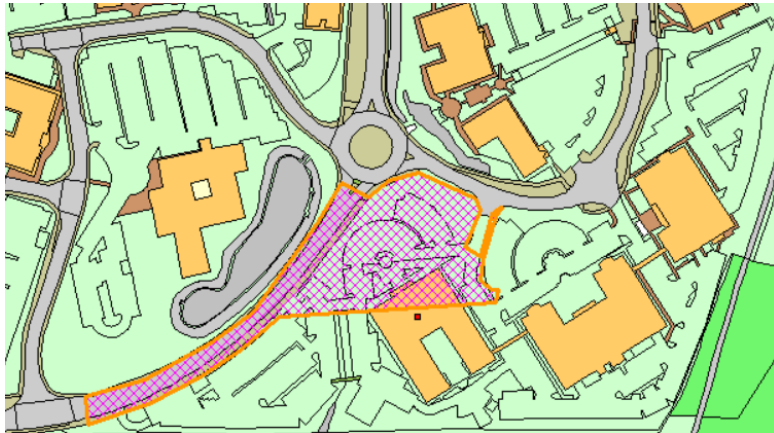


COMMITTEE REPORT

APPLICATION NO.	22/03050/FUL
LOCATION	Virgin Media Building 280 Bartley Wood Business Park Bartley Way Hook
PROPOSAL	Erection of an industrial unit for flexible Use Class B2/B8/E(g)(i)-(iii) together with associated parking, landscaping and other associated works and construction of a vehicular access from Griffin Way South.
APPLICANT	XLB Property Ltd
CONSULTATIONS EXPIRY	23 June 2023
APPLICATION EXPIRY	21 April 2023
WARD	Hook
RECOMMENDATION A	Subject to the completion of a unilateral undertaking to secure the provision of the proposed vehicular access under S278 of the Highways Act within 3 months of the date of the meeting, permission be GRANTED subject to conditions.
RECOMMENDATION B	In the event that the unilateral undertaking is not secured are not completed within 3 months of the date of the meeting, permission be REFUSED under delegated powers.



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BACKGROUND

This application follows on from an earlier permission referenced 21/01800/FUL for the 'Redevelopment of the site to provide 10 industrial units (14,122 sqm of floorspace for Flexible Use Class B2/B8/E(g)(i)-(iii)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works (following demolition of existing buildings)'. The application was approved by the Planning Committee on 22 July 2022 subject to conditions and a referral to the Chairman and the relevant Hook Ward Councillor on Planning Committee to review and agree the specific conditions.

The original development submitted under application 21/01800/FUL sought the construction of 9 industrial units (12,212 sqm of floorspace for Flexible Use Class B1/B8/E(g)(i) - (iii)) and 1 food store (1963 sqm of floorspace for Use Class E(a)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works. However, through the consideration process of that application, the food store element was removed from the scheme and replaced with a further industrial unit of smaller footprint with a scale/form/design similar to the other 9 industrial units in the scheme.

The site area subject of this current application is the remaining part of the site excluded from 21/01800/FUL by virtue of the removal of the food store from the scheme.

The application has been reported to the Planning Committee at the discretion of the Executive Director - Place for reasons of consistency in decision making.

DESCRIPTION OF THE SITE

The 0.55-hectare site is located within the Bartley Wood Business Park, to the south and east of Bartley Way within Hook's defined settlement boundary. The buildings on site have recently been demolished pursuant to 22/00559/PRIOR. Previously the site was occupied by 3 no. detached three-storey buildings which had a lawful land use for offices however suffered from long term vacancy. Prior to their demolition, the surrounding grounds mainly accommodated car parking and vehicular circulation space, together with larger green areas adjacent to its frontage with Griffin Way South, and linear pockets of greenery in between car parking bays. Adjoining properties to the north are also substantial buildings in business use with car parking courts.

The closest residential properties are located on the opposite side of Griffin Way South to the west in Providence House, which is a former office building converted to flats under prior approval given by The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), pursuant to application reference 16/00883/PRIOR. There are further residential properties along Holt Lane to the east of the wider site. Land to the east, beyond the existing dwellings, and south of the site is open countryside.

SITE/SURROUNDING DESIGNATIONS

- The site falls within the settlement boundary of Hook.
- The site falls within Flood Zone 1, but also falls within an area of medium-high risk of surface water flooding.
- The wider site adjoins a Site of Special Scientific Interest (SSSI) - Hook Common and Bartley Heath, which is also designated as Common Land.
- There is a TPO belt crossing the western extent of the site, running north-south.

PROPOSAL

Erection of an industrial unit for flexible Use Class B2/B8/E(g)(i)-(iii) together with associated parking, landscaping and other associated works. The proposed development would utilise the new access to Griffin Way South, which will be built out pursuant to a S278 agreement with the County Council.

RELEVANT PLANNING HISTORY

21/01800/NMMA - Amendment to Conditions 10 and 17 pursuant to 21/01800/FUL Redevelopment of the site to provide 10 industrial units (14,122 sqm of floorspace for Flexible Use Class B2/B8/E(g)(i)-(iii)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works (following demolition of existing buildings). Granted 28.11.2022.

21/01800/FUL - Redevelopment of the site to provide 10 industrial units (14,122 sqm of floorspace for Flexible Use Class B2/B8/E(g)(i)-(iii)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works (following demolition of existing buildings). Granted 18.10.2022.

22/00559/PRIOR - Demolition of Buildings nos. 260, 270, 280 at Bartley Wood Business Park. Prior Approval Granted 11.04.2022.

19/01766/FUL - Conversion of attic space to create 32 no. apartments (25 x 1 beds and 7 x 2 beds) and associated external alterations including the installation of windows. Refused 18.11.2019.

18/00624/PRIOR - Request as to whether Prior Approval is required under Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) for the conversion of ground to second floors from offices (Use Class A1(a)) to residential (Use Class C3). Prior Approval Given 16.05.2018.

18/02748/PRIOR - Request as to whether Prior Approval is required under Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) for the conversion of ground to second floors from offices (Use Class A1(a)) to residential (Use Class C3). Prior Approval Given 31.01.2019.

17/00814/PRIOR - Prior Notification requirement under Part O of the GDPO for the change of use of offices (Class B1a) to Dwellinghouse (Class C3). Prior Approval Given 30.05.2017.

