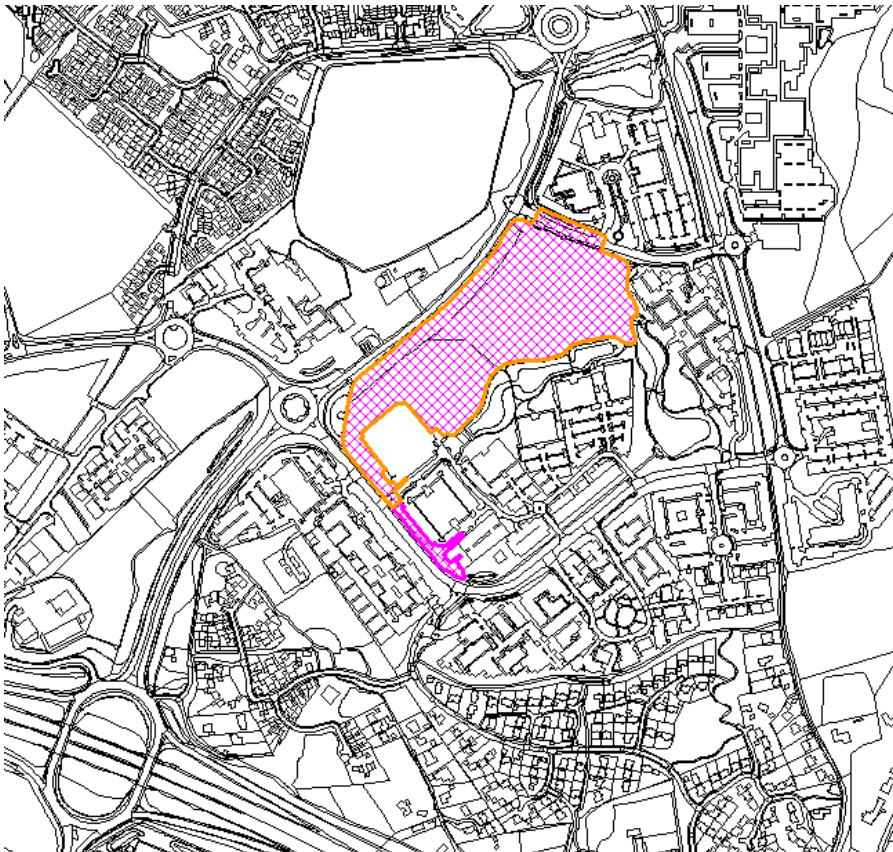


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PLANNING COMMITTEE

Case No: 19/00852/OUT
Proposal Description: Hybrid planning application with part submitted in outline and part in detail for a mixed-use development. The outline component is for a maximum of 8,946 sqm (GEA) floorspace comprising light industrial (B1c), a day nursery (D1) a gym (D2) and associated parking and landscaping. The detailed component comprises a hotel (C1), a flexible restaurant/bar (A3/A4), a multi storey car park (sui generis), new access routes and junction works, new servicing routes, associated parking, landscaping and associated development.
Address: Land To The North Of Forum Buildings Solent Business Park Parkway Whiteley Hampshire
Parish, or Ward if within Winchester City: Whiteley
Applicants Name: CCP IV Solent Sarl
Case Officer: Mr Simon Avery
Date Valid: 8 April 2019
Recommendation: Application permitted

Link to Planning Documents : <https://planningapps.winchester.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PQ06PBBP0XU00>



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General Comments

Parish Council's request for application to be determined by Planning Committee, see Appendix 1

Application is also reported to Committee due to the number of objections received contrary to the officer's recommendation.

- Amended plans have been submitted changing the design of the proposed hotel and restaurant.
- Additional documents and plans have been submitted provided further information about drainage, ecology, highways and sustainability.
- A strategy to achieve nitrate neutrality has been submitted.

Site Description

The site is within Solent Business Park which is located on the eastern edge of the settlement of Whiteley. It is part of the Forum site and consists of 5.51 hectares of land to the south east of Whiteley Way between the Parkway South Roundabout (known as R1) and the Parkway North Junction (R1a).

