

**Agenda Item 11**  
**Report PC22/23-19**

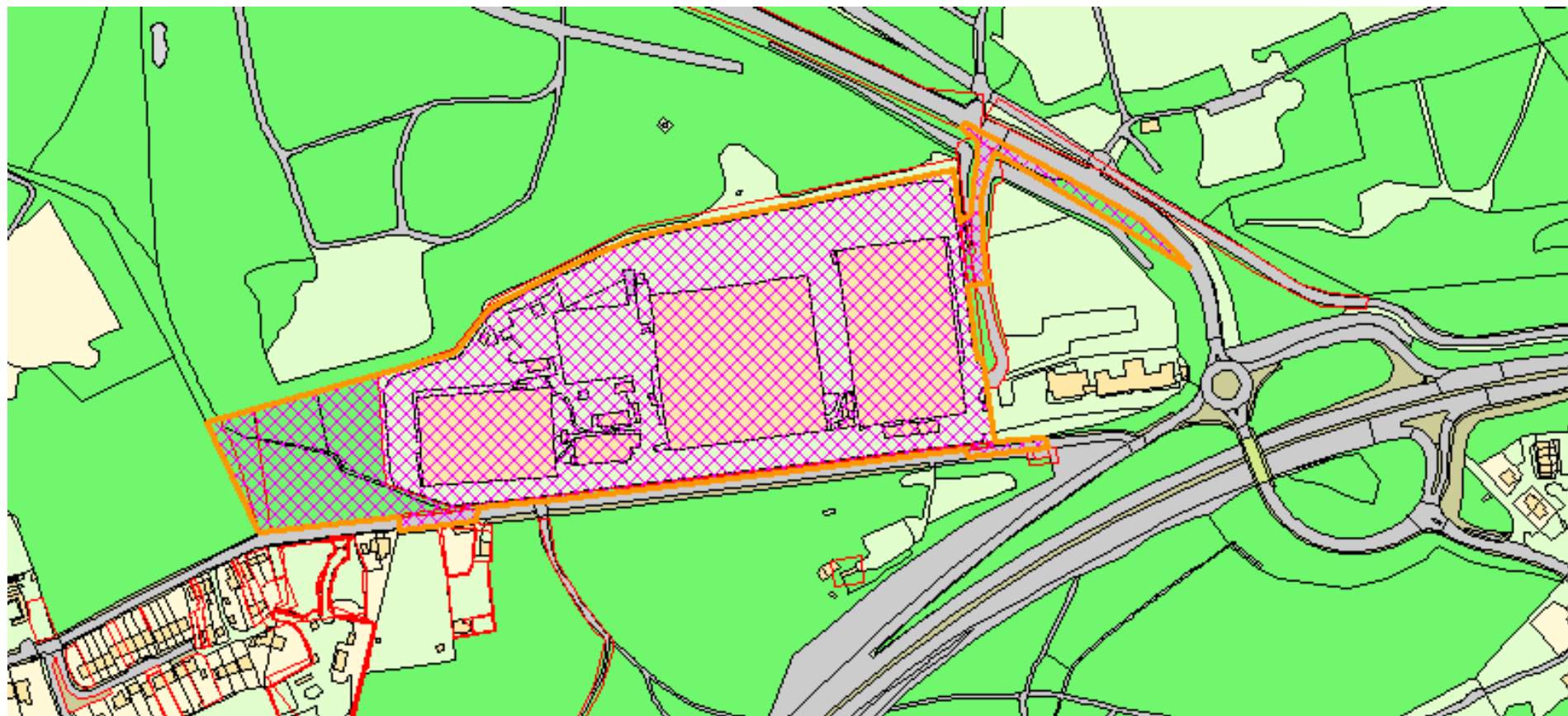
Report to	<b>Planning Committee</b>
Date	<b>8 December 2022</b>
By	<b>Director of Planning</b>
Local Authority	<b>East Hampshire District Council</b>
Application Number	<b>SDNP/22/03416/FUL</b>
Applicant	<b>BGO Moor Propco Ltd</b>
Application	<b>Erection of 2 no. commercial buildings for employment use (Class B8) with roof mounted photovoltaic array along with access and servicing arrangements, car and cycle parking, landscaping and sustainable urban drainage features, external amenity areas, retention of existing boundary fencing, new pedestrian/cycle links onto Longmoor Road, off-site highways works including new bus stop, and associated works.</b>
Address	<b>Longmoor Enterprise Park, Longmoor Road, Greatham, Liss, Hampshire.</b>

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**Recommendation: That authority be delegated to the Director of Planning to grant planning permission subject to:**

- 1) The completion of a S106 Legal Agreement to secure the following:**
    - **Travel Plan for the operational management of the site and approval monitoring fees.**
    - **Provision of new pedestrian links and bus stop on Longmoor Road.**
    - **Provision of a financial bond to the Highways Authority in respect of ensuring the measures within the Travel Plan are met.**
  - 2) No objections being received from Natural England and National Highways which cannot be overcome without significant changes to the proposals.**
  - 3) The conditions as set out in paragraph 9.2 of this report.**
  - 4) That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the S106 Agreement is not completed or satisfactory progress is not being made within 6 months of the 8<sup>th</sup> December 2022 Planning Committee meeting.**
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## Site Location Map



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## Executive Summary

### Key Matters

- The site is a vacant brownfield site within designated countryside. It has an extant planning permission for its re-use as a film studios, storage and distribution and offices, which is a consideration for the acceptability of the current proposals.
- The proposals are acceptable in regard to layout, scale (including the nature and intensity of the use), design of the buildings including their sustainability, as well as the environmental attributes of the landscape scheme, biodiversity net gain and SUDs. Furthermore, the proposals would not have a significant impact upon the wider landscape and amenities of the area, including nearby dwellings for the reasons outlined.
- There are still outstanding consultee responses from Natural England and National Highways which respectively relate to impact upon the Wealden Heaths and Woolmer Forest SPA/SAC, opposite the site, and the technical suitability of the A3/A325 junction. However, these matters are expected to be dealt with relatively easily within the ambit of the plans being presented now. Therefore, it is recommended that authority be delegated to the Director of Planning to grant planning permission subject to the matters raised in the recommendation above and at paragraph 9.1 of this report.

### **1. Site Description**

- 1.1 The site covers c.8ha and is occupied by three large vacant warehouses and other smaller ancillary buildings, all surrounded by extensive hardstanding. There is also acid grassland within the site which is a priority habitat. There is an area of woodland at the western end of the site, which is included within the boundary of the application.
- 1.2 The site is reasonably flat and bordered by high fencing. It's solely accessed from the A325, which runs past the site, and via a relatively long private road. It is also close to the junction of the A325 and the A3, which offers unfettered access to/from the site. The site occupies an elevated position compared with the A325, from which the tops of buildings can be seen but these are not overly prominent.
- 1.3 The site is well enclosed by woodland surrounding its northern, southern and western sides, whilst there is rough grassland and other buildings on its eastern side which are visible from the A325. There are immediate views into the site from Longmoor Road, which runs along the southern site boundary, where the buildings are prominent.
- 1.4 There are dwellings south west of the site on Longmoor Road and Greatham village is approximately 0.5km to the north west. On the opposite side of the A3 is the Longmoor military training camp. To the north east, on the opposite side of the A325, is the Wealden Heaths Phase 2 Special Protection Area (SPA) and Woolmer Forest Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).

