

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA

Winchester City  
Council  
Planning Department  
Development Control

TEAM MANAGER  
SIGN OFF SHEET

## Committee Decision

<b>Case No:</b>	08/01779/OUT	<b>Valid Date</b>	23 July 2008
<b>W No:</b>	03887/16	<b>Recommendation Date</b>	
<b>Case Officer:</b>	Nick Parker	<b>8 Week Date</b>	<b>22 October 2008</b>
		<b>Committee date</b>	<b>29<sup>th</sup> January 2009</b>
<b>Recommendation:</b>	<b>Application Permitted</b>	<b>Decision:</b>	<b>Committee Decision</b>

<b>Proposal:</b>	Demolition of existing offices and warehouse and erection of business, enterprise and innovation park comprising Class B1 (b) research and development units and Class B1 (a) office units with associated car parking, hard and soft landscaping and an energy centre(OUTLINE)
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<b>Site:</b>	Pilot Clothing Ltd Chilcomb Lane Chilcomb Winchester Hampshire
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Open Space Y/N	Legal Agreement	S.O.S	Objections	EIA Development	Monitoring Code	Previous Developed Land
N	Y	N	N	N	N	Y

DELEGATED ITEM SIGN OFF		
<b>APPROVE</b> subject to Legal Agreement and Conditions		
	<b>Signature</b>	<b>Date</b>
<b>CASE OFFICER</b>		
<b>TEAM MANAGER</b>		

**AMENDED DETAILS DATE:-**

**Amended Design and Access Statement received 11<sup>th</sup> December 2008 including:**

- New elevational drawings of all building facades
- New section drawings of buildings
- Updated tree information on eastern boundary
- Environmental lighting conditions report (updated)

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**Item No:** 1  
**Case No:** 08/01779/OUT / W03887/16  
**Proposal Description:** Demolition of existing offices and warehouse and erection of business, enterprise and innovation park comprising Class B1 (b) research and development units and Class B1 (a) office units with associated car parking, hard and soft landscaping and an energy centre (Outline)  
**Address:** Pilot Clothing Ltd Chilcomb Lane Chilcomb Winchester Hampshire  
**Parish/Ward:** St John and All Saints  
**Applicants Name:** Cavendish And Gloucester Properties  
**Case Officer:** Nick Parker  
**Date Valid:** 23 July 2008  
**Recommendation:** Application Permitted

### General Comments

This application was deferred from the Planning Development Control Committee of 13<sup>th</sup> November 2008 in order to obtain further details on the external appearance of the proposed buildings and clarification on the existing and proposed landscaping.

The application is for outline permission only. Therefore, access, siting and scale can only be considered at this stage and appearance and landscaping would be submitted later as reserved matters. Given the fact that much of what had been submitted was for illustrative purposes only, previously officers could not give Members an assurance that a satisfactory design and landscaping scheme (and its management) could be secured at the reserved matters stage.

The additional information now submitted seeks to provide full details of all the elevations of the building and greater detail of the existing planting on the eastern boundary. The proposed landscaping strategy has been updated and a report on the impact of external lighting has also been submitted in order to assess night-time light pollution.

The application is still an outline proposal which seeks approval for layout, scale and access. However, the additional details submitted relate to the external appearance of the buildings and landscaping (both reserved matters) but have been incorporated into the current Design and Access Statement. As a result, these details can be dealt with at this stage and secured through an appropriately worded condition.

### Site Description

The Pilot Clothing site is the largest of a very few developments that lie on the east side of the M3 and A31 near Winchester. The site is within the countryside and East Hampshire Area Of Outstanding Natural Beauty (AONB), set within the Vale of Chilcomb, which is lower lying than the surrounding downland and is surrounded by young mixed deciduous trees. The trees are thought to have been provided as screen planting when the existing development was built and are now between 5 and 14m in height. The South Downs Way passes to the north and east of the site, being approximately 350m away at its closest point.

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A sewage farm and the Ministry of Defence (MOD) firing range are located to the south of the site. To the west, the M3 and A31 are easily accessed, but visually screened by mature tree planting. To the north and east is arable land and further north beyond the South Downs Way are HCC playing fields.

The site contains two buildings constructed in the 1980's. One is a large warehouse and the other is a brick built office building. Both buildings are two storeys in height, although internally the warehouse is partly single storey, double height.

The buildings contain a total gross internal area of 7,259 sq.m and the permitted use relates to a mix of uses including research and development (Class B1 (b)), general industrial (Class B2) and storage/distribution (Class B8). There are approximately 134 car parking spaces around the perimeter of the buildings (including 4 for vans, 8 for HGVs and 122 for cars).

The site was most recently used by clothing manufacturer Pilot as a headquarters and distribution centre. The company operated 24 hours a day on a 3-shift pattern, but vacated the site in 2004, since when it has been empty.