RELEVANT PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

The relevant Development Plan for the Hart district includes the Hart Local Plan (Strategy & Sites) 2032 (HLP32), the saved policies of the Hart Local Plan (Replacement) 1996-2006 (HLP06) and the Hook Neighbourhood Plan 2017-2032 (HNP32).

All of these adopted and saved policies within these documents are consistent with the July 2021 version of the National Planning Policy Framework (NPPF). The relevant policies are:

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

Policy SD1 - Sustainable Development
Policy SS1 - Spatial Strategy and Distribution of Growth
Policy ED1 - New Employment
Policy ED2 - Safeguarding Employment Land and Premises (B-Use Classes)
Policy NBE2 - Landscape
Policy NBE4 - Biodiversity
Policy NBE5 - Managing Flood Risk Policy
Policy NBE7 - Sustainable Water Use
Policy NBE9 - Design
Policy NBE11 - Pollution
Policy INF1 - Infrastructure Policy INF3 - Transport

Hart Local Plan (Replacement) 1996-2006 Saved Policies (HLP06)

Policy GEN1 - General Policy for Development
Policy CON8 - Trees, Woodland & Hedgerows: Amenity Value
Policy CON23 - Development affecting public rights of way

Hook Neighbourhood Plan 2017-2032 (HNP32):

Policy HK1 - Spatial Policy
Policy HK4 - Protecting and Enhancing the Biodiversity of Hook
Policy HK5 - Landscape Policy
Policy HK8 - Control of Light and Noise Pollution
Policy HK9 - Pedestrian and Cycle Paths
Policy HK10 - Parking Policy HK12 - Design
Policy HK15 - Employment site in Hook Village

Other material considerations

National Planning Policy Framework 2021 (NPPF)
Planning Practice Guidance (PPG)
National Design Guidance (NDG)
Hart's Cycle and Car Parking Technical Advice Note (TAN) (2022)
Hart's Strategic Flood Risk Assessment (2016)
Hart's Climate Change Action Plan Hart's Equality Objectives for 2021 - 2023

CONSULTEE RESPONSES

Hook Parish Council (Final comments)

Hook Parish Council notes the amended plans submitted and takes the opportunity provided by this re-consultation exercise to repeat its previous objection to this application:

'Hook Parish Council (HPC) objects in the strongest terms to this application for a further industrial unit having Use Class B2, General Industrial, on this development site. The Use Class 'General Industrial' would have a seriously detrimental impact on the nearby residential flats in Providence House. The location of this plot, being in very close proximity to the existing block of residential flats means that this Use Class B2 is entirely inappropriate for this location.

The Planning Statement (para. 63, page 19) submitted with these proposals makes much of the fact that the proposed development is consistent with the 'policy aspirations of the Local Plan and the designation of the Site as a Locally Important Employment Site (LIES)'. However, HPC considers that the inclusion of Use Class B2 goes well-beyond this designation for this particular location, being entirely inappropriate for this site as this Use Class would be detrimental to the health and wellbeing of the residents of Providence House given the proximity of these residential dwellings. HPC therefore requests that Use Class B2 is removed from this application.

The proposed plans, in line with the approved plans for the other 10 industrial units on this overall site, show that no provision has been made for HGV parking, other than the loading/unloading bays of the units themselves. HPC is very concerned that this will lead to drivers of HGVs that are required to rest or to wait for their booked slot at one of the

units parking on surrounding roads, including the parts of Bartley Way to the north/west side of the B3349. Providence House is located here and HGV parking on this road is already known to cause noise disturbance and nuisance to these residents.

In line with comments made on the external materials for the other 10 industrial units, HPC objects strongly to the proposed facing brick colour ' 'buff' ' which is not appropriate for a site in Hook, Hampshire, for which a red brick colour would be more in-keeping with the locality. HPC considers that this building, the most prominent of all the industrial units proposed for this site, as viewed from the B3349 Griffin Way, will be very unattractive if the brick colour is not changed to that of a typical local red brick.

Finally, HPC requests that, should Hart DC be minded to approve this application then, in addition to the removal of Use Class B2, the same conditions are imposed on any consent as those imposed for Units 8 and 9 in the recently granted permission for 10 industrial units on Bartley Way. This is with the exception of conditions relating to hours of operation, which HPC considers should be reduced when compared to the other units on the site, including Units 8 and 9, to protect the amenity of nearby residents at Providence House who will suffer noise disturbance if external activities are permitted late in the evening and early in the morning.

Hampshire County Council (Highways)

No objection subject to conditions and S278 works to provide the access.

HCC Local Lead Flood Authority

No objection, subject to conditions.

Natural England

No comments received.

Southern Gas Networks

No objection.

Thames Water

No objection.

Environment Agency Thames Area

None received.

Environmental Health (Internal)

No objection to this planning application. Condition recommended in relation to the external lighting proposals. With regards to the Appendix 1 External Lighting Design Illumination Levels at Unit 11 and the nearby residential premises at Providence House, the design illumination levels drawing has been amended for the Unit 11 ' Car parks. The average lux values have been reduced to correspond to a medium use rather than a high use car park that is more appropriate to the location and in accordance with the British Standards BS EN 12464 and BS 5489: 2013. It must be made clear that any potential light nuisance to neighbouring residential premises must be minimised. I would recommend that the applicant specifies the intended hours of operation for the lighting scheme and a condition is recommended to restrict the hours of site lighting, where possible. Times to be agreed and aligned to the business premises opening hours.

Should the development be approved, it is recommended that a condition be placed requiring post installation testing of the light scheme. Post installation testing should be conducted to ensure that the proposed design brief has been met, and that the installation angles, lux values, mitigation, and associated fittings have been installed as intended with no inadvertent creation of light nuisance. Details to be submitted to this department for approval, in addition to a maintenance scheme to be specified for the lighting scheme, in relation to any high-level luminaires.

Comments made in relation to these provisions of the National Planning Policy Framework Para 185.

Tree Officer (Internal)

No objection, subject to conditions.

Drainage (Internal)

Following a review of the submitted drainage information, I would have no objection to the proposed development providing it is built in accordance with the submitted surface water drainage strategy. The proposed surface water drainage details will ensure rainwater is stored and discharged safely and at a controlled rate meaning it will not increase flood risk to the site or the surrounding area. The proposed condition below ensures the application complies with the relevant paragraphs within NPPF and Policy NBE5 of Hart District Council's Local Plan.