### **2. Relevant Planning History**

- 2.1 SDNP/19/01984/FUL: Change of Use of Existing Buildings from Military Storage depot to a flexible use comprising Film Studios/Storage and Distribution and offices with associated car parking and landscaping. Approved 23.10.2020.
- 2.2 SDNP/21/06338/SCREEN: Employment development comprising 2 no. industrial units (Class B8 Use) totalling approximately 30,000sqm GIA, car and Heavy Goods Vehicle (HGV) parking, landscaping and the re-provision of an existing access from the A3. Determined not be EIA development (29.12.2021).
- 2.3 SDNP/21/04572/PRE: Pre-application advice for outline permission for two buildings for use within Class E(g)(iii), B2 and B8 with access and servicing arrangements, car parking and associated works. Advice concluded 01.11.2021.
- 2.4 SDNP/22/02942/DEM: Demolition of existing buildings. Prior Approval not required (24.11.2022).

### **3. Proposal**

- 3.1 Revised plans have recently been received which primarily amend the elevations of the buildings and height of Unit 2. There are other amendments to the landscape scheme and SUDs but otherwise the layout remains as originally submitted. The assessment below considers the latest plans.
- 3.2 The application proposes the erection of two new detached commercial buildings with a warehouse/distribution use (Use Class B8), plus ancillary office space, service areas, and staff parking. The buildings would total 32,196sqm of commercial floorspace. Their scale and configuration responds to the operational requirements and standards of future occupier(s) and market demand in order to create long term viable and flexible premises.
- 3.3 The proposals would be a 24/7 year round operation and essentially be a strategic distribution hub within the A3 corridor. The activity on site would result in increased vehicle movements which are outlined in the main assessment.
- 3.4 Between 350-470 full time jobs would be created and it is contended by the Applicant that further economic benefits would accrue, such as:
- £1.2m per year employee spending within the immediate and wider areas.
  - Increased economic gross value added (GVA) of c.£29 million.
  - Wider economic benefits for the logistics sector in and around East Hampshire.

#### Layout

- 3.5 The existing access with the A325 and internal road leading into the site would be retained. On the existing internal access road a new HGV entrance and a smaller separate car park entrance would be created. From the HGV access there would be a long internal road that would run adjacent to the northern site boundary.
- 3.6 The two commercial units would cover the footprints of the existing 3 buildings and occupy the central area of the site. They would face northwards onto large individual fenced service yards, where lorries could manoeuvre, park and access each building's row of loading bays. Two landscaped car park areas would be created at the western and eastern ends of the site which would comprise of long rows of spaces with central 'spines' of planting in between them, as well as spaces interspersed with planting.
- 3.7 Both buildings would back onto Longmoor Road and be set back from it by 11m. Unit 1 would be on the eastern side of the site with an office building attached to its north east corner which would face onto the car park. Opposite this building, a wildlife and recreational area for staff is proposed. Unit 2 would also have an attached office building on its western side, overlooking the new car park and woodland.

#### Scale and architecture

- 3.8 Unit 1 would be the largest warehouse with a footprint of 89m x 99m and be 17.5m high. Its attached offices would be 13m high and extend out from the warehouse building by 38m, Unit 2 would have a smaller footprint measuring 78m x 80m and have a lower roof height of 14.5m. Its offices on the western elevation would be three storeys and would not protrude out from Unit 2 as far as the offices on Unit 1.
- 3.9 The warehouse units would have a modern contemporary utilitarian character and appearance. They would be clad with profiled metal sheeting which would be orientated horizontally and vertically and be in two different shades of grey (darker grey at ground floor level) to articulate the elevations. Vertical glazing with brise-soleil detailing are also proposed on the rear glazing of the buildings to add further articulation and allow light into them. Both buildings would have shallow curved roofs which would be orientated east-west. Green walls are also proposed on both buildings which are intended grow to a substantial height.

- 3.10 The office buildings would be of a contemporary form of architecture. At Unit 1, these would be a simple rectangular form with recessed windows and brise-soleil detailing and timber cladding. The offices at Unit 2 would adopt a similar contemporary approach in scale, form and appearance, architectural detailing and use of timber.

#### Sustainability

- 3.11 The buildings are proposed to achieve the BREEAM 'Excellent' rating, which involves a range of credits to be achieved from energy and water efficiency measures to materials. The energy rating of the buildings have also been designed to achieve an 'A+' rating for their Energy Performance Certificates.
- 3.12 In addition, 4,010sqm of solar panels across the two buildings, plus air source heat pumps, are proposed. Overall, the energy generated by the solar PV would exceed the energy needs of the development by over 20% and generate a significant CO2 savings per year. No.39 electric vehicle charging points are also proposed.
- 3.13 Rainwater harvesting for use within staff facilities and irrigating landscaping are also proposed. Green roofs are proposed on top of the offices and security kiosks at the yard entrances.
- 3.14 A materials management plan has been provided to demonstrate the sustainable sourcing of materials (including recycled materials) to construct the scheme.

#### Parking

- 3.15 276 car parking spaces and 106 cycle spaces are proposed. A Travel Plan is proposed which would include measures to reduce single occupancy car journeys by staff. Between the two buildings there would be 28 HGV loading bays plus 39 HGV parking spaces. A new pedestrian/cycle entrance is proposed on Longmoor Road, along with a new bus stop.

#### The landscape scheme & ecology

- 3.16 A site wide native landscape scheme is proposed. The existing acid grassland on site would be retained and relocated to margins around the boundaries. New planting is proposed around and through the car parks and the services yards. A new wildlife pond and recreational area is proposed in the north east corner of the site which would add further planting and biodiversity enhancements as well as offering amenity space for staff.
- 3.17 Across the site, 147 native trees are proposed which equates to a 600% increase. Based on the Defra Metric, the on-site enhancements proposed would result in a 108% biodiversity net gain score and 100% net gain in new hedgerows. There would also be mitigation and enhancements for protected species.
- 3.18 A 2.5m wide central landscaped strip within the two car parks would include rain water gardens and native species. The rows of spaces would be interspersed with new planting, whilst new surfacing would be a bound gravel with demarcated spaces, other hard landscaped areas would be a mix of paving.

#### Drainage

- 3.19 Foul drainage would connect to the existing main network in Longmoor Road. Surface water would be captured and used within the buildings, for the green roofs, and irrigate parts of the landscape scheme. A SUDs scheme would encompass permeable paving, a long swale, plus underground attenuation tanks below the eastern car park would collect and manage water infiltrating into the ground.

