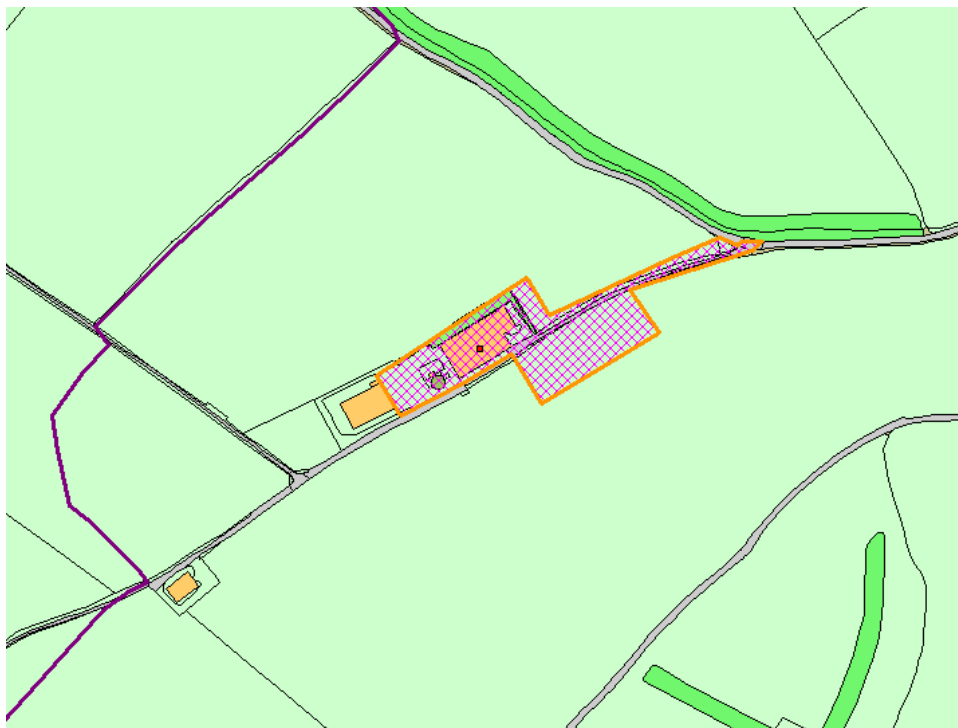


**COMMITTEE REPORT
ITEM NUMBER:**

APPLICATION NO.	21/02002/FUL
LOCATION	The Old Dairy White Lane Greywell Hook RG29 1TL
PROPOSAL	Demolition and replacement of an agricultural building, silo and stores to provide for a wellness centre with flexible rural workspace and ancillary vitality bar, creation of a secondary access road, parking and landscaping.
APPLICANT	Mr & Mrs Butler
CONSULTATIONS EXPIRY	21 October 2021
APPLICATION EXPIRY	7 October 2021
WARD	Odiham
RECOMMENDATION	Authorise the Head of Place to GRANT permission following completion of a Section 106 legal agreement to secure the payment of financial contributions toward off-site highways improvement works and traffic management measures in Greywell.



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BACKGROUND

This application has been referred to the Planning Committee for determination at the discretion of the Head of Place due to the number of public representations received.

SITE:

The application site area covers an area of approximately 0.5 hectares and is situated to the south-west of Greywell village in the open countryside, to the south-west of Nateley Road.

The site is currently occupied by an agricultural building of 2,580 square metres and constructed with a timber portal frame, with concrete block infill to the south-east corner, Yorkshire board timber cladding and a metal roof. There is a further agricultural barn in close proximity to the application site which will be retained in agricultural use.

Surrounding the site on all sides is agricultural land separated by defined landscaped boundaries to the north, east and west, which are owned by the applicant.

Areas of hardstanding are located to the front and sides of the building. A Byway Open to All Traffic (BOAT), also known as White Lane, runs parallel to the main site along the vehicular access.

PLANNING HISTORY:

02/00245/FUL - Erection of purpose-built cattle building and erection of new effluent slurry store - Approved 19.06.2002

18/00765/FUL - Partial demolition and conversion of existing agricultural buildings to provide a day health spa facility. Creation of secondary access road, provision of car parking, landscaping and planting - Approved 19.03.2019 subject to a S106 Legal Agreement.

PROPOSAL:

The application seeks planning permission for the demolition of an agricultural building, silo and stores and erection of a building to provide a wellness centre with flexible rural workspace and ancillary vitality bar, creation of a secondary access road, parking and landscaping.

The development would fall within Use Class E (Commercial, Business and Service Use) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

The existing buildings on the site have a quoted gross internal floor area of 2,580 square metres and the proposed development would have a GIA of 1,860 square metres representing a decrease in floor area of 720 square metres.

