Andover thus creating employment opportunities for the town's expanding population.
- 2.3 Walworth Business Park is undergoing a redevelopment programme with occupiers including Twinings, Le Creuset, Londis, Petty Wood (Epicure Food) and more recently Ocado.

Policy Framework

Policy Context

- 3.1 Policy AND 03.1 of the Borough Local Plan 2006 sets out the allocation of land to the east of Walworth Business Park for employment uses.

Policy AND 03.1

Extension to Walworth Estate

11 hectares of land to the east of the Walworth Estate, is proposed for employment uses (Class B1(b), Class B1(c), Class B2 and Class B8 (see inset Map 1). Development should be designed to respect its surroundings particularly with regard to Picket Piece.

- 3.2 The Revised Local Plan 2011 – 2029 proposes Policy LE8: Extension to Walworth Estate. The Council submitted its Regulation 22 submission draft of the Revised Local Plan to the Secretary of State on the 31st July 2014 and it is now the subject of an independent examination.

Policy LE8: Extension to Walworth Business Park

Approximately 11 hectares of land to the east of the Walworth Business Park is proposed for employment uses (Class B1(b), Class B1(c), Class B2 and Class B8) (See Map D)

Development will be permitted provided that:

- a) It is designed to take account of its surroundings particularly with regard to Picket Piece (See Policy COM5 and Map D) and its location on the approach to Andover;
- b) Landscaping of approximately 15m wide on the southern and eastern boundary and landscaping of approximately 5m on the northern boundary with Walworth Road is provided;
- c) Access to the site via
 - i) a new vehicular junction on Walworth Road;
 - ii) pedestrian and cycle links to Walworth Road and to Ox Drove.

3.3 Paragraph 216 of the National Planning Policy Framework (NPPF) recognises that decision takers may give weight (unless other material considerations indicate otherwise) to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

3.4 The Inspector did not identify any matters regarding Policy LE8 within the Inspector's Issues and Matters document (October 2014) therefore weight can be applied to the emerging Policy.

4 Site Description & Location

4.1 The site, also referred to as Plot 90, is located to the east of Andover in close proximity to the ring road and it is approximately 2 miles from the town centre and 2.6 miles to Andover Railway Station. The site is within a short distance to the A303(T) (2.2 miles). The site is within the Council's ownership.

4.2 The site is split and separated by a belt of trees planted east to west. At present, the land to the south of Walworth Road (site area is 7.2ha) is

currently Walworth Sports Ground. The land is used for formal recreation and comprises five football pitches (for both junior and adult football) and changing rooms which are being relocated to Picket Twenty (please refer to paragraph 5.41 of this statement). The land to the south of the sports ground and to the north of Ox Drove (site area is 3.8ha) is currently let for agricultural purposes. There is no public right of way through the site.

- 4.3 The land to the north of Walworth Road is currently grazed by horses and occasionally used as overflow parking for Finkley Down Farm. This site has permission for employment use¹ as part of the wider development at East Anton major development area.
- 4.4 To the east of the site lies Picket Piece which comprises a number of existing land uses including housing, employment and grazing land. The central part of the area has outline planning permission² for 530 dwellings. A reserved planning application³, referred to a 'Phase 2 East,' is immediately adjacent to the east of the allocated extension land and has permission for 51 dwellings.
- 4.5 To the south west of the site is Harewood Farm⁴ which has outline planning permission for 180 dwellings.

5 Principles and Requirements

Uses

- 5.1 Policy AND 03.1 of the BLP sets out that 11 hectares of land is allocated for employment uses (Class B1 (b), Class B1(c) and Class B8. This allocation is carried forward within the Revised Local Plan where Policy LE8 sets out the acceptable uses for the extension of Walworth Business Park. Appropriate uses within Classes B1(b), B1(c), B2 and B8 could include:
- a single user with the site capable of accommodating a single warehouse, or
 - a number of users of the same use class, or
 - it could include a multi-unit scheme.
- 5.2 In principle, the Council has no preference between a single user or a number of users (of one use class or a mix of 'B' use classes), subject to an acceptable scheme being submitted.