## **4. Consultations**

- 4.1 **Arboricultural Officer:** No objection, subject to condition.
- 4.2 **Archaeology:** No objection, subject to condition.
- 4.3 **Dark Night Skies:** No objection, subject to condition.

#### 4.4 **Design Officer:** Objection:

##### Layout

- Green infrastructure insufficiently integrated, namely north-south links through the site, and connected to areas outside of the site.
- Planted areas are residual spaces between roads and car parks and too fragmented, not landscape-led, and less staff parking than SPD requirements require a robust Travel Plan.
- Location of the open space and the pedestrian and cycle routes on site need further consideration; no hierarchy of routes.

##### Scale and architecture

- Large buildings acceptable in principle, however, design would create a continuous and prominent dominant mass of development on Longmoor Road.
- Cladding materials and their implementation on the warehouses and glazing unsupported, green roofs insufficient.
- Roof form not locally characteristic and multifunctional regarding daylight/minimising light spill, additional solar PV, biodiversity, water collection.

##### Surface water

- Too reliant on pipework and underground soakaways and pond isolated. Gravel car parks supported for infiltration but consider ground pollution.

##### Sustainability

- Consider re-use of on-site materials, recycled materials, renewable materials (timber).
- Sustainability aspects of the buildings to be conditioned (eg. solar PV, BREEAM Excellent)

#### 4.5 **Drainage:** No objection, subject to conditions.

#### 4.6 **East Hampshire District Council** (in capacity as a neighbouring authority given site's proximity to the SDNP boundary): No objection.

#### 4.7 **Ecology:** No objection, subject to conditions.

- The translocation of the acid grassland is likely to be effective/successful; require a detailed translocation methodology.
- Protected species surveys satisfactory.
- Concern tree planting within acid grassland areas and tree growth need to avoid shading acid grassland habitat.
- The new pond provides an opportunity to maintain freshwater feature on site and create new habitat.
- Fire risk needs to be minimised given extreme future weather conditions and site's proximity to lowland heath; also needs to be addressed in a Construction Environmental Management Plan.
- Content biodiversity net gain calculations reflect the current value of the site and predicted increases are a realistic conclusion; need to secure enhancements via a robust ecological mitigation strategy.

#### 4.8 **Economic Development (EHDC):** Support.

- Would reinvigorate a vacant site and promote local jobs.
- Makes more efficient use of brownfield land.
- Despite economic climate, there is a large demand for employment space in the area.
- Proposal would address current lack of supply and create significant number of jobs.

- 4.9 **Environmental Health:** No objection, subject to conditions.
- 4.10 **Environmental Health (ground contamination):** No objection, subject to conditions.
- 4.11 **Greatham Parish Council:** No objection but make the following comments:
- Prefer the use of real timber cladding.
  - Concern about noise pollution from reversing sounds of lorries safety indicators.
  - All roof space could be covered with solar PV.
  - Clarification on rain water harvesting.
  - Encourage provision of a shuttle bus.
  - Wish to see Greatham residents able to access the recreation area on site.
- 4.12 **Highways Authority:** No objection subject to conditions, S106 obligations and confirmation through a Road Safety Audit that pedestrian links are satisfactory.
- S106 obligations:
- Highways Agreement to provide pedestrian links, bus shelter and associated infrastructure on Longmoor Road.
  - Payment of the Travel Plan approval fee (£1,500) and HCC monitoring (£15,000) fees.
  - Provision of a bond, in respect of measures within the Travel Plan.
- 4.13 **Landscape Officer:** Objection:
- Design influenced more by the scale of buildings required for the proposed use than landscape considerations; reliant on surrounding woodland outside of the site to justify scale.
  - Insufficient mitigation for the intensity of use. Scale also reduces amount of space available to deliver multiple benefits. Spaces need to work 'hard' to include soft landscaping and other functions; use of climbers and green walls welcomed; green roofs are small compared to overall roof space.
  - Design rationale to break up massing of the buildings out of character with the area.
  - Removal of existing hardstanding to make use of more natural drainage patterns supported but surface water then collected in underground crates. Pond has no drainage function and isolated from an ecology and landscaping perspective.
  - Overall, believe tension between accommodating scale of development whilst delivering mitigation needed and landscape enhancements exists.
- 4.14 **Lead Flood Authority (Hampshire County Council):** No objection (no conditions cited).
- 4.15 **National Highways:** Objection, pending further detail/clarification on trip generation figures and demonstration that the A3/A325 junction can safely accommodate anticipated vehicle movements. (Officer note – further comments awaited in response to additional information.)
- 4.16 **Natural England:** Following further information required before confirming position:
- A Construction Environmental Management Plan
  - A Habitats Regulations Assessment (HRA)
- Other comments on shadow HRA submitted by Applicant:
- Agree that impacts such as dust, surface water run-off and air quality cannot be screened out of assessing the impact upon the SPA/SAC.
  - Agree that significant effects from air pollution unlikely to occur.
  - Measures to control dust during construction phase need to be secured and implemented.

- Need to ensure the SUDs scheme does not cause deterioration in water quality in discharges from the site and would not increase surface water run-off.

4.17 **Southern Water:** No objection.

## 5. Representations

5.1 One objection and one letter of support (signed by 3 different households) have been received which raise the following concerns:

### Objection

- Proposals more suitable for an urban environment.
- New buildings would be higher than existing and incompatible with surrounding rural environment; also need to have suitable footprints for the area.
- Whole carbon footprint of the development, including demolition, should be judged against the retention and recladding of the existing buildings.
- Increase in traffic on local and national road network.
- Concern vehicles will park on Longmoor Road, given a proposed pedestrian/cycle access into the site.
- Detrimental impact on local wildlife, including protected species (namely newts and bats); site close to the SPA/SAC.
- Full environmental impact should be assessed - sustainability, local environmental concerns, carbon footprint, net zero carbon emissions, Building Regulations and BREEAM standards.

### Support (outlined as subject to):

- Asbestos will be removed in a safe manner during demolition.
- Finished building should not look 'misplaced' in regard to height above the tree line and rural context.
- Appropriate landscaping in enforceable detail to minimise the impact of the buildings.
- All lighting minimised on Longmoor Road;
- Restrict loading times to ensure minimal noise disturbance between 10pm- 5am.