The proposed building layout would provide an entrance area adjoining a bar area with a kitchen and changing rooms and WC's serving a small gym and treatment room, studio, wellness room and an anteroom along with a flexible wellbeing/co-work area and two private hire/flexi rooms. Nine offices of various sizes and three meeting rooms would also be provided along with a flexible office area. In addition, there would be a print room and plant room and a lobby area adjacent to the rear entrance to the building.

The proposed building would have a maximum height of 5.2 metres and would be constructed of box metalised profile steel cladding with metalised profile sheet roofing coloured grey.

The development would be provided with 88 car parking spaces and 20 cycle spaces.

CONSULTEES RESPONSES

Greywell Parish Council (OBJECTION):

Summary:

- o The application relies heavily on the previous consent for the spa development despite it actually having very limited relevance to the current proposals.
- o GPC does not believe the application wholly portrays the intended use of the development.
- o As a result of the above, GPC considers the TS to be seriously flawed in terms of the justification of 88 car parking spaces and the projected number of associated journeys.
- o The use of hybrid data for Trip Rates as presented in the TS is wrong as the consented data was for a spa/health club and this bears little comparison to the proposed use of the new development.

Conclusion:

The Parish Council strongly objects to the application and requests Hart District Council to refuse permission. The Planning Department should make its deliberations on the basis of a revised submission that better reflects the purpose of the development and an updated TS that reflects these changes. If Officers then decide to approve the application, the Parish Council requests that the application is heard by the Planning Committee.

Defence Infrastructure Organisation:

No safeguarding objection to the height of the building, but request a condition be imposed on any permission granted to require a Bird Hazard Management Plan to be submitted to limit potential birdstrike concerns.

HCC - Countryside Planning:

No objection.

HCC - Highways:

No objection, subject to conditions and the payment of a financial contribution toward traffic management measures and maintaining/upgrading the adjacent Byway.

HCC - Lead Local Flood Authority:

No objection, subject to a condition requiring the submission of drainage details.

Thames Water:

No objections in respect of surface water or foul water disposal.

Drainage Officer (Internal):

No comments to make.

Ecology (Internal):

No objection on the grounds of biodiversity, subject to the provision of an ecological management plan detailing enhancement and mitigation measures.

Environmental Health (Internal):

No objection, subject to the imposition of a land contamination informative.

Planning Policy (Internal):

The application when considered against the relevant development plan policies would be policy compliant. In conclusion, there is no planning policy objection to this proposal.

Tree Officer (Internal):

No objection, subject to the submission of supporting arboricultural details which demonstrate that the proposed development can be achieved in a manner that is non-harmful to nearby retained trees; and these details must be provided in accordance with the guidance found in BS5837:2012 Trees in relation to design, demolition and construction recommendations.

NEIGHBOUR COMMENTS

A total of 41 representations have been received, 40 of objection (from the occupiers of 30 properties, plus one from CPRE) and 1 of support.

The concerns raised can be summarised as follows:

- Traffic generation and highway safety issues, including risk to pedestrians, horse riders and cyclists;
- Air pollution;
- Unsuitable and unsustainable location for a large office and event complex;
- Noise pollution;
- Loss of privacy;

- Business model of the proposed operator relies on a large number of shows, events and workshops so large numbers of people would be regularly attracted to the venue and this isn't accurately reflected in the submitted Transport Assessment;
- Light pollution;
- Impact on existing local services, including the public house;
- No need for the facility given available provision in Hook.

POLICY AND DETERMINING ISSUES

Hart Local Plan (Strategy & Sites) 2032 (HLP32):

SD1 - Sustainable Development
 SS1 - Spatial Strategy and Distribution of Growth
 ED1 - New Employment
 ED3 - The Rural Economy
 NBE1 - Development in the Countryside
 NBE2 - Landscape
 NBE4 - Biodiversity
 NBE5 - Managing Flood Risk
 NBE9 - Design
 NBE11 - Pollution
 INF3 - Transport
 INF5 - Community Facilities

Saved Policies of the Hart Local Plan 2006 (HLP06):

GEN1 - General Policy for Development
 CON8 - Trees, Woodland & Hedgerows: Amenity Value
 CON23 - Development affecting Public Rights of Way

CONSIDERATIONS:

The main considerations in the determination of this planning application relate to the principle of the proposed development, design matters, access and parking issues, the potential impact of the development on the character and appearance of the countryside, any potential impact on neighbouring amenity, biodiversity considerations and sustainability considerations.

Principle of Development:

Paragraph 81 of the National Planning Policy Framework (NPPF) confirms that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

Paragraph 84 further states that:

'Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through

conversion of existing buildings and well-designed new buildings;
b) the development and diversification of agricultural and other land-based rural businesses;
c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.'