Access

- 5.3 Policy AND 03.3 of the BLP identifies the required on-site transport measures which include the following schemes:

¹ TVN.09258

² 10/00242/OUTN

³ 14/01624/RESN

⁴ 14/00774/OUTN

- vehicular access to the site in the form of a new junction on Walworth Road;
 - an emergency access to Ox Drove or Central Way; and
 - pedestrian and cycle routes connecting the development to the adjoining built-up area including a link to Walworth Road and to Ox Drove.
- 5.4 With respect to the Revised Local Plan, Policy LE8 set out the following access requirements:
- access to the site via a new vehicular junction on Walworth Road
 - pedestrian and cycle links to Walworth Road and to Ox Drove.
- 5.5 The Council consider that the most appropriate vehicular access route to the site is from Walworth Road.
- 5.6 It will also be necessary to take account of other works agreed as part of the East Anton major development area, the new neighbourhood at Picket Piece and the amenity of local residents. Vehicular access to the Walworth Extension site would be provided from Walworth Road to both the northern and southern sections. The East Anton outline planning application (ref. TVN.09258) identifies a junction to access the land to the north of Walworth Road approximately midway along the frontage with Walworth Road; this was designed with the potential to incorporate a roundabout.
- 5.7 There are options available for the positioning of vehicular access to the site. The preference from a highways perspective would be a centrally located access to serve the land both sides of Walworth Road, with the provision of a roundabout. In relation to land to the south of Walworth Road, if the preferred option is not suitable, an alternative access point could be provided, ideally to the western end of the site with Walworth Road. Whilst an access at the eastern end has not been ruled out, there may be difficulties achieving the necessary visibility and the impact on residential amenity as a result of the noise of traffic moving within the site.
- 5.8 As part of the comprehensive development of the Walworth extension land there would need to be provision made for additional pedestrian and cycle links. The specific locational requirements of the pedestrian and cycle links would depend on the layout of the site, how it links into the existing Business Park and how it links to development at Picket Piece. Any cycle / pedestrian route is likely to be 3 metres in width. Footways and cycleways on the southern side of Walworth Road should be provided subject to landscape impact. It would be beneficial for the routes to be provided linking Walworth Road to the extension land and via the site into the existing Business Park.
- 5.9 As part of the reserved matters planning application for Phase 2 East site at Picket Piece, there are two pedestrian / cycle access routes between this site and Walworth extension land. There is also permission for a cycle, pedestrian and bus route running parallel to the boundary of Walworth extension land

south towards Ox Drove and Harewood Farm. Development of the site will need to take account of these requirements.

- 5.10 To the east of the site, running the full length of the site boundary, there are gas and water mains which will affect the provision of landscaping. As part of the landscaping required, the merits of including a cycle path should be considered. The provision of a cycle path would provide connectivity to the two pedestrian / cycle access routes between the site and Phase 2 East site at Picket Piece, Ox Drove and Walworth Road.
- 5.11 An emergency access will need to be provided for the site. There are two options available, either via plot 89 of the Business Park to Flinders Close, or via Ox Drove, subject to consideration being given to its potential landscape impact.
- 5.12 It is anticipated that off-site transport measures would also be required in association with the implementation of development at this site. Further details of the junctions which are likely to be upgraded are recorded in Policy AND 03.4 (a) of the Borough Local Plan. In addition, concern has been expressed about traffic through London Road / Vigo Road area of Andover, therefore a Transport Assessment is required and recommendations will need to be implemented.

Parking

- 5.13 Any contributions sought will be in accordance with Hampshire County Council's Transport Contributions Policy⁵ (Appendix 3, 2007) as set out in the following Table 1 (subject to index linking as of financial year).