## 6. Planning Policy

6.1 Relevant sections of the National Planning Policy Framework 2021

- Section 2 – Achieving sustainable development
- Section 6 – Building a strong, competitive economy
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well designed places
- Section 15 – Conserving and enhancing the natural environment

6.2 Most relevant polices of the adopted South Downs Local Plan (SDLP) (2019) (a longer list of other relevant policies can be found in Appendix I)

- SD4 – Landscape Character
- SD5 – Design
- SD9 – Biodiversity
- SD10 – International Sites
- SD19 – Transport and Accessibility
- SD34 – Rural Economy



### 6.3 Relevant supplementary planning documents and technical advice notes

- Sustainable Construction SPD (2020)
- Design Guide SPD (2022)
- Parking for Residential and Non-Residential Development SPD (2021)
- Habitats Regulations Assessments (HRA's) Technical Advice Note (TAN) (2022)
- Ecosystems Services (non-householder) TAN
- Biodiversity TAN (2022)
- Dark Night Skies TAN (2021)

### 6.4 Relevant policies of the South Downs Management Plan (2020-2025)

- Policy 1
- Policy 3
- Policy 9
- Policy 48
- Policy 55

## 7. **Planning Assessment**

### Principle of development

- 7.1 This vacant brownfield site currently has an extant planning permission for the re-use of the existing buildings as a film studios, storage and distribution and offices, which totals 26,906sqm of floor space. The extent of these uses is defined in a planning condition which outlines that they should not exceed the following floorspace thresholds:
- Film studios: no more than 11,811sqm
  - Storage and distribution (class B8): no more than 14,667sqm
  - Offices (Class E(g)(i): no more than 428sqm.
- 7.2 The above permission is a fall back and together with the Development Plan is the starting point from which the current proposals should be assessed. Whilst the latest consent retains the existing buildings, it has established that a B8 use is acceptable albeit the current proposals are for a much larger scale and wholesale redevelopment of the site.
- 7.3 The proposed 32,196sqm of new floorspace between the two units would increase the total existing floorspace on site by 5,290sqm and effectively double the amount of B8 floorspace already granted. In addition, the nature of the proposed use, with a high frequency of vehicle movements and 24/7 operations, would increase the level of activity on site as well. As detailed below, whilst this is a significant scheme it does sufficiently accord with SDLP policies in the planning balance.
- 7.4 Strategic Policy SD25, exceptionally, permits development in countryside locations where it would be an appropriate re-use of a previously developed site. In light of the above planning permission and considering SD25, the principle of a storage and distribution (B8) use is acceptable, subject to other SDLP policies regarding scale and design and environmental considerations in particular, as well as the NPPF and National Park Purposes. These aspects are considered further below.
- 7.5 It is also noteworthy that the site was considered during the Local Plan examination where the Inspector concluded that, whilst not being an allocated employment site, it could potentially still be developed for employment uses provided that any such proposal accorded with Local Plan policies.

### Major development

- 7.6 The proposals are not considered to be major development for the purposes of policy SD3 and paragraph 177 of the NPPF. This is a matter for the decision maker, taking into account the nature, scale and setting of proposals, and whether the development could have a significant adverse impact on the purposes for which the area (National Park) has been designated or defined.
- 7.7 Whilst a large scale of development is proposed, it is a brownfield site already occupied by large redundant buildings, extensive areas of hardstanding and ancillary buildings. The proposed warehouse units would predominantly be screened from wider views by existing woodland surrounding the site and its extant use and use consented are material to the judgement in terms of impact on tranquillity. There are no prominent views from surrounding public footpaths. The 24/7 nature of the use would be contained within the site by virtue of the large buildings and well contained service yards. Traffic movements into/out of the site would not be so significant as to trigger the exceptions tests in policy either alone or in conjunction with the physical presence of the scheme.

### Design considerations

#### Layout

- 7.8 The layout has sought to balance accommodating the size of buildings, plus associated yard areas and parking, a need to respond to market demand and required standards (as no occupier is currently proposed) whilst meeting SDLP policies regarding the landscape-led approach to design, landscape and ecology enhancements for instance.
- 7.9 Operational aspects of the scheme that need to be accommodated have influenced the layout. For example, the yard areas need to be secure and of a certain size to enable parking, turning and loading/unloading of HGVs. There are also needs to be good access into/out of the yard areas and internal roads, as well as sufficient provision of staff parking.
- 7.10 The landscape and design officers are concerned that the scale of development consequently impacts upon the ability to maximise environmental enhancements within the spaces around the development and that these need to work 'hard' in achieving multiple benefits sought in policies SD2, SD5, SD9, SD45, SD50 which link together. For example, concern has been raised by the Design officer that the pond and its wildlife area is somewhat disconnected from the Suds drainage due to the access road making it less connected with the rest of the scheme.
- 7.11 Nevertheless, it is considered the site can accommodate the proposed scale of development without appearing overly cramped and still deliver environmental enhancements albeit not to the extent that SDNPA consultees are seeking. Notable benefits can be delivered which include a native landscape scheme comprising of new boundary hedgerows and climbers, extensive tree planting, multiple green walls and roofs, re-location of valuable acid grassland, delivering biodiversity net gain, and creating an acceptable SUDs strategy that includes a balance of underground engineering and porous surfaces, swale and rain gardens. An element of rainwater harvesting from the building's roofs would also help with irrigation. Together, this is a good package of measures to accord with policies SD2, SD5, SD9 and aspects of the Design Guidance SPD, which equates to significant biodiversity net gain as outlined in paragraph 3.18 above.
- 7.12 The siting of the buildings would result in their longest elevations facing Longmoor Road, where the existing buildings are already prominent. Whilst larger buildings are proposed and the change in scale would be apparent in immediate views along Longmoor Road, this would not be so severe to raise serious concern. The buildings would be set back from Longmoor Road and the height of Unit 2 is 3m lower than Unit 1 which helps to reduce an overbearing impression and the rear elevations are well articulated and include green walls which, all together, help to mitigate the scale and prominence of the buildings. New tree planting and planted climbers along the boundary would help to filter views in time. Siting and orientating the buildings as proposed also helps to contain activity within the site and shield noise and disturbance to properties west along Longmoor Road.

- 7.13 Siting the car park areas at the eastern and western ends of the site is a good approach as there could potentially be two separate occupiers for the units and therefore offers flexibility within the scheme. This approach also visually divides the amount of parking needed which avoids a larger single expanse of parking. It also enables the parking for Unit 1 to be directly accessed off the existing internal access road.
- 7.14 Both car parks would comprise of long rows of parking, however, these would be interspersed with planting, along with a 2.5m wide central planting strip and other planted areas. The parking at Unit 1 also includes a pergola structure with native climbers. In conjunction with the proposed surface treatments of bound gravel and lighting scheme an urban character that can often be associated with car parks is minimised. The parking areas would also have a SUDs scheme that involves new rain gardens.
- 7.15 Whilst concerns are raised by the design and landscape officers, the proposed SUDs still has meaningful surface features (eg. long swale along the southern boundary) and attenuation tanks underneath parking allows the collection and management of infiltrating water into the ground which is still a form of SUDs. The green roofs on the offices are also a form of SUDs and also provide scope for biodiversity net gain.
- 7.16 The wildlife and recreation area in the north east site corner would be readily accessible by the occupiers of unit 1 but not as easily accessible from Unit 2 given the distance. This has been raised by the Design Officer but it is in a location where there is scope for a good amount of amenity space and ecology enhancements with the pond (which is a lower part of the site where this is most feasible). This area is open to all persons on site and its design would help to minimise conflict between recreation and ecological aims. Greatham Parish Council's request for this area to be open to the wider community is difficult to achieve given the use of the site and associated need for safety and security measures.
- 7.17 Overall, it is considered that the site can accommodate the development without appearing overly cramped regarding the building footprints, service yards and parking whilst still providing a sufficient amount and quality of enhancements to be delivered within the planning balance.