Five office buildings have been developed on the Forum. The application site is separated from these buildings by a landscaped lake and a pedestrian footpath which run through the centre of the Forum land. At the south western end of the lake is the Deli café, a single storey building. To the south and east of the Forum are various other office and commercial buildings. Adjacent to the site to the south is a large surface car park which serves the Forum 1 building occupied by HSBC and provides approximately 300 parking spaces. Just outside of the western corner of the site adjacent to R1 is a formal water feature with a series of water fountains.

The north west boundary of the application site with Whiteley Way, the northern boundary with Parkway and the western corner by the fountains are screened by mature trees, a number of which are outside of the site. On the other side of Whiteley Way is an area of ancient woodland called Round Coppice. The Solent Hotel, Spa and Gym is also located across Whiteley Way to the west of the site near R1 and the Parson's Collar pub is located just to the north west of the hotel.

The application site itself is relatively flat and mostly undeveloped, apart from an area of 0.82 hectares laid out in the south east as a car park to provide an additional 198 parking spaces for the other existing Forum Offices. The remainder of the site contains trees and scrubland with most of the trees located in the northern half. A lot of these are Ash trees but there is a significant line of Oak trees in the site along the northern boundary with Parkway and two more important Oaks within the site to the south of this. The land slopes gently towards the north western corner of the site.

There are currently three vehicular accesses from Parkway into the main Forum site, one on the south west perimeter and two on the south east perimeter.

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Proposal

The proposal is a hybrid application for a mixed use development with part submitted in outline and part in detail.

The detailed component of the application seeks consent for:

- A 97 bed hotel (Class C1) with a gross external floor area of 3,024sqm and 69 parking spaces.
- A flexible restaurant/bar (Class A3/A4) with a gross external floor area of 856sqm and 61 parking spaces.
- A multi-storey car park with a gross external floor area of 7,916sqm providing 303 parking spaces (15 of which will be equipped as electric car charging points) over 4 levels.
- A new access spine road with a new junction onto Parkway North, approximately 80m east of Junction R1.
- Associated parking and landscaping.

The description of the outline development is as follows:

- Light industrial buildings (Class B1c) with a maximum gross external floor area of 6,796sqm and 145 parking spaces.
- A day nursery (Class D1) with a maximum gross external floor area of 545sqm and 15 parking spaces.
- A gym (Class D2) with a maximum gross external floor area of 1,605sqm and 93 parking spaces.
Associated parking and landscaping.

The level of information in respect of the outline components covers the following areas:

- *Use* – the uses proposed for the development;
- *Amount* – the maximum amount of development proposed for each element of the development;
- *Scale* – the upper limits for height, width, and length of each development plot within the site boundary;
- *Access* – areas in which the access points to the site will be situated, as well as the new estate road, which is the primary access route.

Matters relating to these proposals which are reserved for future consideration, and thus do not form part of the outline Component are:

- *Layout*
- *Appearance*
- *Landscaping* (excluding the detailed estate landscaping)
- *Access* – secondary access route only

Relevant Planning History

94/01173/OLD - 12 Two and three storey buildings with associated car parking, landscaping and construction of new access. **PER 16th August 1994.**

99/00231/FUL - 12 No two and three storey buildings with associated car parking,
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landscaping and construction of new access (Renewal of Planning Permission W11755).
PER 1st July 1999.

01/01404/FUL - 10 no: three-storey office buildings (class B1 use) with associated car parking, landscaping and construction of new accesses. **PER 22nd January 2002.**

03/02288/FUL - Erection of 3 No. three storey buildings and associated car parking, landscaping and circulation roads (revision to planning permission W11755/02). **PER 2nd December 2003.**

17/02026/FUL - Temporary planning permission for a period five years for the provision of 197 additional car parking spaces associated with the existing Forum Office buildings together with associated works, including new site access and lighting. **PER 12th October 2017.**

18/00525/NMA - Non Material Amendment to 17/02026/FUL - introduction of barrier controls on entry and exit, addition and alteration of parking spaces, minor alteration to proposed lighting, addition of two sets of steps to allow pedestrian access to carpark and addition of gravel soakaway trench to north west boundary covered with topsoil. **ACCEPT 5th June 2018.**

19/02625/FUL - Application to make permanent the existing car park comprising 198 car parking spaces and associated works granted temporary planning permission associated with the existing Forum office buildings. **PER 16th January 2020.**