Table 1 – Transport Contributions

B - Employment	Cost per Trip (£)	Multi-Modal Trips (per 100sqm)	Cost per 100 sqm (£)
B1 Business (a) (b)	230	18.7	4,301
B2 General Industry	230	7.5	1,725
B8 Warehouse & Distribution	230	9.4	2,162

- 5.14 The B1 use identified in the table relates to proposals for office use (B1 a) and research and development use (B1 b). With regards to proposals for B1 (c) light industry use, data is used from TRICS database which identifies 6.8 trips per 100sqm.
- 5.15 Parking (including cycle storage) should be provided in accordance with the parking standards as set out in Policy T2 of the Revised Local Plan. For ease of information, the standards are provided in Table 1 below.

⁵ Hampshire County Council. Transport Contributions Policy - A New Approach to Calculating Transport Contributions in Hampshire. 2007.

- 5.16 Annex G of the Revised Local Plan recognise that for certain commercial uses (e.g. B1c/B2/B8) appropriate provision will need to be made for commercial vehicles, including heavy goods vehicles (HGV). As a guide, it would be anticipated that for the first 2,000 sqm, one HGV space would be provided per 500 sqm. For further floorspace over 2,000 sqm, an additional HGV space would be provided per 1,000 sqm.

Table 2 – Parking Standards

	Car Parking Standard	Cycle Standard
B1 Business (a) Office A2 Financial and Professional Services	1 space per 30 sqm	1 space per 100 sqm up to 1,000 sqm and 1 space per 250 sqm thereafter.
B1 (b) (c) high tech / light industry	1 space per 45 sqm	1 space per 100 sqm up to 1,000 sqm and 1 space per 250 sqm thereafter.
B2 General Industry	1 space per 45 sqm	1 space per 350 sqm
B8 Warehouse & Distribution	1 space per 90 sqm	1 space per 500 sqm

Landscaping

- 5.17 The majority of the site lies on the valley floor along which Walworth Road runs and adjoins the existing Business Park. The land to the south of Walworth Road rises in height towards Ox Drove. In landscape terms, the most sensitive boundaries are those to the east adjoining Picket Piece and south along Ox Drove. Walworth Road is set in an attractive green corridor which should be complemented by new landscaping.
- 5.18 The site is bounded by hedges and trees, with a belt of trees present east to west separating Walworth Sports Ground and agricultural land.
- 5.19 On the western boundary, following the boundary line of plots 54 and 89, is landscaping in the form of trees. This landscaping was provided to act as a visual screening of the warehouse (plot 54) for those residents on Ox Drove.
- 5.20 Given that the site is bounded to the east and south east by existing and future residential uses, it is necessary that landscaping is provided to mitigate the visual impact of development on the site. The landscaping specifications in Policy LE8 of the Revised Local Plan require landscaping of approximately:
- 5m on the northern boundary with Walworth Road
 - 15m wide on the southern boundary, Ox Drove
 - 15m wide on the eastern boundary with Picket Piece.
- 5.21 Landscaping on the eastern boundary should take into account the landscaping approved on the western boundary for Phase 2 East of Picket Piece as set out within the S106 legal agreement for planning permission

10/00242/OUTN. The S106 agreement sets out a requirement of 10m of landscaping on the Picket Piece side of the boundary. Therefore, taking into account of this and the requirement set out in Policy LE8 (15m), there would be a collective 25m landscape buffer between Walworth extension land and Phase 2 East residential development at Picket Piece.

- 5.22 Careful consideration is required with regard to what form of landscaping can be provided without causing an impact on the utility services given that a gas main and water main are present running the full length of the eastern boundary within the site. On the Picket Piece side of the boundary, there are telecommunication cables present; however they only run for half of the boundary from the north of Ox Drove. The easement of services is approximately 10 - 12m. Consideration should be given as to whether a cycle path could be included as part of a comprehensive scheme (see paragraph 5.10).
- 5.23 From an environmental protection perspective, careful layout and orientation of buildings, car parking and service areas are a much more effective solution than implementing bunds and acoustic barriers. Service areas need to be positioned furthest away from housing in order to minimise noise impact on residential areas.
- 5.24 In relation to the required 5m landscaping on the northern boundary of Walworth Road, there should be a continuation of the avenue of trees, set back from the footway, in place along Walworth Road through the Business Park. There would be a need for further consideration of planting along Walworth Road and within the site as part of the detailed planning of the site.