#### Architecture

- 7.18 The proposed contemporary style of architecture is supported. Originally, a variety of cladding systems and colours were devised for the two warehouses in an attempt to break up their overall massing and achieve a more locally distinctive character. However, following concerns from consultees further discussions with the Applicant resulted in the submission of revised elevations which show a more utilitarian character for the two buildings which better reflects their use.
- 7.19 This revised approach with different orientations and extents of metal cladding with a simplified 2 colour pallet would visually create better articulated elevations and vertical glazing with brise-soleil detailing and the expansive of green walls add to the character and appearance of the buildings. This approach helps to visually break up the scale and massing of the buildings. In addition, the lower height of Unit 2 in the revised plans has reduced its scale which would be apparent when seen in conjunction with unit 1, which further visually reduces the overall massing of the two buildings when seen together. All of these attributes combined would create an acceptable approach to the design of the warehouse buildings and address immediate views of the scheme on Longmoor Road.
- 7.20 The offices attached to each building would be of a contemporary form and appearance, which also allows for the flat green roofs. Revised plans have amended their external cladding to correspond with the metal of the warehouses and, importantly, introduce real timber. Not using timber cladding in the original plans was a concern of the design officer and Greatham Parish Council, which has been overcome and is now a positive aspect of the scheme.
- 7.21 Timber cladding is a key aspect of their appearance as this better relates them to the surrounding rural context and is a more sustainable material. The timber would also weather over time which would also help to integrate them into the landscape and reduce

their prominence. The elevations of the offices are also well articulated with timber louvres and recessed windows which would add 'depth' to the elevations, which is a good architectural approach and helps to minimise dark night skies impacts.

#### Design summary

- 7.22 The siting, scale, and architecture of the buildings would not result in a cramped form of development or appear as overdevelopment of the site, whilst achieving an acceptable quality and amount of the aforementioned environmental enhancements to deliver multiple benefits. Specific objections from the landscape and design officers to the original plans are considered to have been satisfactorily responded to in the revised plans.
- 7.23 Bearing in mind the design amendments for the buildings, their sustainability attributes, the landscape scheme and extent of planting, the retention of translocated acid grassland, and biodiversity enhancements that can be achieved whilst still facilitating the re-development of a vacant brownfield site which could deliver significant economic benefits, overall, the scheme is acceptable.

#### Sustainability

- 7.24 The buildings would meet SD48 requirements in meeting the BREEAM 'Excellent' rating and exceed the expectations of this policy. The proposed renewable energy measures are envisaged to save approximately 300 tonnes of CO<sub>2</sub> per annum.
- 7.25 Regarding the green roofs, the 10% minimum requirement within the Sustainable Construction SPD would not be met due to the scale of the roofs. However, these are provided on all of the offices, which would be sizeable areas, and security kiosks plus extensive green walls are proposed. In these respects, sufficient provision has been achieved.
- 7.26 39 electric vehicle charging spaces are proposed, which includes 10 disabled bays. The BREEAM assessment requires 10% of all spaces to be EV spaces, which the scheme exceeds. Policy SD22 is not prescriptive on the amount of EV spaces to be provided, however, the Sustainable Construction SPD outlines that cabling for at least 1 in 5 spaces should be provided. This would equate to enabling 55 spaces to have EV charging in due course. In this instance, 39 EV spaces would be provided straight away within the scheme. A condition is recommended that requires the infrastructure for at least a further 16 'passive' EV charging spaces to be brought into use at a later date.

#### Ecology

- 7.27 The proposed landscape and ecology strategy would generate 95% biodiversity net gain and 100% net gain for hedgerow provision. The relocation of existing acid grassland is important to secure given the status of this habitat, which is worthy of being retained.
- 7.28 Sufficient ecological surveys have been submitted. The ecologist has agreed that suitable mitigation can be achieved to protect protected species through appropriate mitigation and enhancements. These are recommended to be secured via condition. The ecologist is also satisfied in regard to impacts upon the SPA/SAC.

#### The Conservation of Habitats and Species Regulations 2017 (as amended)

- 7.29 Given the site is opposite the SPA/SAC the scheme needs to accord with this legislation. Natural England was consulted and have requested a Construction and Environmental Management Plan and a Habitats Regulations Assessment (HRA) be undertaken.
- 7.30 A CEMP has been agreed by Natural England, albeit under the Prior Notification for the demolition of the existing buildings rather than this current application but it is relevant to both. Notwithstanding, the CEMP can be secured via condition.
- 7.31 A HRA has been submitted to Natural England, however, a response is unlikely to be received prior to the committee meeting. Therefore, the recommendation is to delegate authority to the Director of Planning to grant planning permission subject to the comments from Natural England.

- 7.32 The HRA covers impacts upon the SPA/SAC rather than wider issues of nitrate or water neutrality which are not applicable in this area of East Hampshire. The pressures upon the SPA/SAC are from recreational users and disturbance to wildlife – namely nesting birds. Given the nature and use of the scheme, it is questionable as to whether there would be any notable increase in recreational pressures (particularly in contrast to new housing for example). However, there could be potential for other impacts associated with noise and disturbance, lighting and air quality from the 24/7 operation for example. These have been assessed within the HRA and are considered to be acceptable with suitable mitigation to be secured.

#### Drainage

- 7.33 Surface water would be managed through a variety of means, as detailed above. Given the expanse of roofs, attenuation tanks below the eastern car park are needed, where water would infiltrate into the ground in a managed way.
- 7.34 The pond would be separate to the SUDs scheme. This is not a crucial issue because surface water is acceptably managed through the approach outlined above and is in a more contained wildlife area separated by the internal access road. Not being connected to the SUDs scheme has not been an issue raised by the ecologist. Foul drainage would be dealt with by connecting to the main sewer in Longmoor Road.
- 7.35 Overall, a satisfactory means of surface and foul drainage is proposed and conditions are recommended in order to review further detail.

#### Dark Night Skies

- 7.36 An external lighting strategy is proposed whereby the lighting specifically accords with dark night skies compliant specifications. Some concern was initially raised by the Dark Night Skies Officer given the 24/7 use of the site and extent of lighting, however, a further survey undertaken by the Applicant of the existing lighting on site shows that the new lighting scheme would be an improvement over the existing situation, were the site brought back into use. The lighting strategy proposed would minimise upward light spill through the direction, orientation and design of lighting. Overall, an acceptable approach has been achieved and a condition to secure the lighting scheme is recommended.