## **Proposal**

The application relates to an outline proposal which seeks approval for layout, scale and access. The additional details submitted relate to the external appearance of the buildings and landscaping (both reserved matters) and have been incorporated into the revised Design and Access Statement so that they can be assessed at this stage and secured through an appropriately worded condition. As a result, the details now submitted provide greater control over the external appearance of the building and control over how the landscaping scheme would assist in providing screening for the site. By attaching a condition that ties these details to any future reserved matters application, this gives greater certainty over the final development of the site.

The proposed application consists of two main blocks divided into 6 units and providing 70% B1 (b) research and development use and 30% B1 (a) office use. It is proposed to have a mix of unit sizes from 645 sq.m to 1,500 sq.m. The proposed total net internal floor space would be 6,781 sq.m compared to the existing total net internal floor space of 7,259 sq.m.

The business research and development uses would be housed in the northern of the two blocks. The office uses would be accommodated within the smaller of the two buildings to the south of the site and would be attached to the proposed energy centre to be located on the end of this building, adjacent to the entrance of the site.

The buildings would be limited to a maximum height of 12 metres. The applicants explain that the 12m height would consist of three stories with a maximum floor to floor height of 4m. Allowing for raised access floors/suspended ceilings, the floor to ceiling height would be around 3m. The applicants explain that such room heights would be optimal for allowing in natural daylight, and so reduce reliance from artificial lighting. *Brise-soleil* louvre shades and solar protection glass would be incorporated to ensure that the solar gain in daylight does not result in rooms overheating.

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The detailed drawings provide a clear understanding of the external appearance of the buildings including proposed external materials and roof materials. The external finishes would be:

- Rear elevation of northern block – Multi stock (red/brown) bricks and split face flint; zinc clad window pods; dark grey PPC aluminium window frames.
- Front elevation of northern block (facing internal courtyard) and south elevation of southern block – PPC aluminium curtain walling with dark grey frames; solar shading comprising dark grey circular steel columns and dark grey solar shading louvre blades; timber cladding as infill material between the curtain walling.
- East elevations of both blocks – PPC aluminium curtain walling; mesh structure to provide a living wall (planting growing up the mesh); timber cladding.
- Green roof – Indigenous wild flowers and grass over bulk of roof area including overhanging the eaves line.

The new buildings would be designed to a high level of energy efficiency in order to reduce energy consumption. The measures would include a low-energy cooling system and a woodchip biomass boiler to produce a large amount of the heat required by the site, and would be housed within the energy centre building.

The updated Design and Access Statement makes it clear that there is an intention to carry out additional native planting to the boundaries, along with gradual replacement of non-native species which would be the subject of a woodland management plan. The area between the two main buildings would be landscaped with native and ornamental trees and would be used as internal amenity space and shielded from motorway noise by the curved building.

It is proposed to provide 200 car parking spaces, 10 motorcycle spaces and 64 cycle spaces that would be arranged to the north, south and west of the proposed buildings. It is proposed that some car parking spaces would be dedicated to a car share scheme.

It is proposed to provide a shuttle bus facility that would run from the Bar End Park & Ride car park.

### **Relevant Planning History**

**84/00530/OLD** - Erection of replacement warehouse - Permitted - 22/08/1984.

**88/00514/OLD** - Erection of factory warehouse and offices construction of new vehicular access and car park and installation of private sewage treatment plant - Permitted - 20/01/1988.

**99/01010/FUL** - Variation of Condition 3 of W3887/06 (Use only for B1(c) and B2) to include B8 (storage and distribution), former GBE Premises, Chilcomb Lane, Chilcomb - Permitted - 10/08/1999.

### **Consultations**

Landscape: No objection, subject to adequate tree screening and acceptable materials to minimise the impact of the buildings. Reservations over the feasibility of achieving a green roof over the long term and during every season.

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Additional details: The utmost care should be taken with mitigating visual impact and it is important therefore that the existing well-tree'd perimeter to the site is retained, supplemented and carefully managed and therefore recommends landscaping conditions. (Conditions 6,7,8,9 and10).

AONB - South Downs Joint Committee: Original objection (15th September 2008).