Paragraph 85 indicates that:

'Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

In terms of development plan policies, policy SD1 of the Hart Local Plan (Strategy & Sites) 2032 (HLP32) confirms, amongst other things, that planning applications that accord with the policies in the Development Plan will be approved unless material considerations indicate otherwise.

Policy SS1 indicates that development will be focused within defined settlements, on previously developed land in sustainable locations, and on allocated sites as shown on the Policies Map and, in terms of new employment, that development will be focussed on existing Strategic and Locally Important Employment Sites listed at Policy ED2 and identified on the Policies Map.

Policy NBE1 states, amongst other things that development proposals within the countryside will only be supported where they are:

- b) providing business floorspace to support rural enterprises (Policy ED3); or
- i) are for a replacement building that is not temporary in nature; ...

Policy ED1 confirms that employment proposals (B Use Class) will be supported:

- a) within Strategic or Locally Important Employment Sites defined on the Policies Map; or
- b) on a suitable site within a settlement policy boundary;
- c) on suitable previously developed land appropriate for the proposed use; or
- d) within the countryside provided they comply with Policies NBE1 and ED3 or otherwise demonstrate a need for development at that location and the proposal complies with other plan policies.

Policy ED3 states that, to support the rural economy, development proposals for economic uses in the countryside will be supported where they:

- a) are for a change of use or conversion of a suitable permanent building or for a new small-scale building that is appropriate to a rural area, located in or on the edge of an existing settlement; or
- b) are for a replacement building or extension to a building in line with Policy NBE1;

- c) enable the continuing sustainability or expansion of a business or enterprise, including development where it supports a farm diversification scheme and the main agricultural enterprise; or
- d) provide business floorspace that would enable the establishment of rural enterprises;
- e) in the case of new buildings, and extensions to existing buildings, are supported by evidence of need for the scale of the development proposed.

All development proposals must be of a use and scale that is appropriate to the site and location when considering:

- i. landscape, heritage and environmental impacts;
- ii. impacts on residential amenity;
- iii. the accessibility of the site; and
- iv. the impact on the local highway network including the type of traffic generated, the appropriateness for the local highway network to accommodate the development and the impact on their character.

The reasoned justification for policy NBE3 states that the policy seeks to maintain and enhance prosperity of the rural area by recognising that the need for new jobs is not limited to the villages and towns, given the existing population within the rural parts of the District. There are also existing businesses which may need to expand or re-locate, and these can be vital to local employment provision and local services in rural areas.

It is confirmed that the policy applies to Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8) proposals and other proposals for rural economic development, including rural tourism and leisure activities and that such proposals will be supported where the use and scale of the development is appropriate to its location. This also applies to farm diversification schemes which can contribute a significant source of income for farmers, sustaining their main agricultural enterprise.

The Local Plan seeks to focus development in sustainable locations which have access to services and facilities. However, it is recognised that there may be cases where a small scale, well designed new building to support a rural enterprise may be appropriate. It is confirmed that proposals will need to comply with Policy NBE1 and a clear justification will be needed as to why a new building or extension is required including the provision of information on the business requirement for the new building and on the long-term viability of the enterprise.

The Local Plan defines a Rural Enterprise as follows:

'The rural economy offers unrivalled opportunities to grow strong and sustainable businesses surrounded by the natural capital of the District's countryside. These businesses, which are often SMEs, may be in traditional heritage industries or are hi-tech start-up enterprises - but all play a vital role in maintaining, developing and preserving the countryside.'

The proposed development is considered to provide floorspace for rural enterprises in the form of flexible office space and support facilities which could be utilised by small or start-up businesses

As such, there is general policy support for appropriate forms of development within the countryside, subject to developments being of an appropriate scale and for uses appropriate to a rural location.

Design Matters:

The proposal seeks permission to demolish the existing structures upon the site and to erect a new purpose-built development.

The site is currently occupied by a former agricultural building, a silo and stores and these have a quoted gross internal floor area of 2,580 square metres. The replacement building would comprise of a single storey rectangular structure of 1,860 square metres with maximum dimensions of 72.57 metres (width) by 31.23 metres (depth) and a maximum height to the ridge of 5.2 metres and 3.8 metres to the eaves.

The building would be constructed of metal profiled steel cladding with grey metal profiled sheet roofing with timber solar shading canopies with metal framed glazing and door systems.

The development would be provided with 88 car parking spaces, located to the east (side) and north (rear) of the building, and with 20 cycle parking spaces. A bin store would be provided to the rear of the building close to the western boundary of the site.

Sixteen rooflights, in four groups, would be provided on the rear roof slope and photovoltaic panels would be located on the front roof slope.