Consultations

WCC Service Lead for Built Environment - Strategic Policy

- This site is allocated under Policy SHUA 2 for a range of high technology and business uses, to support economic growth and diversity within the Winchester district.
- The applicant has undertaken research which suggests the current B1 market is limited, but it would be beneficial for this data to be refreshed and views of the WCC economic development team sought as to the potential interest in the site for its intended B1 uses.
- The detailed element of the application is for predominantly town centre uses, the sequential test submitted indicates a lack of other appropriate sites.
- These uses do however provide an element of employment provision although not the targeted B1 market, as required by Policy SHUA2.
- The biggest element of the proposal is provision of a multi storey car park, in principle this is supported as this will contribute to alleviating the shortage of parking provision in the locality.
- The proposed alternative employment generating uses may be considered appropriate as a last resort in this case, subject to clarification that there is a lack of demand for B1 floorspace in the locality.
- It is however, essential to secure the remainder of the site to be delivered for B1 uses and for the outline part of the application to be expressed to this extent.

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WCC Service Lead for Estates

- The chances of finding significant office occupiers for the location in future are limited. Solent Business Park did very badly in the last recession and has only slowly started to fill up in the last couple of years with the Forum buildings being as well occupied now as they ever have been since they were built back in the mid 1990's.
- The submitted market reports (by Vail Williams and CBRE) are a true reflection of the market.
- Since these reports were submitted the market has seen limited take-up at SBP.
- There is no need for an updated report, as it will not say anything significantly different.

WCC Economic Development and Tourism

- The economy and tourism service support this application in principle as it's in line with the council's economic strategy's vision to maintain employment land for the purpose of providing space for business and other employers.
- There is unfulfilled demand for budget accommodation in the Winchester district. Based on performance of hotels in the Fareham and Whiteley area there is a strong opportunity for a budget hotel to be located on this site. In addition the Travelodge brand is likely to drive new business into the Winchester area and the destination.
- This expanding customer base will in turn benefit shops, restaurants and leisure facilities – particularly at nearby Whiteley Shopping Village as well as attractions, retail and eateries located in the Winchester district including the market towns of Wickham and Bishop's Waltham both under 10 miles from the proposed development site.
- The close proximity of the North Whiteley residential development will provide a local work force and it is important that this potential is maximised creating employment opportunities close to where people live.
- There are some concerns regarding the reduction of industrial floor space provided.
- The additional 300 car parking spaces provided will be welcomed by local businesses. It is suggested that these should include the provision of electric charging for vehicles.

WCC Service Lead for Built Environment - Urban Design

- There is a need to focus on a more cohesive strategy for the public realm, by improving the space between buildings and by reducing the effect of the large areas of car parking through appropriate use of the landscape and exploring opportunities to relocate parking spaces.
- The public realm has an important role to help integrate the new buildings with the existing ones on a more balanced approach.
- More consideration should be given to the appearance of the buildings, in particular, to the hotel and the pub in order to achieve an overall design strategy with a simplified palette of materials.

Design Review Panel

- The proposed masterplan layout appears to lack a cohesive strategy linking land use, public realm and movement routes. The proposed buildings appear rather disconnected from each other which contrasts with the original business park to

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the south east.

- The public realm could be rationalised and the setting of how you experience the buildings greatly improved. It is currently not a legible environment for pedestrians and greatly dominated by car parking.
- The buildings would provide a stronger overall development if they read together in both style and materials.
- The proposed multi-storey car park works well and was most successful due to its simplicity, honesty, rational form and limited materials.
- There is scope to improve the appearance of the hotel and it could have more articulation, and could be simplified to help produce a more elegant building with one main material.
- The proposed rural/village style pub / restaurant appears to be at odds with the established suburban business park setting and this is the poorest element of the scheme.

WCC Service Lead for Environmental Services - Landscape

- The site has low landscape sensitivity and that the proposals would not result in adverse impacts on either landscape character or visual amenity.
- The illustrative Masterplan proposes to retain most of the very important boundary trees which wrap around the site on its boundary with Whiteley Way and Parkway, save for some removals to permit a new vehicular access on the north east boundary. The trees proposed for removal within the site are mainly C category groups so their loss is not significant in landscape terms.
- The proposed hard and soft Landscape Plans are satisfactory and will result in an enhancement of the development.