#### Neighbour Amenity

- 7.37 The closest dwellings are west on Longmoor Road. The representations in support cite a concern regarding noise and disturbance, which was also raised by the Parish Council. The siting and scale of the buildings are likely to help shield internal noise and from the yard areas. A Noise Assessment has been submitted which includes an Operational Noise Management Plan for the site, which can be secured via condition. The demolition of the existing buildings has been raised as a concern and this can be satisfactorily addressed via the CEMP. Environmental Health Officers have not raised an objection, subject to conditions.
- 7.38 The majority of the increase in traffic is likely to be via the A3/A325 junction. It is unlikely that there would be a direct impact to nearby residents on along local roads in the wider vicinity of the site. Nonetheless, a final Travel Plan would be agreed with the SDNPA and Highways Authority that could assist with managing traffic as well as measures for reducing car journeys for on-site staff.
- 7.39 Due to the siting, scale and design of the scheme, intervening woodland and distances it would not unduly impact upon the amenity of surrounding neighbouring properties in terms of loss of privacy/overlooking and outlook, nor have an overbearing impact.

#### Highways considerations and parking provision

- 7.40 The site benefits from good access to the A3, which is needed for the scale and nature of the proposed use. The proposals would result in the following anticipated peak traffic movements, which averages 2 trips every minute in the AM and PM peak hours during weekdays. Further information has been requested regarding vehicle movements outside of peak hours during the day and night and Members will be updated.
- Morning peak hour (8am-9am): up to 134 two way vehicle trips

- Afternoon peak hour (4pm-5pm): up to 143 two way vehicle trips.
- 7.41 The Applicant has been responding to the current requests for further information and analysis from the Highways Authority and National Highways. The Highways Authority are not raising an objection in regard to highway safety, however, the strategic road network is the responsibility of National Highways.
- 7.42 There have been positive discussions with National highways and it is not anticipated that they will maintain their objection concerning highways safety at the A3/A325 junction with the benefit of receiving further traffic modelling data and analysis undertaken by the Applicant's consultants. Members will be updated and at present the recommendation refers to the awaited response National Highways.
- 7.43 276 parking spaces are proposed. Based on the Parking SPD standard of 1 space per 100sqm 322 spaces are required. Whilst there is a deficiency, the SPD allows a degree of flexibility depending on the use and location of the site. In this instance, there is scope for use by public transport and a new stop is proposed on Longmoor Road, ample cycle parking is proposed, and a Travel Plan which would include measures to reduce single occupancy car journeys.
- 7.44 Financial contributions sought by the Highways Authority to monitor the Travel Plan will also help to ensure its measures are adhered to. There is also a local on-demand shuttle bus service serving Whitehill and Bordon which could assist with staff from the local community commuting to/from the site.

## **8. Conclusion**

- 8.1 The scheme accords with SDLP policies in terms of the scale, design and environmental perspectives. Updated consultee responses are awaited from the Design and Landscape Officers in response to the revised plans received, members will be updated. Final comments are also awaited from National Highways and Natural England concerning highways matters and impacts upon the SPA/SAC respectively and Members will also be updated.
- 8.2 It is considered that the scheme is sufficiently landscape-led, which is acceptable in the planning balance of bringing back into use a large vacant brownfield site with a scheme that would deliver economic benefits.

## **9. Reason for Recommendation**

- 9.1 It is recommended that authority be delegated to the Director of Planning to grant planning permission subject to:
- 1) The completion of a legal agreement to secure the following:
    - Travel Plan for the operational management of the site and approval and monitoring fees.
    - Provision of new pedestrian links and bus stop on Longmoor Road.
    - Provision of a financial bond in respect of ensuring the measures within the Travel Plan are met.
  - 2) No objections being received from Natural England and National Highways which cannot be overcome without significant changes to the proposals.
  - 3) The conditions as set out in paragraph 9.2 of this report.
  - 4) That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the S106 Agreement is not completed or satisfactory progress is not being made within 6 months of the 8<sup>th</sup> December 2022 Planning Committee meeting.

9.2 And the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended)./ To comply with Section 51 of the Planning and Compulsory Purchase Act 2004

2. The development hereby permitted shall be carried out in accordance with the plans noted below.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The development shall only be used for the purposes of Storage and Distribution (Use Class B8) with ancillary office space (Use Class E(g)(i)) as defined in the the Town and Country Planning (Use Classes) Order 1987 (as amended), or any order revoking and re-enacting that order with or without modification).

Reason: To ensure the use of the building does not have a harmful environmental effect and in the interests of amenity and to create a flexible approach for the multiple uses permitted on site.

4. Prior to the occupation of the development, an Operational Management Plan for managing the activities associated with the use of the site shall be submitted to and agreed in writing by the Local Planning Authority. The development shall, thereafter, be operated in full accordance with the agreed details.

Reason: To manage the use in the interests of the amenities of the area.

Materials

5. No development shall be carried out above ground floor slab level until a schedule of external materials finishes (including the details and specification of the brise-soleils) and samples to be used on the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.

Reason: To ensure a high quality development, safeguard the character and appearance of the area, and to enable the Local Planning Authority to properly consider the development.

Lighting

6. The development shall be undertaken in full accordance with the external lighting scheme prior to the occupation, as detailed within the External LED Lighting Assessment (prepared by mba Consulting Engineers- ref: 21-206, dated March 2022) and external lighting layout on 21-206-EX-001 Rev P5, 3D renders layout and 21-206-SK-001 Rev P3. The lighting scheme shall thereafter be retained and maintained in full accordance with the approved details.

Reason: To minimise impacts upon dark night skies and ecology, plus accord with the BREEAM 'Excellent' rating requirements.

7. No development above slab level shall take place until a detailed Scheme of Soft and Hard Landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include, but not be limited to:

- a. Written specifications (including cultivation and other operations associated with plant and grass establishment;
- b. Planting methods, tree pits & guying methods;
- c. Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
- d. Retained areas of trees and hedgerows;

- e. Details of all hard-surfaces, including paths, kerb edges, access ways, boundary treatments, bin and cycle stores and parking spaces, including their appearance, dimensions and siting.
- f. Details of the siting, specifications and management of the Sustainable Urban Drainage systems.
- g. A landscape schedule and management plan designed to deliver the management of all new and retained landscape elements to benefit people and wildlife for a minimum period of 5 years including details of the arrangements for its implementation;
- h. A timetable for implementation of the soft and hard landscaping works.

The scheme of Soft and Hard Landscaping works shall be implemented in full accordance with the approved details and timetable. Any planting which dies, becomes diseased or is removed within the first five years after planting, shall be replaced with another of similar type and size.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and provide a setting for the new development.

8. Prior to the occupation of the development, details of the siting and design of an interpretation board detailing information about the local ecology and raising awareness of the National Park to be erected within the landscaped amenity area in the north east corner of the site shall be submitted to and approved in writing by the Local Planning Authority. It shall thereafter be erected in full accordance with the agreed details and retained and maintained thereafter.