Ecology Consult (Internal)

I have reviewed the submitted Preliminary Ecological Appraisal (PEA) (Phlorum, May 2021) this identified that the site has potential to support breeding birds, reptiles, otters, and water voles. Recommendations are given (in Section 5) for avoidance of site clearance during the bird nesting season (or a check for nests be undertaken by an ecologist) and a precautionary approach for the remaining highlighted species; these are supported and must be undertaken.

In line with Hart DC's Local Plan Policy NBE 4 Biodiversity all development proposals are expected to avoid negative impacts on existing biodiversity and provide a net gain where possible. The Biodiversity Metric could be applied to demonstrate a Biodiversity Net Gain. The landscape general arrangement plans indicate the proposed locations of bat and bird boxes, invertebrate hotels and log piles, these are supported and should be undertaken.

The external lighting is detailed to be in accordance with ILP Guidance Notes for Bats and Artificial Lighting in the UK, however in line with previous advice, I would also support a condition which restricts the hours of site lighting particularly at the boundary with the SSSI.

An appropriate Construction Environmental Management Plan would reduce impacts during the construction phase.

On the above basis, I have no objection to this application on biodiversity grounds.

PUBLIC COMMENTS

Six letters of objection have been received, raising objection on the following grounds (in summary):

- Concern regarding additional traffic and proximity to Providence House residences.
- Additional noise and light pollution to residential flats.
- HGV parking and delivery times - HGVs already park along Bartley Way leading to noise disturbance, litter and sanitation issues.
- Lack of HGV parking when loading bay is in use will cause more HGVs to park on Bartley Way.
- Conditions should be applied to limit the hours of operations and noise levels of all the units that have permission.
- No more business units should be added and the site should be used for parking.
- Proposal may lead to accidents and traffic issues - only one way in and out of the industrial park.
- B Use Class would have a seriously detrimental impact on nearby residents in terms of noise and light pollution.

CONSIDERATIONS

Principle of Development

Adopted Policy ED1 supports Employment proposals (within Land Use Class B) in the following instances:

- 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.

The subject site is within a settlement boundary and is designated as a Locally Important Employment Site (LIES) within adopted Policy ED2 of the HLP32. The proposed development would also be providing an industrial unit with a flexibility of employment uses ranging from general industrial (Use Class B2), storage & distribution (Use Class B8), and business/services (flexible Use Class E (g) (i-iii)). The proposed development therefore would be fully compatible with the designation of the land as a Locally Important Employment Site, as per adopted Policy ED1.

In terms of adopted Policy ED2 of the HLP32, this policy clearly confers the designation of the subject site as a LIES and clearly sets out a presumption against re-development of a LIES if it involves loss of employment uses. The current proposal would not result in loss of employment uses as such, but a minor loss in floorspace. Across the wider site, this proposal, together with the development approved under 21/01800/FUL would result in the loss of 17,296.5 sqm of office space, suffering from long-term vacancy. The current application would provide 1,647 sqm of flexible employment space, in addition to 14,122 sqm which has already been permitted. This would mean that across the site, a total of 15,769 sqm of flexible employment floorspace would be provided.

It is worth highlighting that Policy ED2 is not concerned with amounts of floorspace but with land uses and therefore the re-provision of flexible employment uses as proposed does not conflict with the criteria of adopted Policy ED2 in any respect, even when considering the modest reduction of floorspace set out above.

Policy HK15 of the HNP32 states that development proposals involving the loss of employment floorspace should demonstrate the uses are no longer viable and that there should be an active 12-month marketing of the premises (at least). On the other hand, this same policy supports the regeneration/intensification of employment sites, subject to such proposals not being detrimental to amenity of surrounding occupiers.

The site formerly accommodated a business park providing exclusively office accommodation. Marketing reports were provided as part of 21/01800/FUL which provided satisfactory evidence about the vacancy dates of the buildings and marketing efforts to re-let them, which were unsuccessful pre/post COVID.

The redevelopment proposal for employment uses of a different nature to the ones formerly provided on site would still comply with the overarching objective of maintaining a supply of employment land and premises which is crucial to enhance the economic competitiveness of the district and deliver sustainable economic growth. As such the principle of development is compliant with Policies ED1 and ED2 of the HLP32, Policy HK15 of the HNP32 and the economic aims of the NPPF (2021).

Design and appearance

Policy NBE9 of the HLP32 and Saved Policy GEN1 of the HLP06 seek to ensure that development achieves a high-quality design and that it would positively contribute to the overall character of the area.

Policy 11 of the HNP32 requires development proposals to consider design principles and Policy 12 states that development should make a positive contribution to Hook's character. It requires the use of good quality materials, building styles and features in keeping with Hook, suitable boundary treatments, high quality routes for people/wildlife to connect green infrastructure, variety in type/size of buildings, good quality, well designed outdoor green space (private /shared) providing native tree cover and improved biodiversity, discrete siting of ancillary features (bin stores, recycling storage, cycle stores, meter boxes, flues and ventilation ducts).

The NPPF (2021) (para. 130) also reinforces the need to promote good design in developments and states that decisions should ensure that developments will:

- function well and add to the overall quality of the area not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and
- are sympathetic to local character, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

In terms of layout, the proposed industrial unit has been designed to follow the orientation and internal road pattern approved as part of 21/01800/FUL. The front of the building, including parking and loading bays, would face into the centre of the site, in accordance with the other proposed units. The northern extent of the site would be landscaped, providing a verdant boundary to the site and a buffer to the existing buildings to the northern side of Griffin Way South.

In terms of scale, the proposed industrial unit would be similar in footprint to the other detached industrial units approved (plots 1, 10 and 9) and would feature the same curved roof design and palette of materials to ensure it would satisfactorily assimilate with the already-approved scheme. The design would be of a contemporary, high-quality design which would be in keeping with the other commercial development in the locality.

As such, the proposal would be in accordance with Policy NBE9 of the HLP32, saved Policy GEN1 of the HLP06, Policies 11 and 12 of the HNP32 and the aims of the NPPF 2021 in terms of design, character and appearance of the development and contribution to the locality.

Residential amenity

Policy NBE11 of the HLP32 supports development which does not give rise to, or would not be subject to, unacceptable levels of pollution. Saved Policy GEN1 of the HLP06 supports development that, amongst other requirements, causes no material loss of amenity to adjacent properties. Policy HK15 of the HNP32 also supports regeneration and intensification of employment sites where these would not detrimentally impact on the amenity of adjoining occupiers.