- Welcomes principle of bringing the site back into economic use, the removal of the existing buildings and the elements of sustainable design
- Two buildings of three storeys would be taller than existing buildings and would result in a perceived scale and bulk of buildings being greater as more of the buildings would be visible from outside. This is despite the overall reduction in floor space, proposed planting, green roof and/or suppressive colour to upper levels as suggested by the applicants.
- Overall intensity of traffic and use of site during the day appears greater than the previous permitted use, which was based on 3 shifts over 24 hours. Provision of 64 cycling spaces would seem to be of limited benefit unless a cycle/pedestrian link can be provided to the M3/A31 over-bridge 500m to the north.
- Without proof that three storeys are essential to ensure the redevelopment of the site, or that the buildings would be occupied by local businesses with a need to locate in the rural area, the principle of two twelve metre, three-storey buildings cannot be supported.
- Accordingly, on balance, the Joint Committee objects to this outline application.
- Additional concerns over the modern design as it would fail to reflect local distinctiveness and would not comply with Policy CE18.
- If permission is to be granted, the Joint Committee would recommend conditions securing details of reserved matters; restriction of height of buildings to 12m; restrictions to external lighting, provision for bats, a newt survey, and a Green Travel Plan. (Conditions 2, 3, 11, 16, 17 and Legal Agreement relate to these)

Additional details including a suggested palette of materials and clarification on details for planting, green roof, green wall and light spillage were considered by the SDJC on 13th October. The Joint Committee's additional comments were:

- The materials applied to the proposed design would merely be a token gesture towards local distinctiveness.
- The landscape proposals, green wall and green roof are welcomed, subject to long term management being ensured. However, these are all attempts to conceal the buildings, which would not be necessary were the overall height reduced.
- Acknowledges that there is a strong backdrop of light spillage from within Winchester in some views towards the site. However, this site is on the other side of the M3, which currently forms a sharp cut-off point in views towards Winchester. It has been shown that the existing site does not result in significant light spillage, and that the applicant is willing to include measures such as baffles to outside lighting and automated cut-off. However, in the absence of a full lighting contour survey there is concern that there might be an increase in light pollution, given that the buildings proposed would be taller.

Whilst welcoming the additional information provided, the Joint Committee wishes to maintain its previous response.

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The updated Design and Access Statement including full elevations of the proposed buildings and clarification on landscaping issues was considered by the SDJC on 12th January 2009. The SDJC's additional comments were:

- Noted that full elevations now provided indicating full palette of materials. Already commented on materials and no additional comments to make.
- Welcomes the further information provided in relation to trees/landscaping and lighting. Still concerned that the trees on the eastern boundary will take 5-10 years to screen the site from view and from light trespass.
- SDJC maintains its objection to the scheme.

Strategic Planning:

In relation to Policy CE.18, the principle of redevelopment for employment uses is acceptable and would bring environmental benefits as required by the policy. However, the scale of development being proposed in this case conflicts with some aspects of Policy CE.18, particularly the increase in employment being provided and the development's potential impact on the character of the Area of Outstanding Natural Beauty. The original purpose of Policy CE.18 was to enable existing businesses operating from rural buildings to replace those buildings when they became rundown and this proposed development is clearly a very different concept, albeit one that may be acceptable if it meets the requirements of Policy CE.18.

Whilst there may be a market demand for additional commercial floor space of this type, that does not in itself justify the scale of development being proposed, within the AONB, or a departure from the 'sequential approach' to locating large activity generators as promoted by Government policy (e.g. PPS6, PPG13, RPG9).

Economic Development: Supports, for the following reasons:

- Fits with the Winchester District Community Strategy outcome of economic prosperity. In the longer term, it will be a contributor to the strategy's priority of "*increasing the contribution of the creative industries*", as it will provide accommodation for high tech creative industries in the Winchester area; a need which is currently poorly catered for.
- The plans support Winchester City Council's corporate strategy of economic prosperity, particularly by providing the facilities for start-up businesses to grow, and to promote the creative economy.
- The plans support the Winchester District's Economic Plan objective to provide a balanced mix of commercial sites and premises, including taking into account the environmental benefits of construction methods and an energy centre.

HCC Highways: Original objection. Expects 72 additional daily trips to and from the site compared to the permitted use, which is unacceptable in this location. The development would be inappropriately located away from existing urban areas and in an area poorly served by public transport. It would thus overly rely on the private car for access and transport purposes and fails to make the best possible use of opportunities to reduce reliance on the private car.

Following discussions with the developer, the original objection has been removed. HCC is now satisfied with the following package of measures. The provision of a Green Travel

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Plan, a shuttle bus service from the existing Park & Ride and appropriate financial contributions. These measures can be secured through a Section 106 Legal Agreement.

Architects Panel: New development would be taller, with smaller footprint, tree'd boundary, parking on periphery, green roofs and CHP unit. Proposals represent a considerable improvement over the existing development in terms of design and function in this context. The panel supports the proposals in principle, although the visual impact from key vantage points needs to be properly tested as part of the detailed submission.