Reason: To promote the understanding and enjoyment of the scheme to visitors.

#### Sustainability

9. No development shall commence until detailed information in a Design Stage Sustainable Construction Report is submitted to and approved in writing by the Local Planning Authority. The report shall include:
  - Interim-stage BREEAM NC certification and associated assessment report;
  - SBEM calculations;
  - Product specifications;
  - Grown in Britain or FSC certificates;
  - Sustainable Materials Report; and
  - Building design details

Demonstrating that the development will:

Achieve BREEAM NC “Excellent” standard and, as part of the above, achieve the following specific BREEAM NC credits:

- At least half the Material credits.
- At least two credits in Wat01.
- At least two of the credits in Wst01.
- At least one of the two available flood resilience credits in Pol03.
- Two SuDS credits in Pol03.
- Four out of nine of the mandatory credits in Ene01.
- The Ene04 credit.
- The Wst03 and Wst05 credits.



- Reduce predicted CO2 emissions due to on site renewable energy compared with the maximum allowed by Building Regulations;
- For all timber products, the use of certified “Grown in Britain” timber where possible, and where not possible, FSC or PEFC certified.

Reason: To ensure the development demonstrates a high level of sustainable performance to address the mitigation of, and adaptation to, predicted climate change.

10. By within 3 months after the occupation of the development, detailed information in a Post Construction Stage Sustainable Construction Report demonstrating how the development has been carried out in full accordance with all the requirements of the details pursuant to condition 9 shall be submitted to, and approved in writing by, the Local Planning Authority. This documentary evidence shall include, but not be limited to, BREEAM NC certification and associated an assessment report with post construction SBEM calculations.

Reason: To ensure the development demonstrates a high level of sustainable performance to address the mitigation of, and adaptation to, predicted climate change.

11. Prior to the commencement of development, a renewable energy strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall detail the provision, implementation and maintenance of renewable energy technologies (to include a minimum of 4,010sqm of solar PV between the two warehouse buildings and air source heat pumps) to be employed within the buildings in order to meet BREEAM ‘Excellent rating’ and an ‘A+’ rated energy Performance Certificate. Once approved, the Energy Strategy shall be implemented and adhered to in full.

Reason: To ensure the development has minimised its overall demand for resources and addresses climate change mitigation.

12. No development shall commence until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be undertaken in full throughout the construction period. The Plan shall provide for:

- An indicative programme for carrying out of the works and methods and phasing of construction works;
- Construction work shall only take place in accordance with the approved method statement.
- The arrangements for public consultation and liaison during the construction works;
- A noise and Vibration Assessment detailing measures to minimise the noise (including vibration) generated by the construction process, including hours of work, proposed method for constructing foundations, the selection of plant and machinery and use of noise mitigation barrier(s);
- Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- The parking of vehicles of site operatives and visitors;
- The arrangements for deliveries associated with all construction work;
- Loading and unloading of plant, machinery, and materials and access and egress;
- Storage of plant and materials used in demolition (if any) and constructing the development;
- Location of temporary site buildings and compounds;
- Protection of pedestrian routes during construction.
- The erection and maintenance of security hoarding, where appropriate;
- Measures to prevent mud deposited on the highway and wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;

- o. A scheme for recycling/disposing of waste, including spoil, resulting from demolition and construction works;
- p. Working hours.
- q. Measures to minimise the impact upon wildlife and habitats surrounding the site including designated sites.
- r. Construction Traffic Management Plan, to include but not limited to construction traffic routes and their management, control, parking and turning provision on site, adequate provision for addressing any abnormal wear and tear to the highway.

Reason: In the interests of highway safety and the amenities of the area.

#### Ecology and trees

13. No development above slab level shall take place until a site-wide detailed Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include, but not be restricted to, details of measures to retain existing boundary features; long term objectives and management responsibilities; the management regime of the landscape scheme; measures to enhance ecology through the provision of landscape species. The approved measures shall thereafter be implemented and maintained in full accordance with the approved details.

Reason: To conserve and enhance flora and fauna.

14. The development shall be undertaken in full accordance with the submitted Tree Survey Report and Method Statement (prepared Encon Associates, dated 28.06.2022).

Reason: To conserve trees which are proposed to be retained.

15. Prior to the construction of the green roofs, technical details of their design and specifications of the species, planting methods, means of drainage, future management and maintenance shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the agreed details prior the completion of the buildings and maintained thereafter. In the event that part of or the whole of any green roof does not become established or fails it shall be repaired or replaced with a like for like replacement.

Reason: To secure a satisfactory implementation and management of the green roof and to ensure its establishment and long term retention.

16. The development shall be undertaken in full accordance with the Acid Grassland Translocation Method Statement (prepared by Ecology Solutions – ref: 10170.AGTMS.vf3, dated November 2022).

Reason: To conserve priority habitat on site and its sensitive relocation.

17. The development shall be undertaken in full accordance with the following:

- a. Ecological Assessment (ref: 10170.EcoAs.vf , dated June 2022),
- b. Construction Environment Management Plan (ref: 10170.CEMP (Biodiversity).vf.1, dated November 2022),
- c. Letter from Ecology Solutions (ref: 10770/JS/001.let.th, dated 3 October 2022),
- d. Biodiversity Net Gain Report (ref: 10170.BNGReport.vf1, dated November 2022).

Reason: To secure mitigation and compensation regarding protected species and biodiversity net gain.

#### Highways and parking

18. No development shall commence until surfacing, boundary and gate details of the pedestrian/cycle links onto Longmoor Road, as shown on Site Plan 20173-UMC-0002-SI-DR-A-0603B, have been submitted to and approved in writing by the Local Planning Authority. These links shall, thereafter, be constructed in full accordance with the agreed details prior to the occupation of the development and thereafter retained and maintained.

Reason: In the interest of highway safety and character and appearance of the area.

19. Prior to the development being brought into use, details of the bus stop on Longmoor Road shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of the development, the agreed details shall be implemented in full and thereafter retained and maintained.

Reason: To provide a means for more sustainable travel by occupiers of the site.

20. Prior to the development being brought into use, a minimum of 39 electric vehicle charging spaces shall be provided and, in addition, a further minimum of 16 'passive' electric vehicle charging spaces for future implementation to become charging spaces. These shall thereafter be retained and maintained.

Reason: To provide on-site sustainable parking facilities.

21. The development shall be operated in full accordance with an updated Travel Plan to be submitted to and approved in writing by the Local Planning Authority. The agreed measures within the Travel Plan shall, thereafter, be implemented in full and managed in accordance with these details.

Reason: To ensure a more sustainable form of development.

22. Prior to any building being brought into use, the parking provision shall be completed in accordance with the approved plans and shall be retained thereafter.

Reason: To provide sufficient parking space to serve the development.