Trees

- 5.25 There are no tree preservation orders (TPO) on site. There would be a need for the trees to be accurately located on a topographical survey and surveyed. The survey should be designed to collect condition and dimensional data and to grade them to help inform constraints planning. There is a British Standard (BS5837: 2012) that provides guidance on this.
- 5.26 The hedges located on the northern boundary are of an amenity value within the street scene of Walworth Road and therefore should be retained. There are also some scattered trees located to the south of the hedges which are of a healthy condition and also provide an important amenity contribution.
- 5.27 The eastern boundary is formed by a hedgerow that doesn't include any trees that are worthy of retention.
- 5.28 The southern boundary comprises an overgrown hedgerow and small native trees which are visually important within the street scene of Ox Drove. This hedgerow provides an important screening role between the site and housing located to the south of Ox Drove. Therefore the hedgerow should be retained and reinforced with new planting in order to provide a more substantial buffer.

- 5.29 On the southern part of the western boundary there is a belt of dense planting adjacent to the Ocado site. Trees were planted to provide a visual landscape buffer between Walworth Business Park and the properties located to the south of Ox Drove. The trees have become established and should be considered as part of any future proposal. Future development on the extension land will need to provide sufficient separation to facilitate future management. The provision of a new belt of trees to the east of Walworth extension land to provide a new landscape buffer between Walworth Business Park and the properties to the south of Ox Drove is required.
- 5.30 To the north of the western boundary there is a row of mature trees surrounding the existing pavilion building. These trees are of potential amenity value and therefore are worthy of retention.
- 5.31 The site is split and separated by a belt of trees planted east to west which provides an important amenity feature when viewed from within the site but when viewed in the distance they are of a less important feature. The impact of the development on the trees within the site will need to be assessed.

Ecology

- 5.32 The site is not subject to any ecological designations. It is understood that there may be dormice living within or in the vicinity of the land to the north of Walworth Road and therefore the hedge on the northern boundary has potential to be of ecological importance. There may need to be further consideration of the existing on-site ecology and potential to enhance the local biodiversity and an ecological survey of hedges on all boundaries should be submitted by the applicant as part of any application.

Design

- 5.33 The design of any buildings and the details of any landscaping scheme should be considered together to provide a comprehensive approach to the development of the site. Any development would need to be designed to take account of the existing and permitted residential use of the land to the south east at Ox Drove and east at Picket Piece.
- 5.34 That part of the site rising southwards to Ox Drove is sensitive in visual terms when viewed from the south and longer distance views from the north and the railway line, including consideration of the potential impact on the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The key view points within the AONB of importance are those from Finkley Road. Buildings located at the extension land should respect those views. As a guide, the Ocado warehouse (Plot 54) located to the west of the extension land is 22.4 metres high. Therefore it is necessary that taller buildings are located in the valley floor.
- 5.35 Careful consideration needs to be given to the design and specification of future buildings on site. Reflective material should be avoided and where

possible, innovative design through the use of green materials and renewable energy technologies should be encouraged.

Noise

- 5.36 An important consideration will be the careful management of noise associated with the prospective employment uses and vehicles moving around the site. The land is close to existing and future housing that has planning permission (to the east and south) and therefore, it is necessary to provide a scheme that would not create unacceptable noise to occupiers of the neighbouring housing developments. It is envisaged that this would be achieved by means of the design of buildings and the layout of all noise-generating areas (generally service / delivery yards, lorry parking areas, loading docks / bays, access roads and plant compounds).
- 5.37 It is suggested that development proposals should use the following design principles:
- The separation gap between noise generating areas and neighbouring housing should be maximised and this can be achieved by placing relatively quiet areas, such as staff parking areas and landscaped areas between the buildings and nearest housing;
 - Buildings can be used to provide a noise barrier from noise generating areas, most notably service and delivery yards. It is considered that buildings can provide far superior acoustic screening from service yards and other noise-generating areas than boundary fences. The building elevations facing the housing should have no openings directly into internal noise generating areas (i.e. a factory floor or an open warehouse), other than emergency escape doors;
 - Where there is a mix of uses, it is recommended that B1 uses are placed closest to housing. The noise generating potential of these uses is very limited and doing so will effectively increase the separation distance to housing (and may also provide additional acoustic screening);
 - Buildings in class B2 / B8 use should be designed to prevent the breakout of noise from within the buildings;
 - Any fixed plant and machinery should be well screened from the nearest housing;
 - Bunds and acoustic fences can be useful in certain circumstances however it is considered that the careful layout of buildings is likely to be the most effective noise control measure.
- 5.38 It is recommended that a noise assessment should be carried out and submitted as part of a planning application to determine the extent of such impacts.