Paragraph 130 of the NPPF (2021) advises that planning decisions should ensure that developments achieve a high standard of amenity for existing and future users and also do not undermine quality of life for communities. Paragraph 185 of the NPPF also stipulates that in addressing noise, developments should 'avoid noise giving rise to significant adverse impacts on health and the quality of life'.

The nearest residential properties to the application site are those located in Providence House, which comprises a 4-storey former office building converted into residential flats. Providence House is located on the opposite side of Griffin Way South, to the west of the application site and at a distance of approximately 193m. Representations have been received from the occupiers of those flats, raising concerns regarding noise and light pollution, as well as congestion from HGVs waiting on Bartley Way to unload.

The applicant has submitted a Noise Impact Assessment (NIA) by Accon UK Environmental Consultants. The NIA has been prepared taking into account the committed redevelopment of the wider site and considers the cumulative impact of redevelopment of the site as a whole. It identified the nearest noise-sensitive receptors as being Providence House, Hartley House (to the north by approximately 166m, currently in commercial use but benefiting from prior approval for residential conversion) and Holt Farm Cottages (approximately 641m to the northeast).

Existing noise surveys were carried out between 11:30hrs on 4th March 2021 and 12:00 hours on 5th March 2021 to determine the extent to which the site and its environs are currently affected by noise from road traffic. The NIA then went on to consider noise generated by fixed plant, external operational activities (e.g. service yards) and break-out noise (e.g. noise generated by activities internal to the building). The NIA concludes that the combined rating noise level for all three sources of noise will be low during both the daytime and nighttime. There would be a negligible increase in road traffic noise as a result of the proposal.

In assessing the previous scheme for the site, the Council's Environmental Health Officer (EHO) commented on the submission of an Operational Noise Management Plan (ONMP) to deal with night-time noise generating activities, including refrigeration units on lorries during deliveries, engine noise, loading and unloading of HGVs, reversing alarms, forklift movements etc. The ONMP set out a number of mechanisms which would be used to ensure noise generated on the site during night-time hours (23:00hrs - 07:00 hrs) could be adequately controlled. The EHO was satisfied with the measures proposed, and compliance with them was secured through planning conditions.

The EHO has reviewed the updated NIA submitted with this application and has raised no objection to the scheme in combination with the approved development. Whilst it is noted that the loading bays will be screened from Providence House (nearest affected noise sensitive residential property) by the proposed building itself, it is also considered necessary to ensure that the measures set out in the ONMP on the previous application are still adhered to. As such, it is recommended that similar planning conditions are imposed on this application, if permission is granted, to ensure noise is minimised during night-time activity.

Officers note the concerns of residents in relation to lorry parking on the highway along Bartley Way, both in terms of the existing situation, and concerns regarding increased HGV parking whilst lorries wait to unload within the site. The applicant has provided clarification on the increase of HGV movements to and from the site in comparison to the former office use at the site. The office use would have generated approximately 4no. two-way HGV movements during operational hours for the former lawful office use of Building 280. The proposed use would generate approximately 10 two-way HGV movements within the same time period. As such there would be an additional 6no. HGV movements associated with the proposed use of the site, when compared with the former office use of the site.

The NIA indicates that for the combined proposals (Units 1-10 and the proposed Unit 11), the combined noise generated by fixed plant, operational noise and break-out noise during the daytime would be 5db below the existing background noise levels. During the daytime, background noise levels would be exceeded by 6db.

The British Standard 4142:2014 indicates that a difference of 'around +5db' is likely to be an indication of an adverse impact, depending on context. However, the addition of Unit 11 to the site would only increase the excess over the background sound level by a total of 1db which would be an imperceptible change. Therefore, it is considered that the in-combination effects of the development would not be so great that it would lead to a 'significant adverse impact' on health and the quality of life (being the NPPF test) for nearby residential occupants.

Concerns have additionally been raised by third parties on the potential for light pollution. The site is located within an urban area that has street lighting giving background light and the application has been accompanied by an External Lighting Scheme which addresses illumination levels and has been subject to consultation with the Environmental Health Officer.

On that basis the proposal is considered to be acceptable in relation to the impact upon residential amenity in accordance with Policy NBE11 of the HLP32, Saved Policy GEN1 of the HLP06 and Policy HK15 of the HNP32 and guidance contained within the NPPF.

Highway Safety, Access and Parking

Policy INF3 of the HLP32 states that development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. Saved Policy GEN1 of the HLP06 supports developments that do not give rise to traffic flows on the surrounding road network which would cause material detriment to the amenities of nearby properties and settlements or to highway safety.

Policy HK9 (Pedestrian and Cycle Paths) of the HNP32 states that the enhancement and creation of new footpaths and linked routes will be supported. Policy HK10 (Parking) also requires that parking is well integrated to prevent it from dominating the public realm. The NPPF advises that sustainable development is at the heart of the planning system and in this regard, locational considerations are key to achieving it. NPPF paragraph 110 requires that the assessment of specific applications for development should ensure that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 112 of the NPPF requires development to give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport.

Highway safety is a material consideration and the County Highway Authority analysed traffic generation arising from the development (considering the trip rate that can be generated by the Office development formerly operating on the site). As a result, the County Highway Authority requested capacity modelling not only for the proposed access on the site but also for the roundabout at the A30/B3349 (north of the site). The County Highway Authority is satisfied that the proposal would result in a reduction of trips compared to the former office site. Whilst the proposed industrial unit would lead to an

increase in HGV trips, the traffic generation overall would be acceptable. As such no objection was raised to traffic generation or to the junction capacity assessments submitted by the applicant in the absence of a severe impact on highway safety.

In terms of accessibility, the site is within the settlement and there are already established pedestrian/cycling routes from the site to Hook railway station, the town centre and surrounding residential areas and towns/villages nearby. The site is also a 15/17-minute walk from Hook Railway Station and Hook Town Centre and the nearest bus stop is a 10-minute walk from the site. However, it is acknowledged that beyond the settlement boundary, the infrastructure for pedestrians and cyclists is largely non-existent. The development would be providing a new vehicular/pedestrian access into the site from Griffin Way South as a result the proposal and would also be undertaking improvements to the highway to accommodate the access proposed. This includes the provision of crossing points towards the southwestern portion of the site.

- Access

The layout of the development would provide pedestrian areas in front of the access to the unit, together with pavements flanking the internal road to connect the proposed unit with the public pavements adjacent to the site.