Urban Design Officer: Supports the design approach, provided it is possible to tie down the designs by the recently submitted drawings and the amended Design and Access Statement by conditions. In addition, a condition requiring samples of materials to be assessed on site, including a constructed panel, will be necessary. (Condition 5)

Engineers: Drainage: No objection. Recommends conditions to secure full drainage details and a drainage strategy. (Condition 12)

Environmental Health: No objection, subject to contaminated land conditions. (Conditions 13, 14 and 15)

Environment Agency: Following submission of contaminated land risk assessment, no objection, subject to conditions (Conditions 13, 14, 15 and 21).

HCC – Ecology: No objection, subject to adequate measures being in place to monitor the destruction of the pond area by an ecologist. In addition, a mitigation strategy is required in order to enhance the biodiversity of the site. All measures could be secured through conditions (Conditions 16 and 17).

Natural England: No objection. Advises that the comments of the AONB Board and the Winchester City Council's Landscape Team are taken into consideration when assessing the impact of the development on the AONB. Further survey work is required in respect of protected species, including the presence of great crested newts, and requests conditions be applied in relation to this survey work and the mitigation proposals for the protection of bats. Also recommends that a biodiversity mitigation strategy is sought in order to enhance the biodiversity value of the site (Conditions 16 and 17).

Southern Water: No objection

**Representations:**

City of Winchester Trust: Considers scheme and design acceptable. However, the Trust considers that the proposals lack certainty over:

- Management of use - concern that B1 (a) could become the dominant use
- Landscape - concern over screening and calls for a group TPO
- Traffic sustainability - unsatisfactory proposal that seems so reliant on individual car use.

The Trust hopes that conditions and legal agreements will be able to resolve these issues.

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1 letter of support received from North Hampshire Chamber of Commerce and Industry:  
Fully supportive of application, which will provide much needed commercial space on the outskirts of Winchester. The proposal fulfils many of the criteria demanded by business users at the present time. Whilst falling within the AONB, the scheme will occupy a site previously used for commercial purposes

**Relevant Planning Policy:**

Regional Planning Policy Guidance 9

A number of policies in the Quality of Life Chapter are of general relevance, but the most directly relevant policies are:

Q1 – urban areas as the prime focus for development/redevelopment

Q5 – town centres as the focus for commercial development;

Q7 – promotion of investment and renewal in rural areas and maintenance of rural character and quality;

E1 – protection of designated areas;

RE1 – development of the regional economy;

RE4 – sustainable business development;

RE5 – use of employment land, especially in urban areas;

RE10 – promotion of economic diversity.

Hampshire County Structure Plan Review:

Saved policies: E7 (AONB), T5 (transportation requirements)

Winchester District Local Plan Review

Policies: DP3 (general design criteria), DP6 (sustainability/renewable energy), CE6 (AONB), CE18 (extension of employment sites), E4 (office development outside of the town centre), T1 (development served efficiently by public transport, cycling and walking), T2 (development access), T4 (parking standards), T5 (off-site contributions)

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPG 4 Industrial, Commercial Development and Small Firms

PPS 7 Sustainable Development in Rural Areas

PPS 9 Biodiversity and Geological Conservation

PPG 13 Transport

PPS 22 Renewable Energy

Supplementary Planning Guidance

Winchester District Landscape Character Assessment

Other Planning Guidance

Parking Standards 2002

Winchester City and its Setting

**Planning Considerations**

The main planning considerations are:

- Principle of redevelopment of the site
- Environmental impact, with particular regard to the special landscape qualities of



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the East Hampshire Area of Outstanding Natural Beauty

- Light pollution
- Transportation
- Energy efficiency

Principle of development

The site is located in a countryside area as defined in the WDLPR. Therefore, Policy CE18 of the WDLPR is relevant to assessing the proposed business use as it relates to the replacement of existing B1, B2 or B8 buildings.

The first criterion of Policy CE.18 relates to the site's proximity to settlement and transport networks and its impact on the local environment and neighbours. The site is in close proximity to Winchester and major roads, although it is difficult to access satisfactorily by walking or cycling. The issue of transportation and measures to encourage sustainable means of transport are discussed later in the report.

The second and third criteria of Policy CE.18 allow for the proposed type of business development in the countryside provided that there will be

*"no material increase in employment and traffic levels..."* and

*"the scale and design of the proposed buildings and the site achieves substantial environmental benefits that reflect local distinctiveness and the character of the surrounding countryside".*

The replacement of the existing industrial buildings with a new business/enterprise centre is therefore acceptable in principle, if it brings an overall benefit to the wider environment and it can be demonstrated that the proposals do not result in a material increase in employment and traffic levels. As the site is within the AONB, the potential environmental impacts of the development must be subject to particular scrutiny.