Water Resources

- 5.39 The impact of development on water resources should be minimised and measures which reduce demand in the long term should be included within new development. In order to minimise the impact on natural resources the

Council will require, through Revised Local Plan Policy E7: Water Management that all new commercial development of 500 sqm or more achieve the BREEAM 'excellent' credit required for water consumption.⁶

Flood Risk

- 5.40 The site does not fall within Flood Risk Zone 2 or 3. The site is not at risk from surface water; however as part of a future planning application for Walworth Extension, a site specific flood risk assessment would need to be submitted with consideration given to whether any on-site infrastructure would be required.

Phasing

- 5.41 The development of the extension to the Business Park is dependent on the relocation of the existing sport pitches. Borough Local Plan Policy AND 05 provided the framework for the relocation of Walworth Sports Ground to land south of the B3400 London Road as part of the wider Picket Twenty development. A new sports ground comprising football pitches has been built and the construction of the sports pavilion has been completed. It is anticipated that the new sports pitches will be available for use from August 2015 but adoption of the pitches and pavilion will likely be in the spring (April/May). If development is proposed on the extension land prior to the replacement pitches at Picket Twenty being available, temporary options could be considered (subject to consultation with Sport England).

Utilities

- 5.42 The principal utility companies should be consulted in order to ensure that the existing infrastructure can accommodate any new development. The provision of high speed broadband would need to be made.

6 Community Infrastructure Levy (CIL)

- 6.1 The Council has prepared a Draft Charging Schedule which was submitted to the Secretary of State on 27th February 2015 for examination in public. The draft charging schedule does not propose to charge CIL on B1, B2 and B8 units.

7 Process

- 7.1 In accordance with the Council's Statement of Community Involvement in Planning Matters 2013 (SCI) the Council encourages developers to involve local people, organisations and community groups in the submission of any

⁶ Building Research Establishment Environmental Assessment Method – using the BREEAM 2011 standards

proposal. Prospective developers are encouraged to consult with the community prior to the submission of any detailed proposals.

7.2 The Council encourages any prospective applicant to submit a pre-application⁷ proposal using this position statement as a guide, prior to the submission of a planning application. The purpose of this process is to provide an initial officer view and to ensure that the information to be included within planning applications is sufficient for the Council to reach its decision. Please note that any pre-application advice is confidential and without prejudice to the final determination. A fees schedule setting out the current charges for different types of development proposals can be obtained from the Planning and Building Service.