The design of the proposed vehicular access into the site from Griffin Way South was considered as part of the wider site scheme and, following the receipt of additional modelling information and a Road Safety Audit, was deemed to be technically acceptable by the County Highway Authority. The new access would be delivered under a S278 agreement with the County Highway Authority and would be subject to further detailed design and review as part of that agreement under the Highways Act. No objection has therefore been raised from the County Highway Authority in this regard.

In order to ensure that the access is delivered as part of this development, it is recommended that the S278 works are tied to any planning permission granted by way of a legal agreement. In this instance, the County Highway Authority's solicitor has confirmed that a unilateral undertaking would be an acceptable mechanism to secure these necessary works are completed prior to occupation of the unit.

- Parking

With regards to car parking provision, the site would be within 800m of Hook Railway Station with only a strip of the site to the eastern end falling outside the above distance. Therefore, having regard to the guidance of the Parking TAN, the proposal would be subject to the car parking standards for non-residential development in Zone 1 (i.e. within 800m from the train station).

The application proposes a flexible use (Use Class B2/B8/E(g)(i)-(iii)) meaning that the building could be used entirely for any of the uses prescribed, or a combination of those uses. Therefore, to assess the 'worst case scenario' in terms of demand for parking, it is practical to use the highest parking-generating use as a benchmark for assessing the acceptability of the level of car parking.

In this case, the highest parking-generating use would be for General Industrial (Use Class B2) and Research and Development or Light Industry (formerly Use Classes B1 (b) and B1 (c) but now subsumed into Use Class E (g) I and II, both of which require 1 car parking space per 60sqm of floorspace.

The proposed unit would have a floorspace of 1,647sqm, and applying the above ratio, would require 27.5 car parking spaces to be provided. The proposal indicates that 26 spaces would be provided. Two of the car parking spaces provided would be to disabled standards. Whilst there would be a shortfall of 2.5 parking spaces when assessed against the highest parking-generating use proposed, it is considered that, given the location of the site in close proximity to road and rail links, the number of parking spaces would be acceptable in this instance.

The proposal would also provide twelve cycle parking spaces, secured within a cycle shelter and adjacent to the pedestrian entrance to the building. This would exceed the requirements for employment uses (1 space per 200sqm) and would be acceptable.

Overall, the parking would be well integrated with the building, having a suitable layout so as not to obstruct the HGV access and being naturally surveyed by users of the building. Therefore, no objection is raised in terms of the level of parking provision proposed as it would not result in conflict with the objectives of Policy INF3 of the HLP32, Saved Policy GEN1 of the HLP06 or Policy HK10 of the HNP32.

Therefore, the proposed development would meet the objectives of Policy INF3 of the HLP32, Saved Policy GEN1 of the HLP06, Policies HK9 and HK10 of the HNP32, and paragraphs 110, 111 and 112 of the NPPF (2021).

Flood Risk and Drainage

Policy NBE5 (Managing Flood Risk) of the HLP32 sets out five criteria when development would be permitted, in this case the two applicable criteria are:

- Over its lifetime it would not increase the risk of flooding elsewhere and will be safe from flooding;
- If located within an area at risk from any source of flooding, now and in the future, it is supported by a site-specific flood risk assessment and complies fully with national policy including the sequential and exceptions tests where necessary;

The application is supported by a Flood Risk Assessment Report by Baynham Meikle (FRA). The FRA confirms that the site is within Flood Zone 1 and not at risk of fluvial flooding, nor groundwater flooding.

In terms of surface water drainage, prior to demolition occurring, the application site featured hardstanding almost in its entirety (with the exception of green pockets in car parking areas and along the perimeter). The proposed development would not be any different in this respect. The FRA confirms that having regard to the hierarchy of disposal, neither infiltration nor discharge into a surface water body would be possible at this site. It is therefore proposed to discharge into the existing surface water drainage sewer, with flow rates attenuated in a series of pipework, drainage channels and porous stone layers beneath the parking area. The proposals would result in a betterment in surface water drainage run-off rates compared to the previous development on the site.

The LLFA has been consulted on the proposal and has confirmed that the FRA and drainage strategy is acceptable. Clarification has been sought regarding the recommended conditions, and the LLFA has confirmed that it will be necessary for the development to accord with the submitted drainage strategy and for details of its long term management and maintenance to be submitted and approved in writing.

As such the application is acceptable in terms of flood risk and drainage in line with policy NBE5 of the HLP32 and the aims of the NPPF (2021) in this regard.

Biodiversity

With regards to biodiversity, Policy NBE4 of the HLP32 states that: 'In order to conserve and enhance biodiversity, new development will be permitted provided:

- a) It will not have an adverse effect on the integrity of an international, national or locally designated sites.
- b) It does not result in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;
- c) opportunities to protect and enhance biodiversity and contribute to wildlife and habitat connectivity are taken where possible, including the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations. All development proposals will be expected to avoid negative impacts on existing biodiversity and provide a net gain where possible'.

Policy HK4 of the HNP32 states that 'Development in the village should take into account the importance of existing gardens, open space and features that provide for ecological connectivity, such as hedgerows.' The NPPF (2021) also states that planning policies and decisions should contribute to and enhance the natural and local environment (para 174).

It is noted that the site has recently been cleared subject to prior approval for demolition (22/00559/PRIOR) and as such, to that extent, the submitted ecological information does not reflect on site conditions. However, as the site was not identified as priority habitat, and there was no evidence of protected species on site, the only points of relevance within the conclusions of that report were in relation to the site clearance taking place outside the bird nesting season, which the applicant has confirmed was the case in implementing 22/00559/PRIOR (demolition of the buildings).

The Council's Biodiversity Officer has raised no objection to the proposal subject to implementation of the biodiversity/ecological recommendations proposed in the submitted Preliminary Ecological Appraisal report submitted. These include recommendations to minimise external lighting, and to require a rich landscape strategy to be developed, including bird and bat boxes, invertebrate hotels and log piles. It is also pertinent that the Council's EHO has also requested further details of external lighting and as such measures to minimise light pollution to the SSSI can be embedded into the details that are ultimately requested if the application is approved.

As such, subject to appropriate planning conditions, the proposed development would be in compliance with adopted policy NBE4 of the HLP32, saved policy GEN1 of the HLP06, policy HK4 of the HNP32 and the aims of the NPPF 2021 in this regard.