Policy NBE9 of the HLP32 confirms that all developments should seek to achieve a high-quality design and positively contribute to the overall appearance of the local area. The policy indicates that development would be supported where, amongst other things, it promotes, reflects and incorporates the distinctive qualities of its surroundings in terms of the proposed scale, density, mass and height of development and choice of building materials, where it respects local landscape character and sympathetically incorporates any on-site or adjoining landscape features such as trees and hedgerows and respects or enhances views into and out of the site and where the design of external spaces (such as parking areas and areas of open space) is designed to reduce the opportunities for crime and anti-social behaviour and facilitates the safe use of these areas by service providers or visitors, according to their intended function.

The design approach adopted, providing a replacement structure with the appearance of an agricultural building of a similar scale and height to the existing barn to be replaced, is considered to be appropriate and would accord with the requirements of policy NBE9 and guidance within the NPPF.

Access and Parking Issues:

The application site is located in countryside to the west of the defined settlement boundary of Greywell, which is defined as a Tier 5 (Smaller villages) settlement in the Local Development Framework Background Paper - A Settlement Hierarchy for Hart District dating from 2010. At that time, the village was identified as having a population of 153 and was served by a public house and a village hall.

The only 'public transport' link to the village is the 210 Long Sutton to Basingstoke Taxishare service which stops at the Fox and Goose Public House.

The applicants have submitted a Transport Statement which concludes that:

- "(i) The development proposals consist of the redevelopment of the existing agricultural barn and replacement with a wellness and co-working centre;
- (ii) The site is located on the northern side of White Lane which is a Byway Open to All Traffic (BOAT) No. 9, and approximately 250 metres to the south-west of its junction with Nately Road;
- (iii) The site lies within a rural area with limited access to public transport services locally. Notwithstanding this, there are a number of public footpaths and BOATs within the local area, which could be a benefit to staff and guests residing within close proximity of the site, in some instances;
- (iv) The site would be served by a new access arrangement from the northern side of White Lane facilitating access to the parking area for the spa as previously consented for the day spa. The access has been designed to prevent any adverse impact on the operation of the existing BOAT (No. 9) and provides suitable passing places to accommodate two-way vehicle movements which is not possible along the BOAT;
- (v) A total of 88 car parking spaces would be provided on the site, suitable to accommodate all demand anticipated as a result of staff and guests of the site. In addition, 20 cycle parking spaces will be provided which support and encourage the use of bicycles as a mode of travel;
- (vi) Refuse collection would be accommodated on the south-western side of the site on existing hardstanding within the ownership of the applicant. Small deliveries would be accommodated within the on-site car park;
- (vii) The proposed wellness and co-working centre is forecast to generate a similar level of vehicle trips to the 2,000sqm day spa previously consented across a daily period;
- (viii) Furthermore, the proposed development would also offer a reduction in terms of the level of large HGVs and large agricultural vehicles accessing the site on a daily basis, offering a betterment in terms of highway safety in this regard.

(Officers' Note: It is taken that point (viii) is a reference to the types of vehicles associated with the previous agricultural use of the site and that the proposed use would generate few, if any, large vehicle movements.)

As a result of the data presented in this Transport Statement, the development proposals do not represent an increase in the use of the site by vehicles beyond that which was consented previously. The site proposals also benefit from all of the proposed highway works previously agreed with HCC as part of the consented application, therefore it has been presented that there would not be a severe impact from the development proposals." The Transport Statement has been reviewed by the local highway authority, Hampshire County Council, who have stated that:

'The Transport Statement (TS) submitted as part of this application outlines the proposed trip generation associated with this application. The TRICS database, an industry standard tool, was used to obtain a trip rate with the previous application on this site (18/00765/FUL) and this is shown in Figure 4.1 in the TS.

The trip rates used for the proposed office / co-working have also been derived from the TRICS database. The highway authority is satisfied that the sites used will represent a worst-case scenario and therefore is considered acceptable.

The worst-case net increase in vehicular trips will be 34 in the AM and no change in the PM peak hour. This is based on a floor split of 80% co-working and 20% wellness use. The highway authority is satisfied that the increase would not give rise to a severe detrimental impact on the operation or safety of the local highway network as outlined within the National

Planning Policy Framework (NPPF).'

As a result of the significant level of comments from local residents and the Parish Council regarding the traffic generation implications of the proposed development further comments were sought from the local highway authority.

These additional comments state:

'Thank you for making us aware of the objections in connection with the above site. We have reviewed the supporting document and our formal consultation response along with the points raised in your earlier email. In response to the main themes, we can confirm;

Trip rate

The consultants have used comparable rural offices and wellness sites to reflect a combined likely trip rate of the proposed office and wellness use of the development. The trip rate has been assessed and compared against its previously approved permitted use, resulting in a worst-case net increase of 34 trips in the AM peak hour, which has been determined to not give rise to severe detrimental impact on the operation or safety of the highway. This is based upon a split of 80% office use 20% wellness use which is also considered a robust assumption given the mixed-use nature of the proposal.