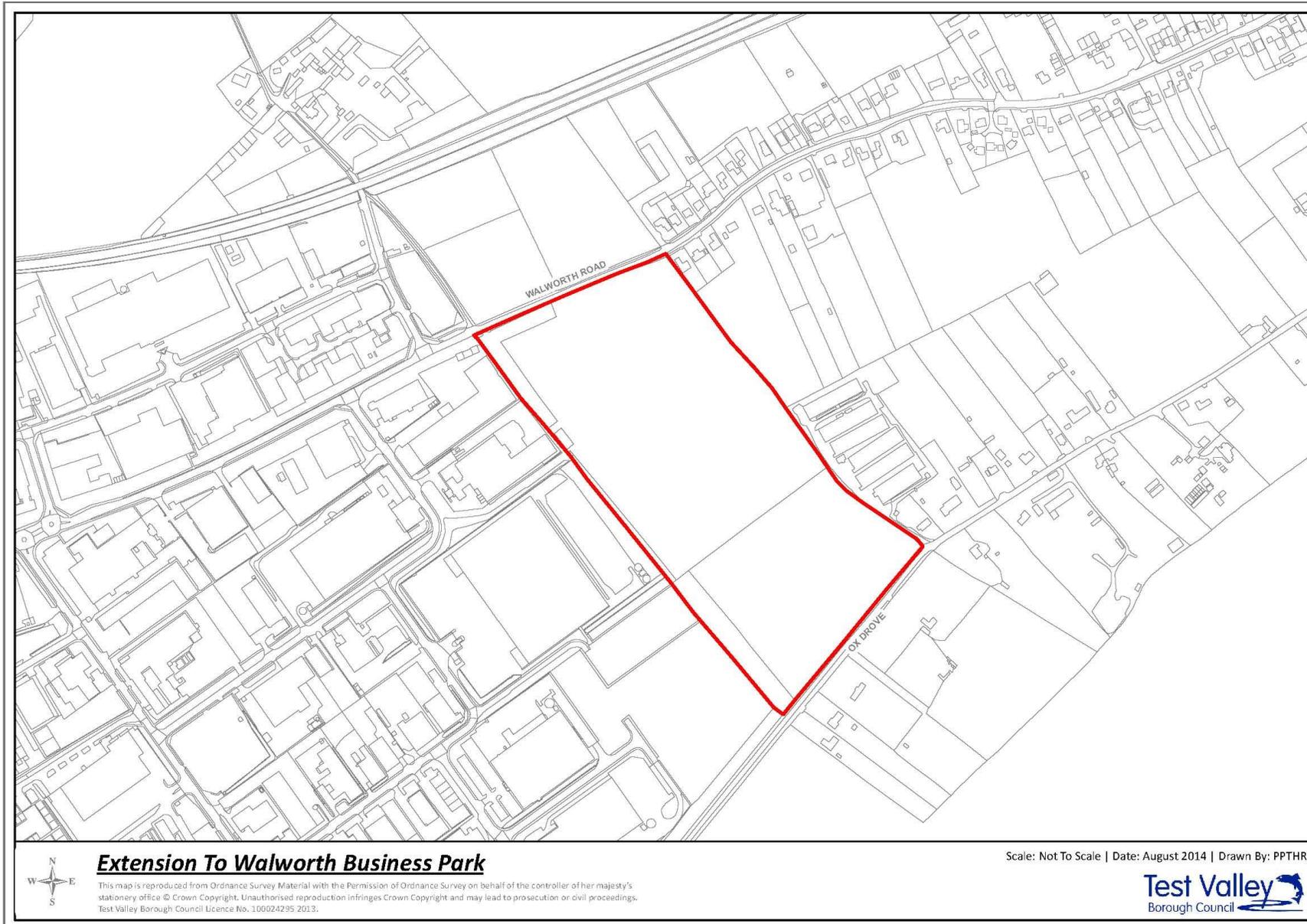
7.3 Any planning application⁸ should be accompanied by the necessary supporting information, in order to comply with national and local requirements for its validation:

- Application form and certificates
- Location plan
- Masterplan – to include indicative layout
- Plans of proposed access, or at least indicative access points
- Supporting planning statement
- Design & Access Statement – to include information on use, amount of development and scale parameters
- Landscape Strategy
- Transport Assessment and Travel Plan
- Draft Heads of Terms
- Statement of Community Involvement
- Ecology Survey / Mitigation Plan
- Landscape Visual Impact Assessment
- Tree survey and arboricultural report
- Noise Assessment
- Site specific flood risk assessment/ Drainage strategy
- Sustainable Development Standards Report

⁷ <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/formsfees/pre-application-advice/>