WCC Service Lead for Environmental Services - Ecology

- An acceptable design and methodology have been agreed to minimise impact on ecological features.

WCC Service Lead for Environmental Services - Drainage Engineer

- No objections.

WCC Service Lead for Public Protection - Environment Protection

- There are no residential dwellings included with the application, nor are there any residential dwellings likely to be directly affected by the proposals.
- The proposed B1 uses and the outside area of the proposed nursery have the potential to create a noise disturbance to their surrounding occupants, but as these are commercial uses, rather than residential, there will not be any unacceptable impact.
- The measures proposed in the submitted acoustic report should be implemented to ensure bedrooms in the proposed hotel and the proposed children's nursery are provided with additional attenuation measures to ensure that there are no adverse noise impacts.

WCC Service Lead for Community- Sustainable Development

- The Pub and Restaurant are unable to achieve BREEAM 'excellent' overall but can achieve BREEAM 'excellent' for the energy standard.

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WCC Service Lead for Community - Sports and Physical Activity

- The Sport and Physical Activity Service object to the gym aspect of this proposal as it will have a negative economic impact on Meadowside Leisure Centre and will compete with an already saturated gym market in this geographical area.

HCC Highway Engineers

- Subject to agreement of a suitable transport contribution and agreed travel plan and bond secured by a S106 agreement, and some suggested conditions, the highway authority raise no objection to this application.
- The application is for a mix of use classes, which the applicant states will generate significantly less traffic than the existing permission for unbuilt offices.
- The existing three accesses from Parkway into the Forum site will remain and can provide access to the site. The application also includes a new access spine road with a new junction onto Parkway North, approximately 80m east of Junction R1a. The applicant has provided modelling information and the results demonstrate that the access will operate with no discernible delay or queuing.
- The site will be accessed by both the proposed new access off Parkway North and by the existing Forum Site access off Parkway South. This arrangement will reduce the impact on Parkway North/South and is acceptable to the highway authority.
- The only junction on Parkway North/South affected by the proposal is the roundabout junction east of the new site access, as this will accommodate u-turning traffic. However, this will be a small proportional increase of around 25-27 vehicles during the peak hours which is unlikely to have any material impact on capacity.
- Given the levels of on-street parking locally, the highway authority has reviewed proposed parking provision to ensure that there is sufficient parking.
- The scheme proposes 93 spaces to serve the gym and 130 spaces to serve the hotel/pub and the highway authority raises no objection to the proposed level of parking.
- With regard to cycle parking provision, the highway authority has recommended a provision of 20 cycle spaces to serve the gym and 12 for the nursery and 20 for the hotel/pub. These requirements can be covered by Condition.
- The applicant has agreed a financial contribution of £100,000 based on the proportionate cost arising from trips generated by the proposals. The contribution will be used towards highway improvements on Whiteley Way within the vicinity of the site, specifically to the Whiteley Way, Parkway South and Rooksdown Avenue junction.

Highways England

- Highways England interest is in the M27, in particular M27 Junction 9.
- Due to the extant planning permission at this site, Highways England do not offer any objections to this proposal.

Environment Agency

- Objection to the proposed development because it involves the use of a non-mains foul drainage system in circumstances where it may be reasonable for the development to be connected to a public sewer but inadequate justification has been provided for the use of a non-mains system.

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HCC Flood and Water Management

- No objections.

Southern Water

- No objections.

Natural England

- The proposed treatment scheme would achieve a level of nitrogen removal that would be acceptable in relation to the International Sites within the Solent.
- Natural England understands the lake does not discharge into the River Itchen and therefore phosphate levels do not require further assessment within the HRA.

Representations:

Fareham Borough Council

- No objection.