Trip rates and speed surveys have been calculated prior to the reduction in vehicular use from the Covid-19 pandemic, and therefore, give the worst-case scenario of traffic generation and speeds along Nately Road. Comparing the trip rates generated by this proposal vs the permitted scheme is the correct and recognised approach given this represents the fall-back position.

Parking

The highway authority would look to Hart District Council as the Local Parking Authority to ensure the proposed development meets the minimum required parking when compared to their own standards.

Highway Safety and Amenity

Accident data has been provided and assessed by the consultant and the highway authority. There have been no reported accidents in the vicinity of the proposed development, and therefore the accident data provided is acceptable. Given the negligible impact outlined above it is not considered the increase in trips associated with the proposal would lead to highway safety issue.

The highway authority would look to HDC as the Local Planning Authority to comment on the impacts of the proposed development upon amenity of the local area.

Events

Should this be permitted it is considered likely these would occur outside of peak traffic periods and when network conditions are traditionally quieter. It could be beneficial to secure an event management plan by way of planning condition to cover event parking and routing/signage/measures etc to negate any impacts additional to the day-to-day use of the facility?'

The local highway authority has raised no objections to the application subject to the imposition of conditions to require the submission of a construction traffic management plan, the submission of details of the access works and the highways improvement works shown on the submitted plans and the payment of a financial contribution of £11,850 toward traffic management measures in Greywell and to mitigate the impact of the increased use of the public right of way network.

In terms of the impact of the development and the associated vehicle movements on the character of Greywell and the local highway network the proposal will clearly have a demonstrable impact, but it is not considered that this would be so significantly different than that which could reasonably be expected to have occurred had the previous permission for a day health spa facility been implemented that refusal could be justified.

As such, the proposal is considered to accord with the requirements of policies ED3 and INF3 of the HLP32 and saved policy GEN1 of the HLP06 in terms of traffic generation and impact on the local highway network.

Countryside Impact:

The site lies within the Hart Downs Landscape Character Area (Character Area 15) as identified in the Council's adopted Hart District Landscape Assessment document prepared by Scott Wilson Resource Consultants (April 1997) and is within the North East Hampshire Open Downs Landscape Character Area (Character Area 8c) as identified in the Hampshire Integrated Character Assessment document produced by Hampshire County Council.

Hart Downs Landscape Character Area embraces the whole of the chalk landscape which sweeps across the south of the district, its overall unity of character precluding further sub-division into smaller areas. Although part of a much larger chalkland landscape, it is defined to the west, south and east by the district boundary and its northern boundary marks the approximate edge of the underlying chalk and its influence on landscape character.

The main distinguishing features of the area are defined as:

- typical chalk scenery, with strongly rolling landforms, smoothly hilltops and dry valleys;
- a dominance of intensive arable cultivation and weak hedgerow structure on the flatter hilltops and shallower slopes at the edge of the chalk, which creates a large-scale, predominantly open landscape with extensive views and a sense of exposure;
- scattered blocks of woodland and a stronger hedgerow structure in the central and southern parts of the downs, particularly on the steeper slopes and in the valleys, which provide some shelter and contain longer-distance views;
- a rural character with few detracting influences, except for the buildings, lights, security fencing and activity associated with Odiham airfield, traffic along the B3349, and the prominent overhead power lines which march across the downs;
- a network of minor roads crossing the downs, with an unspoilt and rural character;
- dispersed pattern of small villages and hamlets (such as Long Sutton, Well and South Warnborough), with the larger settlements of Odiham and Crondall located on the edge of the chalklands, typically with a nucleated form and attractive streetscapes of vernacular buildings.

Overall, the open, rolling chalk scenery of the Hart Downs is of high visual quality and presents a striking contrast with the more muted lowland landscapes further north. Of particular scenic value are those areas which have retained a predominantly pastoral character and a stronger structure of hedgerows and woodland blocks, which provide shelter, visual containment and add diversity to the landscape. However, other areas have a denuded, exposed character as a result of conversion to arable farmland which has led to field enlargement, loss of hedgerows and trees and greater intrusion of power lines and development. The Odiham airfield is particularly prominent and detracts from local landscape quality. These are the priority areas for landscape enhancement activity.

The main enhancement priorities for the area are described as:

- management of existing woodlands, hedgerows and trees to secure their long-term presence within the landscape and maximise their landscape and ecological value
- new planting of blocks and belts of woodland, hedgerows and groups of trees (of appropriate species) to form a stronger landscape structure in denuded downland areas and to integrate intrusive development (eg. Odiham airfield)
- where possible, reversion of arable farmland to pasture or less intensively managed grassland
- re-creation of chalk grassland and scrub habitats in appropriate locations, such as steeper slopes or other areas of under-utilised land.