Trees and Landscaping

With regard to trees, Saved Policy CON8 states that where development is proposed which would affect trees, woodlands or hedgerows of significant landscape or amenity value planning permission will only be granted if these features are shown to be capable of being retained in the longer term or if removal is necessary that new planting is undertaken to maintain the value of these features.

The site contains a belt of trees to the western boundary which are the subject of a TPO (reference 84/00185/HDC). The submitted Arboricultural Impact Assessment indicates that these protected trees will be retained as part of the proposal. The other trees on site, particularly along the western and northern boundaries were part of the original landscaping scheme for the original office development on the site. The redevelopment of this portion of the site would involve the removal of 4no. category C trees and one group (G110); 5no. category B/C trees and one group 9part of G129), and 6no. category B trees and one group (G85). This would total 15no. individual trees and 3no. groups of trees; however these trees were all planted as part of the original landscaping scheme and would not comprise the trees the subject of the group TPO.

The Council's Tree Officer has reviewed the proposals and has recommended additional landscaping be undertaken to the north of the proposed industrial unit. Due to its location, it is important that the boundaries of the development site are reinforced with a combination of mixed native hedgerow (min 5 species, double row staggered planting 400m row off sets with 300mm spacing between each whip, 5 plants per linear meter) and trees min stem girth 18-20cm with a min height on 4m at the time of planting. Whilst

landscaping plans have accompanied the application, additional landscaping can be secured by way of a planning condition, if permission is granted.

Subject to the above, the tree removal/retention and the landscape proposals would not conflict with adopted Policies NBE2 and NBE9 of the HLP32, Saved Policies GEN1 and CON8 of the HLP06 and the aims of the HNP32 and the NPPF (2021) in this regard.

Air Pollution

Policy NBE11 of the HLP32 sets out that development should not give rise to unacceptable levels of pollution or where pollution is to arise, any adverse impacts on sensitive development or the natural environment will be mitigated or minimised to an acceptable level.

The application is accompanied by an Air Quality Technical Note by Accon UK, which confirms that, even in combination with the consented 10-unit scheme, the air pollutant concentrations as a result of additional traffic movements would be well below air quality objective levels. The proposal therefore accords with Policy NBE11 of the NLP32.

Climate change and Equality

On 29th April 2021 Hart District Council agreed a motion which declared a Climate Emergency in Hart District. Policy NBE9 of the HLP32 requires at criteria (i) and (j) for proposals to demonstrate that they would:

- reduce energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact materials and high energy efficiency; and
- they incorporate renewable or low carbon energy technologies, where appropriate.

The development would not raise concerns in terms of building design, as the unit has been appropriately designed. It has however been confirmed through the submitted documents that the development would comply with criterion 1-3 of part L2A of the Building Regulations (2013) and the development seeks to achieve BREEAM 'Very Good' and EPC 'A' ratings for energy efficiency through its construction and materials used.

In terms of renewable or low carbon energy, the submitted Energy Statement confirms that low and zero carbon technologies (photovoltaic (PV) array to the roof and air source (ASHP) heating/cooling in the office area of the unit) have been designed into the proposal. In terms of carbon savings, the PV array would save 4,145.36 KgCO₂/year, whereas the ASHP would save 990KgCO₂/year compared to a conventional gas boiler.

As such, subject to securing the implementation and installation details of such technologies through planning conditions, the proposal would comply with adopted Policy NBE9 of the HLP32, and the sustainability aims of the NPPF (2021).

Equality

The Equality Act 2010 legally protects people from discrimination in society. It replaced previous anti-discrimination laws (Sex Discrimination Act 1975; Race Relations Act 1976 and Disability Discrimination Act 1995) with one single Act. The public sector Equality Duty came into force on 05.04.2011. In Section 149 of the Equality Act it means that public bodies have to consider all individuals when carrying out their day-to-day work in shaping policy and delivering services. Due regard is given to the aims of the general Equality Duty when considering applications and reaching planning decisions in particular the aims of eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between those who share a protected characteristic and those who do not share it. This application would not raise any issue in this regard.

Other Planning Considerations

Officers note the concerns of residents and Hook Parish Council in relation to parking and operational noise. These matters have been scrutinised by officers in the relevant sections of this report and can be addressed via condition.

Hook Parish Council also raised an objection regarding the proposed Class B2 Use . However, the application site was designated in the HLP32 for Uses falling in the 'B' land use class (some of them now falling in land use class 'E') in the knowledge of the residential uses to the north of the railway line and also approval of conversions of office buildings in the immediate surroundings of the site since 2016. Therefore, given the designation of the site, it would be unreasonable to impose such restrictions on land uses on the site or to specific industrial units.

With regard to HGV parking, the proposal would result in an additional 6 no. HGV movements compared to the former office use of the site. Given the relatively small number of additional movements proposed, it is considered likely that HGV movements could be satisfactorily controlled by the premises occupier as to prevent HGVs waiting on the roadside. In addition, it is noted from the submitted noise assessment that HGV movements are unlikely to cause significant noise disturbance, when compared to existing background noise.

With regards to the design of the proposal, it would be in keeping with the design and palette of materials already approved for the consented scheme. To deviate from this approach would lead to an inconsistent appearance across the site, which would be visually detrimental.

Finally, with regards to conditions relating to hours of operation, there is no evidence to suggest that additional noise generated from this unit alone, or in combination with the consented scheme, would warrant a deviation from the hours granted for the consented scheme.

Planning Balance

Section 70(2) of the Town and Country Planning Act 1990 ("TCPA 1990") provides that the decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Hart Local Plan (Strategy & Sites) 2032 is a recently adopted and up to date development plan document. In determining an application, the decision maker must also have due regard to the NPPF.

In terms of social benefits, the proposal would result in the creation of a variety of employment opportunities and potential for skills improvements during and post construction, not only for residents of Hook but the district as a whole. This is regarded as being a substantial benefit considering this employment site has been inactive for several years. No social harm is identified as part of this development proposal.

The environmental benefits arising from the scheme, relate to the regeneration of a brownfield site with a high-quality development that would contribute positively to the character and appearance of the locality and the fabric of the settlement. It is noted that minor environmental harm would arise as a result of the demolition of sound buildings and changes would be required to the current soft landscaping conditions of the site. However, this harm would be, in the long term, mitigated with the contribution of the proposal to reduce climate change from the sustainability measures incorporated in the proposal and the landscape strategy, as such the minor harm would be reversed.