Whiteley Town Council

- Objection:
- The proposals do not comply with Policy SHUA2 which requires a range of high technology and business uses falling within Class B1 (Business). The proposals for a gym, nursery, hotel and industrial units do not comply with the policy and will provide low paid jobs in an area with high levels of employment.
- The scale and mass of the hotel and car park will not make a positive contribution towards the overall appearance of the business park or the main entrance into Whiteley. Policy SHUA2 requires buildings to be under 14m and this should be closely adhered to.
- Areas that are not part of the site have been included within the proposed 30% parkland provision which is contrary to the policy requirement that it should be in addition to the structural landscaping which adjoins the site.
- There are objections to the timing of the scheme ahead of planned highways improvements works. Hampshire County Council as the Highways authority acknowledges that the surrounding roads are operating beyond capacity. Until the planned highways improvements have been completed no further development should be permitted.
- The historic nature of the planning allocations in Whiteley do not take account of the much higher intensity use of office space today compared to when the developments were planned in the 70s and 80s. This together with the redevelopment of Whiteley Shopping Centre has created a far higher demand on the highways network than originally envisaged. The parking provision is correspondingly inadequate.
- The extreme congestion in and around peak times is unacceptable to our residents.
- Whiteley Town Council have also commented on the submitted Vail Williams Market report and Transport Assessment and Travel Plan by Bellamy Roberts questioning various findings in these reports, the full comments from WTC are set out in Appendix 1 below.

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82 letters received from 79 addresses objecting to the application for the following material planning reasons:

- Traffic / congestion / highway safety concerns.
- Infrastructure should be improved before any further development.
- Inadequate parking provision.
- Reliance on car travel.
- Need to focus on a new school, doctors surgery, a library, better public transport.
- Over-development of the area.
- Impact on the environment / wildlife.
- Loss of green spaces / trees.
- Increased pollution / Increased noise from traffic
- No need for another hotel, gym, nursery in locality or industrial units.
- Detrimental visual impact of hotel on approach to Whiteley.
- No additional highway crossings planned.
- No employment issues in Whiteley.
- Concern about impact of industries which may occupy commercial units.
- Negative visual impact / out of character / dominant scale of buildings.
- Light Industrial Units are out of keeping with the wider use of the Business Park.
- Several units in the business park are empty.
- The hotel and restaurant in terms of scale and use class cannot be considered ancillary to the business park.
- The protection of the site for B1 employment uses was a key reason why the Inspector examining the Local Plan Part 2 did not allocate additional land for B-use class development in the area.
- The proposed C1 use will deliver relatively limited employment benefits.
- The development is contrary to the development plan in relation to the C1 and A3/A4 uses and lacks sufficient material consideration to allow these uses.
- There is no viability information which suggests that these the C1 / A3 / A4 uses are required to make the B-use class element viable.
- Lack of certainty that the B1 uses will come forward.
- Whiteley shopping centre is within walking distance and already has all of the proposed.
- Negative impact on current local business employee working environment.
- MSCP not safe for women on their own leaving work late at night.
- The Applicant has not presented any robust evidence to support the assertion that the proposed uses will “primarily” serve the business park or that they cannot be located at the nearby Whiteley town centre.
- The proposals are for a mix of disparate uses arranged in a sporadic manner which maximises land take and prioritises accommodating car borne traffic through the provision of extensive surface level car parking at the out of centre application site.
- The inflexible approach to matters such as format and scale means that opportunities to utilise suitable town centre or edge of centre sites in the wider area have not been fully explored.
- There is scope to accommodate additional development within / at the edge of the identified town centre, including provision of a new hotel, whereas the approval of a hotel at the out of centre Solent Business Park site would be likely to have a significant adverse impact on the future investment in Whiteley town centre.
- NPPF paragraph 90 states that where an application fails to satisfy the sequential

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test or is likely to have a significant adverse impact on planned investment, it should be refused.

11 letters of support received supporting the application for the following material planning reasons:

- There is a need for hotel and nursery and proposals would bring a small boost to the attractiveness of the area for business and provide jobs.
- The development should come with improvements to infrastructure.
- Provision of needed parking, especially for existing office uses.
- The additional amenities such as the gym, nursery and hotel will benefit the park and reduce lunchtime journeying to the shopping centre.
- The proposals are well designed and sympathetic to the existing office buildings with a good level of landscaping.
- The proposals will bring business stability to the area.
- Proposals will have a reduced impact compared to the consent office development.
- There is a demand for a day nursery in the locality.

In addition to these 46 signatures / standard letters of support for the proposals were submitted by the applicant.