The North East Hampshire Open Downs Landscape Character Area forms part of the northern Hampshire Downs which broadly slopes northwards and sits between an area of higher downland plateau to the south and lower lying heath landscapes to the north. The northern boundary to this character area is particularly marked as a result of a dramatic change in geology. To the south the change is more transitional as the land rises onto an elevated, and often wooded clay capped chalk plateau. To the west the area is bordered by Basingstoke located at the head of the Loddon Valley and to the east is the Hampshire administrative boundary.

This is an open and often exposed landscape with wide and long distant views across the rolling chalk hills, orientated mainly northwards over lower lying land. In the southern part of this character area the views can become more enclosed due to the increasingly complex topography and woodland blocks.

The Three Castles Path long distance route passes through this landscape connecting Tunworth with Greywell. Otherwise, this landscape has a moderate network of public rights of way which generally follow the historic drove road routes from the lower lying clay landscape in the north onto the downs. As a result, the footpaths tend to run in a north-south direction and connect into the narrow lanes that run east-west. This route runs along Upton Grey Road to the south of the site.

There is also a public right of way (Byway Open to All Traffic - Route No.9) located immediately along the south-east boundary of the development site. Further public rights of way (Footpath - Route No.8 and Footpath - Route No.7) run virtually parallel to the BOAT and all link into Byway Open to All Traffic - Route No.20 to the south of the site.

As such, the application site is readily visible from public viewpoints and is set within a complex of agricultural buildings and structures set in generally open countryside. However,

the impact of the proposed development would be relatively limited given that the size and height of the proposed building would be comparable to the height of the existing building to be demolished and the scale in footprint and volume terms would be reduced. The main change in visual terms would be in relation to the provision of the large car park and the associated vehicle movements that the development would generate. The car parking area would however be landscaped with tree planting within the car park and along the new access route and landscaping would also be provided along the public right of way. In addition, much of the proposed car parking would be to the rear of the new building and therefore wouldn't be visible from the public right of way.

As such, the proposal, in comparison to the existing development on the site and the previous scheme approved, would not have a significantly different or more adverse impact on the character and appearance of the countryside and would accord with the general requirements of policies NBE1, NBE2 and NBE9 of the HLP32 in countryside impact terms.

Neighbouring Amenity:

The nearest neighbouring residential properties are located around 500 metres to the east in Millview, The Street, Greywell. Given this distance it is considered that the development would not be likely to result in any direct harmful impact on the amenities of the occupiers to these properties.

The main impact of the development would be as result of traffic generation in association with the proposed development and the majority of vehicles would be expected to pass through the village of Greywell when accessing or leaving the site.

Whilst vehicular movements associated with the proposed development would pass predominantly through the village of Greywell, the submitted Technical Note suggests that at peak usage the proposal could generate 167 vehicle movements a day, with maximum peak hour generation of 6 or 7 movements and it is considered that this level of vehicle movement likely to be associated with the proposed use of the site would not be such that it would be likely to result in any material impact on residential amenity.

Biodiversity/Ecology:

The application has been accompanied by a Preliminary Ecological Appraisal which concludes that if planning permission is granted, there will be no adverse impacts on any designated sites, protected habitats or protected species and that the development would provide an opportunity to achieve a net gain in biodiversity within the site.

These gains would be achieved by providing roosting opportunities for the local population of bat by providing bat boxes, providing habitats for bees by placing bee houses on the site, providing nesting opportunities for house sparrows by providing bird boxes, providing nesting opportunities for hedgehogs by placing hedgehog nest boxes on the site and by placing holes in any new or retained boundary fencing to allow hedgehogs to forage within the site, and to pass through the site.

This Appraisal has been reviewed by the Council's Ecologist who notes that whilst the Appraisal found some evidence of protected species using the wider area, the buildings to be demolished were considered unsuitable for bats. However, to minimise impacts on foraging/commuting bats, sensitive/minimal external lighting is required to be incorporated. Bat sensitive lighting is considered to be particularly important given the site is just over 1km

from The Greywell Tunnel (Basingstoke Canal) SSSI, and this has been designated as it gives shelter to the largest population of bats of any known site in Britain.

It is noted that the hedgerows on the eastern, northern and western boundaries of the site are mapped by HBIC as being hedgerows of principal importance. A gap will be made in the eastern hedgerow to facilitate the proposed access resulting in the loss of a section of priority hedgerow. However, the remaining hedgerows will be retained and enhanced, and a new hedgerow will be planted along the northern side of the proposed access, and this is considered to be sufficient mitigation for hedgerow loss and retains landscape connectivity for commuting bats.

The Ecologist also notes that the production of a report detailing ecological enhancements is recommended and this is supported, and the enhancements should include native hedging and wildflower areas. An appropriate planning condition could be imposed to secure that the recommended habitat features are indicated on a plan so that these can be secured.

No objection to this application is therefore raised on the grounds of biodiversity, subject to the provision of an ecological management plan detailing enhancement and mitigation measures.