⁸ <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/apply-planning-online/>

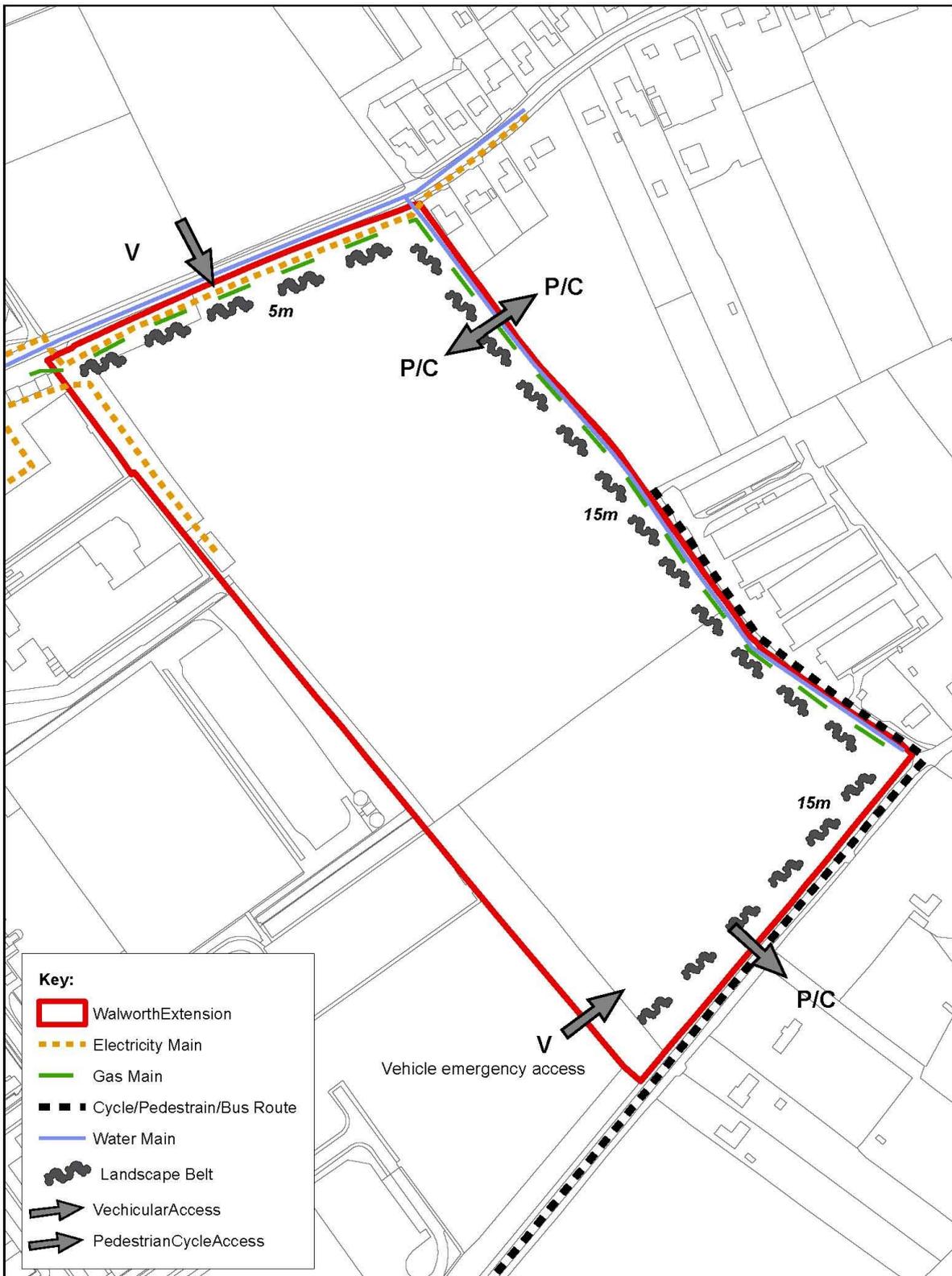
Map 1



Map 2



Map 3



Date: July 2015 | Scale: NTS | Drawn by: PPT (hg)



Extension to Walworth Business Park

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