The economic benefits arising from the proposal relate to the positive impacts the development would have to the local economy as a result of the financial expenditure during the construction of the development and indirect effects through limited expenditure of wages of construction workers in the wider area. There would also be economic benefits to the regional and/or national economy as a result of new companies, relocation or expansion of any existing company operating from outside/within the District that wishes to operate from the industrial unit proposed. No economic harm would be anticipated as a result of the proposal. The proposal is a welcomed regeneration of the site that would positively impact the three strands of sustainable development, as discussed above.

NPPF (2021) paragraph 15 states that 'The planning system should be genuinely planned', and the proposal would comply with the objectives of the relevant policies of the development plan. The benefits identified would outweigh the limited harm arising from this development proposal, as previously discussed.

CONCLUSION

The application has been assessed against the development plan and all relevant material considerations. The proposal would accord with the spatial strategy and the employment designation of the site in the HLP32. The development, subject to planning conditions, would integrate satisfactorily to the locality and would not impact negatively on adjacent/nearby neighbouring occupiers, local highways, the adjoining SSSI or on flooding/drainage conditions in the locality. There has been a minor harm identified but the substantial benefits arising from this proposal would far outweigh it, as detailed above.

As such this application is recommended for approval subject to conditions and completion of a unilateral undertaking to secure the delivery of the new site access under S278 of the Highways Act.

RECOMMENDATION A - Subject to the completion of a unilateral undertaking to secure the provision of the proposed vehicular access under S278 of the Highways Act within 3 months of the date of the meeting and the following conditions, permission be GRANTED:

- 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 nos. and documents:

Site Location Plan – drawing no 300D

Existing Block Plan – drawing no 301C

Proposed Unit 11 Site Plan – drawing no 302D

Proposed Master Plan – drawing no 303C

Proposed Site Section – drawing no 11248_PL_304A

Proposed Floor and Roof Plans Unit 11 – drawing no 11248_PL_305A

Proposed Elevations Unit 11 - drawing no 11248_PL_306A

Proposed Landscape GA Unit 11 - drawing no 11248_PL_307A

Preliminary Ecological Appraisal by Phlorum dated May 2021

Arboricultural Impact Assessment by SJ Stephens Associates, dated 15 December 2022

Energy Strategy Report by SB Partnership, Issue 3.1, dated 16 December 2022

Travel Plan by Motion, dated 19 December 2022.

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 Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail practicable measures to mitigate noise, vibration and dust transmissions. Measures to include, but not limited to:
- a) The parking of vehicles for site operatives and visitors;
 - b) Loading and unloading of plant and materials to/from the site;
 - c) The erection and maintenance of hoarding to the site boundary;
 - d) Water suppression during dusty activities
 - e) Wheel washing facilities;
 - f) A scheme for the storage and disposal of waste, providing maximum recycling opportunities
 - g) Community liaison and notification;
 - h) Details of site monitoring and logging of results;
 - i) Details of all other measures to keep noise, vibration and dust to a practicable minimum.

Once approved, the details shall be fully implemented and retained for the duration of the works.

Reason: To protect the amenity of neighbouring residents and to ensure adequate highway and site safety in accordance with Policies NBE11 and INF3 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policies GEN1 and CON8 of the Hart Local Plan (Replacement) 1996 - 2006 Saved Policies and the National Planning Policy Framework (2021).

- 4 No construction activity shall be carried out and no construction related deliveries shall occur, be taken at or dispatched from the site except between the hours of 07:30 hours and 18:00 hours Monday to Friday and 08:00 hours and 13:00 hours on Saturdays except in the case of Bank or Public Holidays when no such activities or deliveries shall take place. No such activities or deliveries shall take place on Sundays.

Reason: To protect the amenity of neighbouring residents and to ensure adequate highway and site safety in accordance with Policies NBE11 and INF3 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policies GEN1 and CON8 of the Hart Local Plan (Replacement) 1996 - 2006 Saved Policies and the National Planning Policy Framework (2021).

- 5 No development shall commence on site until details of a Construction Environmental Management Plan have been submitted to and approved in writing by the Local Planning Authority to demonstrate how the construction of the development would be dealing with environmentally sensitive areas, their aftercare and maintenance together with a plan detailing the works to be carried out showing how the environment will be protected during the works. This shall include how construction activities would be controlled /managed to avoid adverse impacts on the adjacent SSSI and trees/hedgerows within/adjacent the site. The details approved shall be fully implemented and retained for the duration of the works.

Reason: To protect the ecology and biodiversity of the locality in accordance with Policies NBE4 and NBE11 of the Hart Local Plan (Strategy and Sites) 2032 and

the National Planning Policy Framework (2021).

- 6 No development above ground floor slab level shall commence until an external materials schedule including product brochures, online product links, or physical samples as appropriate, confirming details of all external materials for the buildings, boundary treatment details and hard surfacing on the site have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall proceed in accordance with the details as approved.

Reason: To ensure a high-quality external appearance of the development and to satisfy Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK12 of the Hook Neighbourhood Plan 2018-2032 and the National Planning Policy Framework (2021).
- 7 The development shall be carried out in strict accordance with the Flood Risk Assessment (ref: 12962 by Baynham Meikle dated 21 December 2022). These surface water drainage measures shall be fully implemented prior to use.

Reason: To ensure that the proposed development would not increase the risk of flooding within the site and elsewhere, be safe from flooding and to satisfy Policy NBE5 of the Hart Local Plan (Strategy and Sites) 2032 and the National Planning Policy Framework (2021).
- 8 Notwithstanding the submitted Flood Risk Assessment (ref: 12962 by Baynham Meikle dated 21 December 2022), details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the building hereby approved. The submitted details shall include maintenance schedules for each drainage feature type and ownership, and details of protection measures and the development shall be operated in accordance with the approved details.

Reason: To ensure that the proposed development would not increase the risk of flooding within the site and elsewhere, be safe from flooding and to satisfy Policy NBE5 of the Hart Local Plan (Strategy and Sites) 2032 and the National Planning Policy Framework (2021).
- 9 Notwithstanding information submitted with this application, details of refuse storage, and a Refuse Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the unit hereby approved. The approved details shall be fully implemented prior to the first occupation of the unit and complied with thereafter.

Reason: In the interests of neighbouring residential amenity and to ensure provision of an adequate refuse storage/servicing of the site, in accordance with Policies NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 and the National Planning Policy Framework (2021).