The proposal would therefore accord with the requirements of policies NBE2 and NBE4 of the HLP32 in respect of biodiversity.

Sustainability/Climate Change:

The submitted documentation indicates that the following sustainability measures would be incorporated into the development:

Building Fabric - The building will take a fabric first approach, with good levels of air tightness and a highly insulated facade achieving u-values in excess of current regulations. These measures will help to minimise the new building's carbon footprint and running costs.

Electric Vehicle Charging Points - Electric car charging points will be installed to a number of parking spaces to help promote more sustainable travel.

Cycle Storage - Provision for secure cycle storage to promote sustainable travel alternatives.

Solar Shading - A slatted timber canopy and screen has been incorporated into the design to provide external solar shading to the areas of glazing along the south facing facade. The solar shading will minimise solar gain and overheating particularly in the summer months.

Renewables - The scheme will be "all electric" and utilise renewable technologies as outlined below:

- Photovoltaic (PV) Panels - The proposal includes the use of PV panels which are positioned on the southern facing half of the pitched roof for optimum performance.
- Air Source Heat Pumps (ASHP) - The proposals include the use of air source heat pumps to provide hot water and heating throughout the building. An ASHP has up to 4:1 efficiency meaning it uses 1kw of energy to output 4kw of heat.

As such, it is considered that the proposal would accord with the requirements of policy NBE9 i) and j) in respect of energy consumption and renewable energy.

Equalities:

The proposed building would be single storey and have level access and disabled WC facilities.

No equalities issues would arise in respect of the proposed development.

CONCLUSION

On balance it is considered that the proposal would be acceptable and would deliver economic and social benefits as a result of farm diversification and providing a facility which would assist the rural economy in line with current Government guidance and relevant development plan policies, notably policies NBE1 and ED3 of the Hart Local Plan (Strategy & Sites) 2032.

The proposal would result in additional traffic generation which will have an impact on the rural lanes serving the site and, on the character, and amenity of the village of Greywell. Whilst this could potentially be argued to conflict with the requirements of policy ED3 iv) of the Local Plan which states that all development proposals must be of a use and scale that is appropriate to the site and location when considering the impact on the local highway network including the type of traffic generated, the appropriateness for the local highway network to accommodate the development and the impact on their character, it should be noted that neither the local highway authority, Hampshire County Council, nor the Council's Planning Policy team have raised any objections to the proposal. As such, it is not considered that refusal could be substantiated on the basis of the impact of additional traffic movements through Greywell and the effect this would have on the amenity of the village.

Approval is, therefore, recommended subject to appropriate planning conditions and the completion of a legal agreement to secure off-site highways improvements and traffic management measures in Greywell.

RECOMMENDATION – That the Planning Committee authorise the Head of Place to GRANT planning permission following the completion of a Section 106 legal agreement to secure the payment of financial contributions toward off-site highways improvement works and traffic management measures in the village of Greywell and subject to the following planning conditions:

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 Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following plan numbers and documents:

Drawings:

369-ACG-ZZ-00-DR -A-100 Rev P4 (Existing Location Plan) (1:2500)

369-ACG-ZZ-00-DR -A-101 Rev P5 (Existing Location Plan) (1:1250)
369-ACG-ZZ-00-DR -A-102 Rev P4 (Existing Demolition Plan)
369-ACG-XX-00-DR-A-2000 Rev P4 (Ground Floor Plan)
369-ACG-XX-RF-DR-A-1000 Rev P4 (Site Plan)
369-ACG-XX-RF-DR-A-1001 Rev P4 (Landscape Plan)
369-ACG-XX-RF-DR-A-2001 Rev P4 (Roof Plan)
369-ACG-XX-ZZ-DR-A-3000 Rev P4 (GA Sections)
369-ACG-XX-ZZ-DR-A-4000 Rev P4 (GA Elevation)

Documents:

Design & Access Statement (Ref: 369_REF_800 Rev P3) (July 2021)
Factual Site Investigation Report (Ref: 18.1053 Rev 1a) (June 2021)
Preliminary Ecological Appraisal Report (Ref: PEAR.14.07.21.v1) (14.07.2021)
Planning Statement & Agricultural Statement (Ref: 8487) (August 2021)
Transport Statement (Ref: 6002/2021/TS01) (June 2021)

Reason

To ensure that the development is carried out in accordance with the approved plans and particulars.