3 letters of comment received raising the following points about the application:

- The plans need to include / support public transport.

Comment from NATS (formerly National Air Traffic Services)

- The proposals have the potential to have a detrimental impact upon the infrastructure and operations of NATS due to congestion.
- Road improvements associated with the North Whiteley Major Development should be completed and open to traffic prior to commencement of these works.
- Improvements to public transport need to be delivered.

Relevant Planning Policy:

Winchester Local Plan Part 1 – Joint Core Strategy (LPP1)

- DS1 – Development Strategy and Principles
- SH1 – Development Strategy for South Hampshire Urban Areas
- CP8 – Economic Growth and Diversification
- CP10 – Transport
- CP11 – Sustainable Low and Zero Carbon Built Development
- CP13 – High Quality Design
- CP14 – Effective Uses of Land
- CP16 – Biodiversity
- CP17 – Flood Risk
- CP20 - Heritage and Landscape Character
- CP21 – Infrastructure and Community Benefit

Winchester Local Plan Part 2 – Development Management and Site Allocations (LPP2)

- SHUA2 – Solent 1 Employment Allocation
- DM1 – Location of New Development

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- DM7 – Town, District and Local Centres
- DM15 – Local Distinctiveness
- DM16 – Site Design Criteria
- DM17 – Site Development Principles
- DM18 – Access and Parking
- DM19 – Development and Pollution
- DM20 – Development and Noise
- DM24 – Special Trees, Important Hedgerows and Ancient Woodlands

Supplementary Planning Guidance:

- High Quality Places March 2015

National Planning Policy Guidance/Statements:

- Revised National Planning Policy Framework (2019)

Planning Considerations

- Principle of development
- Design and layout
- Impact on character of area and neighbouring property
- Landscape and Trees
- Access and Movement
- Flood and Water Management
- Sustainable Development
- Biodiversity
- Archaeology
- Planning Agreements / Obligations
- Other matters
- Conclusion

Principle of development

Paragraph 47 of the NPPF requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The site is within the settlement boundary of Whiteley and allocated in the Local Plan for B1 uses by LPP2 policy SHUA2.

The site is identified as Grade A employment land on a prime business park. It is part of the Forum site which has extant planning consent for 10 office buildings. To date half of these have been built in the form of the existing 5 office buildings. Permission exists on the application site for 5 further buildings consisting of 28,708sqm.

The proposal consists of 20,742sqm of floorspace of which only 32% is for B1 uses with the remainder being non B1 activities consisting of a hotel (14%), restaurant/bar (4%), multi story car park (38%), gym (7%) and day nursery (2%). The application is therefore contrary to the aims of policy SHUA2 in that it doesn't substantively provide B1 development on the site.

In addition to this the non B1 elements of the application being proposed are town centre

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uses as defined by policy DM7 of the LPP2 and so should ideally be located within the town centre of Whiteley.

The development plan does however allow consideration of schemes which don't strictly adhere to these policies if certain criteria are met in relation to loss of employment land and town centre uses.

Loss of employment land

LPP1 policy CP9, although seeking the retention of employment land, also sets out certain criteria under which the loss of allocated employment land may be permitted. These are where retaining a business use would not be reasonable when considering the redevelopment potential for other employment uses or a mix of uses, and the benefits of the proposed use compared to the benefits of retaining the existing use.

In order to justify the provision of non B1 uses the applicant has provided a marketing report considering the level of interest in office development in the locality. This concludes that there is no prospect of the application site being developed for offices in the foreseeable future and that alternative uses should be considered. This is also evidenced by the fact that the further 5 office buildings which benefit from consent on the site have never been built, despite the original 5 being commenced in the early 2000's.

In response to this the Council commissioned a further report from a different surveyor to review the findings and provide an independent opinion on the viability of office development. This also concluded that it is not viable to develop more offices in this location and that it is reasonable to consider alternative uses for which there is greater demand and which would improve the ability to let the existing offices. However, the report noted that it was imperative that any alternative uses should complement and support the core office use on the business park and should not include development which does not benefit the function of the business park.