#### Drainage

23. No development shall commence until a detailed surface water drainage scheme for the site has submitted to and approved in writing by the Local Planning Authority. These details shall include, but not be limited to, further site percolation tests to BRE 365 standards and a Ground Water Assessment detailing the results including ground water levels, detailed drainage construction details with run-off calculations for peak events and a management and maintenance schedule, and details of the scheme working in conjunction with the landscape scheme pursuant to condition 7. The sustainable drainage scheme shall thereafter be implemented, managed and retained in full accordance with the agreed details.

Reason: To ensure satisfactory provision of surface water drainage.

24. No development shall commence until a detailed drainage scheme comprising of construction drawings for the proposed means of foul water disposal have submitted to and approved in writing by the Local Planning Authority. These details shall also include a maintenance plan with management responsibilities. The development shall thereafter be implemented in full accordance with the approved details and maintained.

Reason: To ensure satisfactory provision of foul water drainage.

#### Noise

25. Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, installed within the site which have the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved in writing by the planning authority before installation. The rating level of noise emitted from the use of such plant, machinery or equipment shall not exceed the criteria specified in the Noise Assessment produced by Tetra Tech (ref 784-B032340, dated 23.06.22). The development shall thereafter be implemented in full accordance with the agreed details and retained and maintained thereafter.

Reason: To prevent noise and disturbance to residential amenity from plant and equipment.

26. Prior to the occupation of the development, An Operational Noise Management Plan for the activities associated with the use of the site shall be submitted to and agreed in writing by the Local Planning Authority. The Management Plan shall, thereafter, be implemented and maintained in full accordance with the agreed details.

Reason: To protect the amenities of the surrounding area from noise associated with the operation of the site.

#### Contamination

27. The development shall be undertaken in full accordance with the recommendations outlined in the Fairhurst Ground Investigation Report (ref: I40811/R2, dated June 2022). Prior to the occupation of the development, a report verifying the satisfactory completion of the remedial works outlined in the Ground Investigation Report shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works.

28. In the event that contamination not previously identified is found at any time when carrying out the approved development then no further development (unless otherwise agreed in writing by the Local Planning Authority), shall be carried out until a method statement identifying, assessing the risk and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the Local Planning Authority. The remediation measures shall be carried out as approved and in accordance with the approved programme.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works.

## **TIM SLANEY**

### **Director of Planning**

#### **South Downs National Park Authority**

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SDNPA Consultees Legal Services, Development Manager

Background Documents: [All planning application plans, supporting documents, and consultation and third party responses](#)

[National Planning Policy Framework \(2021\)](#)

[South Downs Local Plan \(2014-33\)](#)

[South Downs National Park Partnership Management Plan](#)

[SDNPA Supplementary Planning Documents and Technical Advice Notes](#)

**Information concerning consideration of applications before committee**

Officers can confirm that the following have been taken into consideration when assessing the application:-

**National Park Purposes**

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage;
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

If there is a conflict between these two purposes, greater weight shall be given to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in a National Park, whereby conservation takes precedence. There is also a duty upon the National Park Authority to foster the economic and social wellbeing of the local community in pursuit of these purposes.

**National Planning Policy Framework and the Vision & Circular 2010**

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It was first published in 2012. Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010.

The Circular and NPPF confirm that National Parks have the highest status of protection in relation to landscape and scenic beauty. The NPPF states at paragraph 176 that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and that the conservation and enhancement of wildlife and cultural heritage are important considerations which should also be given great weight in National Parks. The scale and extent of development within the Parks should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

**Major Development**

Paragraph 177 of the NPPF confirms that when considering applications for development within the National Parks, permission should be refused for major development other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest.

For the purposes of Paragraph 177 whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

For the purposes of this application, assessment as to whether the development is defined as major for the purposes of Para 177 is undertaken in the Assessment Section of the main report.

**The Town and Country Planning (Environmental Impact Assessment) Regulations 2017**

A screening opinion has concluded that for reasons of scale, use, character and design and environmental considerations associated with the site, the proposals are not EIA development within the meaning of the relevant 2017 legislation. Therefore, an EIA is not required.

**The Conservation of Habitats and Species Regulations 2017**

Following a screening of the proposals, it is considered that a likely significant effect upon a European designated site, either alone or in combination with other proposals, would not occur given the scale, use, and location of what is proposed. An Appropriate Assessment under a Habitats Regulation Assessment has been undertaken and concluded that sufficient mitigation can be achieved.

**Relationship of the Development Plan to the NPPF and Circular 2010**

The development plan policies listed within the reports have been assessed for their compliance with the NPPF and are considered compliant with it.

## **The South Downs National Park Partnership Management Plan 2020-2025**

The Environment Act 1995 requires National Parks to produce a Management Plan setting out strategic management objectives to deliver the National Park Purposes and Duty. National Planning Policy Guidance (NPPG) states that Management Plans “contribute to setting the strategic context for development” and “are material considerations in making decisions on individual planning applications.” The South Downs Partnership Management Plan as amended for 2020-2025 on 19 December 2019, sets out a Vision, Outcomes, Policies and a Delivery Framework for the National Park over the next five years. Relevant Policies are listed in each report.

### **South Downs Local Plan**

The South Downs Local Plan (SDLP) was adopted by the Authority in July 2019. All development plan policies are taken into account in determining planning applications, along with other material considerations.

The Planning and Compulsory Purchase Act 2004 S38 (6) confirms that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

### **All Relevant Policies of the South Downs Local Plan which are of relevance to this application**

- Core Policy SD1 - Sustainable Development
- Core Policy SD2 - Ecosystems Services
- Strategic Policy SD4 - Landscape Character
- Strategic Policy SD5 - Design
- Strategic Policy SD9 - Biodiversity and Geodiversity
- Strategic Policy SD10 - International Sites
- Development Management Policy SD11 - Trees, Woodland and Hedgerows
- Strategic Policy SD12 - Historic Environment
- Strategic Policy SD19 - Transport and Accessibility
- Strategic Policy SD20 - Walking, Cycling and Equestrian Routes
- Development Management Policy SD22: Parking Provision
- Strategic Policy SD25 - Development Strategy
- Strategic Policy SD27 – Mix of Homes
- Strategic Policy SD45 - Green Infrastructure
- Strategic Policy SD48 - Climate Change and Sustainable Use of Resources
- Strategic Policy SD49: Flood Risk Management
- Strategic Policy SD50 – Sustainable Drainage Systems
- Development Management Policy SD54 Pollution and Air Quality
- Development Management Policy SD55 – Contaminated Land

### **Human Rights Implications**

These planning applications have been considered in light of statute and case law and any interference with an individual’s human rights is considered to be proportionate to the aims sought to be realised.

### **Equality Act 2010**

Due regard has been taken within this application of the South Downs National Park Authority’s equality duty as contained within the Equality Act 2010.

### **Crime and Disorder Implication**

It is considered that the proposal does not raise any crime and disorder implications

### **Proactive Working**

In reaching this decision the Local Planning Authority has worked with the applicant in a positive and proactive way, in line with the NPPF.