- 10 The proposed external lighting shall be installed, operated and maintained in strict accordance with the luminance levels as set out in Appendix 1 External Lighting Design Illumination Levels at Unit 11 of the External Lighting Proposals report 3.2 Planning Addendum by Shepherd Brombley partnership dated 6th February 2022. Reason: To protect the residential amenities of neighbouring occupiers, to minimise impacts on the adjacent Site of Special Scientific Interest and to satisfy Policies NBE4, NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK8 of the Hook Neighbourhood Plan 2018-2032 and the National Planning Policy Framework (2021).
- 11 The external lighting hereby approved shall be censor-activated between the hours of 2200 hrs on any day, until 0700 hrs on Sundays; and on Sundays from 2100 hrs to 0600 hrs on Mondays. Reason: To protect the residential amenities of neighbouring occupiers, to minimise impacts on the adjacent Site of Special Scientific Interest and to satisfy Policies NBE4, NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK8 of the Hook Neighbourhood Plan 2018-2032 and the National Planning Policy Framework (2021).
- 12 Within one month occupation of the unit hereby approved and following the installation of the night-time external lighting scheme approved under condition no.10, a post-installation testing report and a long-term maintenance scheme (including high level luminaires) shall be submitted to and approved in writing by the Local Planning Authority. The post-installation testing report shall demonstrate the installation angles, lux values and associated fittings have been installed as intended with no inadvertent creation of light nuisance to surrounding residential properties. Reason: To protect the residential amenities of neighbouring occupiers, to minimise impacts on the adjacent SSSI and to satisfy Policies NBE4, NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK8 of the Hook Neighbourhood Plan 2018-2032 and the National Planning Policy Framework (2021).
- 13 Notwithstanding the provisions of Condition no.17, no external activities (including HGV deliveries/movements) shall take place at the industrial unit hereby approved between Saturdays from 2200 hrs to 0700 hrs on Sundays; and between Sundays from 2100 hrs to 0600 hrs on Mondays. No external activities (including HGV deliveries/movements) shall take place at the industrial unit on Bank Holidays. Reason: To protect the residential amenities of neighbouring occupiers and to satisfy Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK8 of the Hook Neighbourhood Plan 2018-2032 and the National Planning

Policy Framework (2021).

- 14 External areas to the buildings shall not be used for storage of any kind.
Reason: In the interest of visual amenity of the site and the locality as a whole and to satisfy Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies, Policy HK8 of the Hook Neighbourhood Plan 2018-2032 and the National Planning Policy Framework (2021).
- 15 The industrial unit hereby approved shall not be occupied unless and until the approved vehicular access, car parking facilities, loading bays and manoeuvring areas to serve the development as shown on the drawing titled 'Proposed Unit 11 Site Plan' (drawing no 302D) shall be fully completed. These areas shall be retained in perpetuity for the purpose of vehicular access, parking, loading and manoeuvring and nothing shall be placed upon these areas to prohibit their use for these purposes in accordance with the approved plan.
Reason: To ensure that the development is provided with adequate access, parking and turning areas in the interest of public highway safety and to satisfy Policies NBE9 and INF3 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006, Policy HK10 of the Hook Neighbourhood Plan 2018- 2032 and the National Planning Policy Framework (2021).
- 16 Notwithstanding the provisions of Schedule 2, Part 2 - Class A; Part 3 - Classes G, MA and T; Part 7 - Classes A, E, H, I and J(a) of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any subsequent order revoking and re-enacting that Order with or without modifications), no enlargement, improvement or other alteration to the industrial units permitted under these classes shall be carried out without the prior permission of the Local Planning Authority, obtained through the submission of a planning application made for that purpose.
Reason: In order to prevent over-development, retain suitable neighbouring relationships and ensure that the Local Planning Authority can properly consider the effect of any future proposals on the character of the locality and amenity of neighbouring properties in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) Saved Policies 1996-2006 and the National Planning Policy Framework (2021).
- 17 Notwithstanding any details submitted with this application, operation activities between 2300 hrs - 0700 hrs on any day and between 0700 hrs - 2100 hrs on Sundays in external areas of the development hereby approved shall strictly follow the requirements below:
a) The loading/unloading of any goods that may occur should take place within the designated internal loading bays only, with any goods being transferred

directly between vehicles and the buildings.

- b) The engines to any vehicles that come into the site shall be switched off, particularly those loading/unloading or when waiting to carry out such activities.
- c) Any vehicle-mounted refrigeration units shall be switched off whilst loading and unloading or when waiting to carry out such activities.
- d) Drivers shall be instructed to use smart broadband noise reversing alarms.
- e) The use of forklift trucks and any other machinery relating to the loading and unloading of goods is prohibited.
- f) All roller shutter doors shall be kept closed when not in use.
- h) Personnel shall be reminded to keep noise to an absolute minimum at all times except where Health & Safety issues need to prevail.
- i) No Public Address (PA) Systems shall be used outside of the approved buildings.
- j) As far is practicable, all external doors into the building hereby permitted shall be kept closed whilst internal noise generating activities are taking place.

Reason: To protect the residential amenities of neighbouring occupiers and to satisfy Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) Saved Policies 1996-2006, Policy HK8 of the Hook Neighbourhood Plan 2018 - 2032 and the National Planning Policy Framework (2021).

- 18 Should any land contamination or unexpected ground conditions be identified during the course of development then ground works shall cease, and the Council's Environmental Health Department shall be notified so that any required remediation can be approved in writing before implementation.

Reason: To ensure the development does not give rise to adverse impacts from ground contamination in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2032 and to accord with the Environmental Protection Act 1990.

- 19 The development shall be carried out in strict accordance with the submitted Landscape General Arrangement Plan PL_307 Rev A. The planting shall be carried out no later than the first planting season following occupation of the building. If within a period of 5 years from the date of planting of any tree/plant/shrub that tree/plant/shrub, or any tree/plant/shrub planted in replacement for it, is removed, uprooted, destroyed or dies, (or becomes in the opinion of the local planning authority seriously damaged or defective), another tree/plant/shrub of the same species and size originally planted shall be planted at the same place in the next planting season unless the local planning authority gives its written consent to any variations.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032.

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 additional information was received, the application was acceptable and no further engagement with the applicant was required.
2. 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.
3. You may require Building Regulations Consent and we advise that you should contact Building Control on 01252 398715.
4. Works affecting the highway need consent from the Area Surveyor, please contact Hampshire Highways on 0845 850 4422.