- 3 No development shall take place until a Construction and Traffic Management Plan has been submitted to and approved in writing, by the Local Planning Authority. The plan shall include the following details:
- (a) A programme of and phasing of demolition and construction work;
 - (b) The provision of long-term facilities for contractor parking;
 - (c) The arrangements for deliveries, loading and unloading associated with all construction work;
 - (d) Methods and phasing of construction work;
 - (e) Access and egress for plant and machinery;
 - (f) Protection of pedestrian routes during demolition/construction;
 - (g) Location of temporary site buildings, compounds, construction material and plant storage areas;
 - (h) The erection and maintenance of security hoardings, including decorative displays, where appropriate;
 - (i) Wheel washing facilities;
 - (j) Measures to control the emission of dust and dirt during demolition and construction;
 - (k) A pre-condition survey should be included which shows the existing condition of the local road network.

Demolition and construction work shall only take place in accordance with the approved method statement and the agreed details shall be adhered to for the duration of of the development.

Reason:

In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interests of highway safety.

- 4 No development excepting demolition and site clearance shall take place until and unless the access works as shown on drawing 2021-6002-001 Rev P1, have been implemented and completed in accordance with the approved details.

Reason:

To ensure that the development site can be safely accessed and that no highway safety implications would result from the proposed works, in accordance with the requirements of policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 5 No development excepting demolition and site clearance shall take place until and unless the highway improvement works as shown on drawing 2021-6002-002 Rev P1, have been implemented and completed in accordance with the approved details.

Reason:

To ensure that the development site can be safely accessed and that no highway safety implications would result from the proposed works, in accordance with the requirements of policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 6 No development above slab level shall take place until and unless an Ecological Management Plan, fully detailing all ecological enhancement and mitigation measures to be incorporated as part of the development has been submitted to and approved, in writing, by the Local Planning Authority.

Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To ensure the development protects ecology and delivers a biodiversity net gain, in accordance with policy NBE4 of the Hart Local Plan (Strategy & Sites) 2032 and the National Planning Policy Framework 2021.

- 7 Prior to the completion of the building envelope a robust Bird Hazard Management Plan (BHMP) shall be submitted to and approved, in writing, by the Local Planning Authority detailing the management and mitigation measures that will be put in place to ensure that breeding 'large' gulls are not attracted to this site. The BHMP should make a provision for the site managers to undertake/organise bird control (using appropriate licensed means) which would address any population of gulls or other bird species occupying the roofs which are considered by the Ministry of Defence to be a hazard to air traffic using RAF Odiham, to disperse as many as necessary in order to prevent them from successfully breeding at the site.

Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To minimise any potential birdstrike hazard created by the development and to Accord with the requirements of Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas.

- 8 Prior to the commencement of development, with the exception of demolition and site clearance works, full details of the proposed drainage layout and calculations to demonstrate that the development will be provided with sufficient drainage provision for the 1:100 + climate change estimates shall be submitted to and approved, in writing, by the Local Planning Authority.

Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To ensure satisfactory drainage provision and to accord with policy NBE5 of the Hart Local Plan (Strategy & Sites) 2032.

- 9 Notwithstanding the submitted information, an Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how the proposed development will be undertaken and achieved in a manner that is not harmful to retained trees in accordance with BS5837:2012. Once approved, the development shall be completed in accordance with the submitted details and any protective measures identified shall be maintained at all times until the completion of all building operations at the site.

Reason:

To ensure existing trees on site are not damaged, in the interest of the visual amenity and natural setting of the area in accordance with Policy NBE2 of the Hart Local Plan (Strategy & Sites 2032, saved policies GEN1 and CON8 of the Hart District Local Plan (Replacement) 1996-2006, and the aims of the NPPF 2021.

- 10 The building hereby approved shall only be used for purposes falling within Use Class E d) and g) i) of the Town and Country Planning (Use Classes) Order 1987 (as amended) only and for no other purposes and notwithstanding the provisions of the General Permitted Development Order (or any subsequent Order) no change of use of the building shall take place without a further grant of planning permission from the Local Planning Authority.

Reason:

To ensure the building remains in use for its intended purpose as a rural enterprise in accordance with the provisions of Policies NBE1 and ED3 of the Hart Local Plan (Strategy & Sites) 2032.

11. The use of the building hereby permitted shall take place between the hours of 07:00 and 19:00 hours Sunday to Wednesday and 07:00 to 22:00 hours Thursday to Saturday only.

Reason:

To ensure the amenities of nearby residential occupiers are protected.

INFORMATIVES

- 1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and once received, the application was acceptable and no further engagement with the applicant was required.
- 2 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of

any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operative's vehicles should be normally arranged on site.

- 3 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
- 4 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Paragraph 1 of this informative, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with paragraph 3 of this informative.
Paragraph 1: Site Characterisation: An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include i. A survey of the extent, scale and nature of contamination; ii. An assessment of the potential risks to: Human health, Property (Existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, Ground-waters and surface waters, Ecological systems, Archaeological sites and ancient monuments; iii) An appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11. Paragraph 3: Implementation of Approved Remediation Scheme: The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development on the affected part of the site other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given 2 weeks written notification of commencement of the remediation scheme works.