The impact of the proposed business use

Criterion (ii) of CE.18 requires that there is no material increase in employment or traffic levels as a result of any increase in floor-space. This does not, therefore, necessarily preclude an increase in floor-space, but is concerned with the impact of any increase. The applicant has provided supplementary information (letter dated 9<sup>th</sup> October 2008) to suggest an increase in employment from 200 previously to an estimated 285, and questions whether this is 'material'. It is considered that the estimate of previous employment at the site is somewhat high and that the suggested increase of 85 employees may be on the modest side but, even so, it amounts to an increase of 42%, which is considered a 'material' increase in employees. In terms of the consequences of the estimated increase in numbers of employees, it is considered that this would manifest itself in two ways:

- i) the amount of accommodation required to accommodate the employees and its resultant visual impact on the surrounding area, and
- ii) the effect of the increased employment numbers and related transportation issues

These issues are addressed in subsequent paragraphs.

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Visual impact

The applicant explains that the proposals would result in an overall decrease in total net internal floor space, although it is understood that the figure of 6,781 sq.m. does not include the biomass energy centre. The applicant has modelled the existing and proposed volumes and compared the two. The outcome indicates that the proposals result in a net reduction of 14% in terms of volume, including the energy centre.

The overall volume and footprint of the buildings would be reduced but this does not necessarily mean that it would result in a reduction in the visible bulk or scale of the building and Policy CE18 specifically refers to the scale of buildings in the assessment of the acceptability of replacement development.

The existing buildings are no more than two storeys in height, albeit with a pitched roof above, with the warehouse building being spread over a large area of the site. The existing wide, low buildings would be replaced by narrower, tall buildings, albeit flat-roofed, which would extend above the existing tree line. As a result, the scale of the development would be perceived to be greater when viewed from outside of the site.

The application is supported with a visual impact assessment of views from outside the site and this has been assessed by the AONB Officer and the Council's Landscape Officer. It has been found that possible long distance views (greater than 1000m) of the site are largely screened by topography, woodland and/or existing built development. Glimpses of the site are possible from St Giles Hill within Winchester, the higher points on Morestead Road, and the footpath leading up to Deacon Hill. Views from St Catherine's Hill are largely screened by intervening vegetation, although it may be that an occasional glimpse is possible.

It has been found that there are middle-distance views and close views from properties to the south, such as Chilcomb Farm and the South Downs Way to the northeast. Transient views (e.g. through field gates) are possible from Chilcomb Lane, although this is often against the backdrop of built development on the edge of the city.

Only one full close-up view of the site is possible, and this is when looking obliquely through the site entrance from Chilcomb Lane. This entrance would be retained, and views into the proposed site have the potential to be striking - with the energy centre building in the forefront and the curving building behind - and it would be noticeable that the buildings are taller than those to be replaced.

Other than from the entrance, any views of the site are subject to seasonal variation, due to the wooded screening of the site. However the current tree screening is between 5 and 14m in height, whereas the proposed buildings would be 12m, making them more visible in views from the higher ground outside the site. It is anticipated that the new and existing tree growth would take between 5 and 10 years to sufficiently screen middle-distance views.

In order to mitigate views of the buildings and in order to enhance biodiversity and improve energy efficiency, it is proposed to provide a green roof that would accommodate native planting. A careful palette of materials has also been chosen to minimise the impact of the building, including suppressive colours to upper levels and "planted, living walls" on the principal external elevations facing east.

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The additional details of the design of the buildings provide a clear understanding of their external appearance, including a detailed summary of the intended external materials to be used, which was absent when assessing the scheme originally. Clarification on the external appearance of the buildings at this outline stage provides greater certainty that a high quality, contemporary designed scheme will be provided. To this end, an appropriately worded condition securing the details of the Design and Access Statement is recommended (Condition 03). Attaching a condition that ties these details to any future reserved matters application provides certainty over the final appearance of the buildings.

In addition to details of the external appearance of the buildings, a comprehensive assessment of woodland planting and management has now been submitted with the intention of achieving substantial screening beyond what is already on site. These details are incorporated into the revised Design and Access Statement and can also be secured through an appropriately worded condition. The aim of the landscaping scheme is to reinforce and increase the existing boundary planting with appropriate native woodland under-storey planting. The scheme is also intended to provide “extra heavy standard” native forest species (e.g. Beech and Alder) as a gapping-up exercise. The provision of the new planting of under-storey trees and shrubs is intended to be managed to provide the long term effect of a wooded edge when viewed from outside the site along with low level localised screening. This is an acceptable approach and is characteristic of other vegetation belts in the area. A long term landscape management plan is intended for between 15-20 years which would include selective thinning and replacement planting on all boundaries (Condition 8).

With the benefit of the additional details now submitted, a clearer assessment of the building’s impact on the surrounding environment has been made and there is greater certainty that a high quality development can be delivered with acceptable new planting that would, in the medium to long term, provide sufficient screening to soften the impact of the development in the surrounding area. The design of the proposed buildings represents a contemporary approach to the architecture that befits the intended use of the site as a high tech business park. The incorporation of “state of the art” green technology through features such as the biomass energy centre, the living roof and wall also enhance the pedigree of the development. Whilst the proposed redevelopment of the site will increase its prominence in the short term due to the increased height of buildings, it is considered that there is sufficient information now submitted to demonstrate that a well-managed approach to tree planting would adequately mitigate the impact of the buildings from particularly prominent views (i.e. to the east), over time. Overall, it is therefore considered that the updated planning proposal is now acceptable from a visual impact perspective.

Light pollution

Due to the site’s location within the AONB and earlier concerns with light pollution from the proposed building and surrounding external area, a full assessment of obtrusive lighting (both external and internal) has been submitted. The submitted Environmental Lighting Conditions Report assesses the level of obtrusive light at the boundary of the development that might be caused by the building’s external and internal lighting.

The report provides recommendations to ensure obtrusive light from the development is kept below best practice guide-levels including:

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- Illuminate internal areas in accordance with CIBSE Guide for Lighting (i.e. ensure internal areas are not overlit)
- Illuminate external areas in accordance with CIBSE Lighting Guide 6 :The Outdoor Environment and the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light for an Environmental Zone E2 (rural, small village or relatively dark urban locations)
- Specify and install external luminaries with full horizontal cut-off and 0 degrees uplift (to reduce sky glow and minimise visual intrusion in the landscape)
- Limit the luminance of all façade flood lighting to an average of 5 candelas per metre squared.
- Limit the use of façade flood lighting to a pre-curfew time of 23:00
- Surface reflectance of external civil works elements (roads and car parks) limited to a maximum value of 30%.

In addition the applicant has offered the following measures to minimise light pollution:

- Limiting illuminated hours to standard office hours Mon. to Fri. rather than the current 24 hours a day, 7 days per week
- Utilisation of daylight cut-off devices
- Use of internal blinds

The report is considered comprehensive and the recommendations are adequate to minimise night time light pollution to an acceptable level. It is therefore considered that, provided restrictions are imposed via conditions in order to control lighting positions, levels and timings, then the development is not considered to cause significant light pollution that would be detrimental to the surrounding area. (Condition 11)

### Transportation

The site is easily accessed from the A31 and the application is accompanied by a traffic survey. There was no data available on the actual traffic movements associated with the previous use but it has been estimated by HCC Highways that the proposed development would result in a total of 72 additional daily trips to and from the site, resulting in a net increase in traffic movements associated with the proposed development. In addition, the previous use involved a 3-hour shift pattern spread over 24 hours. Traffic was therefore more spread out across the day and, although the proposed use brings a benefit of no longer being 24 hour use, it nevertheless results in a greater intensity of traffic (and general activity on the site) during the hours of operation.

The application proposes travel management methods including the provision of a shuttle bus from the existing Park and Ride, promotion of car sharing and provisions for cyclists. The applicant is also willing to provide a financial contribution towards sustainable transportation infrastructure. The provision of the shuttle bus, Green Travel Plan and financial contributions are to be secured through a S106 Legal Agreement and would aid in reducing the level of car-borne traffic using the site. The cycle links to the site are not ideal as they are via A roads.

The measures advanced in relation to the shuttle bus and financial contributions are considered sufficient to mitigate the associated consequences of the greater intensity and greater number of traffic movements that would otherwise occur and HCC Highways original objection has been removed due to the package of measures now proposed.

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Energy efficiency

The proposed methods to improve energy efficiency/reduce energy demand and the proposed woodchip boiler are welcomed and would result in a BREEAM “Excellent” rating. This would result in a 35% improvement in energy consumption and a 50% saving in CO<sup>2</sup> emissions in terms of tonnes per sq.m per year compared to the existing buildings, and this complies with Policy DP6 of the Local Plan.

Conclusion

The proposed redevelopment of the site would bring about an improvement to the layout and function of this existing employment site that would provide opportunities and benefits to suit modern business needs.

It is clear from the application that the proposed redevelopment of the site would lead to a more intensive use, through greater employment levels, than previous uses. However, the overall volume of buildings occupying the site is 14% less than the existing situation and is considered a more efficient use of the site. Furthermore, although the existing site is vacant and run down, it is an established, unrestricted employment site and the existing buildings could be used in a more intense form, generating greater activity without further need for planning permission. On balance, given the planning fall-back position, the increased employment level and activity generated by the proposed development is not considered to provide sufficient grounds to refuse planning permission.

The proposed change in the layout, form and design of the buildings occupying the site has been fully assessed and the updated planning proposal now provides a detailed appreciation of the external appearance of the proposed buildings and also updates the landscape/tree and lighting details. Whilst it is accepted that, due to the increased height of the buildings, the development would have a greater visual impact on the surrounding area, it is considered that, due to the high quality external appearance of the buildings, the development would enhance its surroundings. In the medium to long term there is sufficient landscape detail now submitted to demonstrate that a well-managed approach to tree planting would minimise the impact of the buildings over time.

The package of measures to address highway and transport matters is considered sufficient to overcome the potential adverse impact that the development would have on the highway network and the applicant has agreed to enter into a S106 Legal Agreement to secure the requirements.

**Recommendation**

That, provided the applicant enters into a Legal Agreement to secure:

- A Green Travel Plan
- Provision of a shuttle bus service
- Financial contributions towards sustainable highway measures

the application be PERMITTED, subject to the following conditions and informatives:

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**(Note: If the Legal Agreement is not completed within 6 months then the application may be refused without further reference to Committee)**

**Conditions**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall begin before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990 (as amended).

2. Approval of the details of the design and external appearance of the proposed development and the hard and soft landscaping of the site (which shall include details of external lighting) (hereinafter called "reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced.

Reason: To comply with the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order).

3. The details of the reserved matters application(s), which are the appearance of the buildings and hard and soft landscaping (which shall include details of external lighting), shall adhere to the details set out in the design and access statement and drawings:

- 0606\_GAD\_440001\_A
- 0606\_GAD\_440002\_A
- 0606\_GAD\_440003\_A

as submitted with this application. The approved reserved matters shall be implemented in full before the buildings are occupied.

Reason: To secure a visually appropriate development in this sensitive location which is designated the East Hampshire Area of Outstanding Natural Beauty

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the development hereby permitted shall be used only for the following purposes:

Northern Block - Class B1(b) (Research and Development) of the Schedule to the Town and Country Planning (Use Classes) Order 2005, (or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification) and for no other purpose(s)

Southern Block - Class B1(a) (Offices) of the Schedule to the Town and Country Planning (Use Classes) Order 2005, (or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification) and for no other purpose(s)

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Reason: In order to retain an acceptable mix of uses pertaining to a business, enterprise and innovation centre.

5. No development shall take place until details and samples of the external materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority (in respect of those identified by an asterisk \*, to be erected as a panel on site). Details of the following materials are required:

- Spilt face flint banding \*
- Multi stock brickwork \*
- Zinc cladding of window pods \*
- PPC aluminium window frames \*
- PPC aluminium curtain walling \*
- Solar shading
- Timber cladding \*

Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a high quality external appearance for the buildings in the interests of visual amenity

6. No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include the following:

- existing and proposed finished levels or contours;
- means of enclosure;
- car parking layout;
- other vehicle and pedestrian access and circulation areas;
- hardsurfacing materials;
- minor artefacts and structures (eg. street furniture, refuse or other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc, including lines, manholes, supports etc.)

Soft landscape details shall include the following as relevant:

- tree and shrub planting plans:
- written specification (including cultivation and other operations associated with tree and shrub establishment:
- schedules of plants, noting species, sizes and proposed numbers/densities where appropriate:
- retained areas of grassland cover, scrub, hedgerow and woodland:
- manner and treatment of watercourses, ditches and banks:
- implementation programme:

Reason: To improve the appearance of the site in the interests of visual amenity.

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7. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development or in accordance with the programme agreed with the Local Planning Authority. If, within a period of five years after planting, any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased, another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

8. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including the perimeter woodland for between 15 and 20 years, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the details hereby approved.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation and historic significance.

9. Prior to the commencement of development details of any green roof and green walls hereby approved shall be accompanied by a detailed method statement and management plan which shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To improve the appearance of the site in the interests of visual amenity.

10. Prior to any demolition, construction or groundwork commencing on the site, an Arboricultural Method Statement (AMS), in accordance with BS5837:2005, shall be submitted to and approved by the Local Planning Authority. The AMS shall cover the following points relevant to the retention of trees:

- (i) tree protection plan;
- (ii) tree protection measures including ground protection where appropriate;
- (iii) technical specification for low impact “no dig” construction of access and pathways within root protection areas;
- (iv) schedule of works and arboricultural monitoring including pre-start meetings with the Local Planning Authority’s Arboricultural Officer prior to commencement and prior to the installation of “no dig” surfacing;
- (v) specification of any proposed tree works required to facilitate the development.

The Arboricultural Officer shall be informed as soon as the construction exclusion zone has been fenced so that it can be inspected and deemed appropriate and in accordance



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with the approved AMS.

The Arboricultural Officer shall be informed prior to the commencement of construction of the special surfacing under tree canopies so that a pre-commencement site visit can be carried out. Telephone contact: 01962 848317

No arboricultural works shall be carried out to trees other than those specified, and in accordance with the AMS.

Any deviation from the works prescribed or methods agreed in accordance with the AMS shall be agreed in writing by the Local Planning Authority.

Reason: In order to protect the existing trees during the works in the interests of the visual amenity of the area.

11. Prior to the commencement of development a lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. The lighting management strategy shall accord with the recommendations set out in the Environmental Lighting Conditions Report dated November 2008 compiled by WSP, unless otherwise agreed in writing by the Local Planning Authority, and shall also include the following measures:

- Limiting illuminated hours to standard office hours Monday to Friday
- Utilisation of daylight cut-off devices
- Use of internal blinds

The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to minimise light pollution in the interests of the visual amenities of the area.

12. Detailed proposals for the disposal of foul and surface water shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The drainage details shall incorporate sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development. The approved details shall be fully implemented before the first occupation of the buildings.

Reason: To ensure satisfactory provision of foul and surface water drainage, to prevent increased risk of flooding and to improve water quality.

13. Prior to the commencement of the development hereby permitted (or within such extended period as may be agreed with the Local Planning Authority), a scheme to deal with soil and ground water contamination shall be submitted to and approved in writing by the Local Planning Authority.

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The scheme shall conform to current guidance and best practice as set out in BS10175:2001 Investigation of Potentially Contaminated Sites – Code of Practice and Contaminated Land Reports 7 to 11, or other supplementary guidance, and include the following phases, unless identified as unnecessary by the preceding stage and agreed in writing by the Local Planning Authority:

- a) A desk top study and conceptual model documenting all the previous and existing land uses of the site and adjacent land;
- b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study;
- c) A remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a suitably qualified person to oversee the implementation of the works.

Reason: In order to secure satisfactory development, including the protection of the major aquifer beneath the site, and in the interests of the safety and amenity of the future occupants.

14. Prior to the occupation of the development hereby permitted, written verification produced by the suitably qualified person approved under the provision of Condition 13 c) shall be submitted to and approved in writing by the Local Planning Authority. The report must demonstrate that the remedial strategy approved under the provisions of Condition 13 c) has been implemented fully, unless varied with the written agreement of the Local Planning Authority in advance.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

15. Development shall cease on site if, during any stage of the works, potential contamination is encountered which has not been previously identified, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before an assessment of the potential contamination has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), have been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

16. Prior to the commencement of development a methodology statement shall be submitted to and approved in writing by the Local Planning Authority detailing the method in which the existing pond is dismantled and cleared including a scheme that provides for the acceptable translocation of all species present (including GCN, fish, invertebrates etc.). The development shall be implemented in accordance with the approved methodology.

Reason: In the interests of protecting and enhancing the natural environment

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17. The development hereby permitted shall be implemented in accordance with the Phase 1 Habitat Survey compiled by Su Forster of 4Woods Ecology Ltd dated September 2006 and adhere to the recommendations set out, including the completion of additional up to date surveys in relation to the presence of bats and great crested newts. The findings of the additional surveys should include details of a mitigation strategy if required. The development shall be implemented in full accordance with the recommendations of the surveys unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting and enhancing the natural environment

18. Details of the floor slab levels and existing and proposed ground levels shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on the site. The development shall be carried out in accordance with the approved details.

Reason: To protect the visual amenities of the locality.

19. Details of provisions to be made for the parking and turning on site of operative and construction vehicles during the period of development shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the construction period.

Reason: In the interests of highway safety.

20. The parking areas shall be provided in accordance with the approved plans before the development is first occupied and thereafter permanently retained and used only for the purpose of accommodating private motor vehicles or other storage purposes incidental to the use of the development hereby permitted.

Reason: To ensure the permanent availability of parking for the development

21. Piling or any other foundation designs using penetrative methods shall not take place other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the foundation design does not create additional potential pollutant pathways to the underlying aquifer.

22. The development hereby permitted shall not exceed 12 metres in height above the surveyed ground level.

Reason: In the interests of visual amenity.

**Informatives:**

1. This permission is granted for the following reason:

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The development is in accordance with the policies and proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

2. The Local Planning Authority has taken account of the following Development Plan policies and proposals:-

Hampshire County Structure Plan Review: Saved policies: E7 (AONB), T5 (transportation requirements)

Winchester District Local Plan Review 2006: Policies DP3 (general design criteria), DP6 (sustainability/renewable energy), CE6 (AONB), CE18 (extension of employment sites), E4 (office development outside of the town centre), T1 (development served efficiently by public transport, cycling and walking), T2 (development access), T4 (parking standards), T5 (off-site contributions).

3. All building works, including demolition, construction and machinery or plant operation shall only be carried out between the hours of 0800 and 1800hrs Monday to Friday and between 0800 and 1300hrs Saturday and at no such time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.

4. No materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Health and Housing Service an Abatement Notice may be served under the Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through burning of materials is a direct offence under The Clean Air Act 1993.