The proposed uses have therefore been considered in light of this requirement as follows:

- The hotel would primarily be expected to attract customers visiting the business park or surrounding commercial area and therefore would be an asset to the park.
- The restaurant/bar is proposed to operate in conjunction with the hotel and would therefore share this customer base to some extent. Although it might attract customers from outside the park, its scale is relatively small and could be considered an ancillary use given the nature of the buildings on the site and in the locality.
- The multi storey car park is significant, providing some 300 spaces specifically proposed to address the parking shortfall of the existing forum buildings. As such it is tailored to address the existing parking need for the offices and so help improve the functioning of the business park.
- The proposed nursery would provide a valuable facility for users of the business park.
- The gym would also be likely to draw customers from within the business park although could have a wider catchment area.

Therefore, overall it is accepted that the proposed uses would complement the function of the business park. The findings of the marketing reports are therefore accepted. The Council's own Estates Manager has also reviewed the reports and agreed that their conclusions reflect the current situation in the business park. The Council's Economic

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Development Manager has also advised that the proposals are in line with the council's economic strategy to provide space for business and other employers and that the hotel in particular is likely to encourage new business into the area.

As well as being satisfied that the proposed uses complement the function of the business park, it is also important that there is a B1 element to the application and that this can be delivered. The application proposes light industrial buildings (B1c use class) consisting of 6,796sqm in floor area. This element of the proposal is in outline form and so would be provided in the second phase of development along with the nursery and gym. A condition is attached (condition 25) to ensure that the light industrial units are brought forward as part of this second phase. Therefore, the B1 requirement of policy SHUA2 is in part reflected in the scheme and overall the dominant use of buildings on the whole Forum site will still fall within B1.

Therefore, in light of the marketing reports and the nature and scale of the particular uses being proposed, it is considered reasonable to accept this mixed use development instead of a purely B1 development on this site – a position allowed for by Policy CP9. The uses are more deliverable than offices and will benefit and supplement the overall operation and attractiveness of the business park.

Town centre uses

The applicant has also submitted a sequential test which considers whether there are alternative sites available within, or closer to, Whiteley town centre which would be more appropriate for the non B1 uses. This concludes that there are no alternative sites available for such uses. It is accepted that there are no clearly deliverable alternative sites available within the town centre for the proposals. This concurs with a similar sequential test submitted with the recent Lidl foodstore application 17/00164/FUL.

Policy DM7 of the LPP2 also requires that town centre uses located outside defined centres should avoid significant harmful impacts on the centre. The majority of the town centre uses are retail and restaurant premises. The only proposed use which might have an impact on the centre is the gym. The Council's Sports and Physical Activity team have advised that this element of the proposals is likely to have a negative economic impact on Meadowside Leisure Centre by taking customers away from this facility. However, it is accepted that the proposed gym would primarily serve users of the business park. The area is also already well served by a range of gym providers (the Whiteley market can currently access 11 gyms within a 20 minute drive time). It is therefore a fairly saturated market anyway and it is not considered that a gym in this location would significantly harm the town centre.

Therefore, given the nature of the proposed uses, and the conclusions above that they would primarily serve the business park, it is not considered that the proposed uses would detract from the existing uses within Whiteley town centre.

In conclusion, the principle of developing this site with a mix used scheme is considered to be acceptable and in accordance with the provisions of policy CP9 of the LPP1 and DM7 of the LPP2. Given the market conditions and the complementary nature of the proposed uses, it is also considered that the proposals align with the aims of policy SHUA2 of the LPP2.

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Design and Layout

Policy SHUA2 requires development of the site to incorporate a high standard of design so that the buildings make an individual and positive contribution towards the overall appearance of the business park. Policy CP13 of the LPP1 expects new development to meet the highest standards of design. Winchester Local Plan Part 2 also has policies (DM15 to DM17) which deal specifically with design criteria and the Council has its own Supplementary Planning Document on Design called High Quality places. The development should accord with these policies and SPD.

The application is supported by parameter plans and a masterplan. The parameter plans define the land use, extent of the detailed and outline applications, building heights, maximum building lines, vehicle and pedestrian access routes, and green infrastructure. The masterplan shows the disposition of the buildings, parking, landscaping, access and spine road.

Of the proposed buildings, only the hotel, restaurant/bar and MSCP form part of the detailed application. Detailed floorplans and elevations of the nursery, gym and light industrial buildings will therefore be provided through a reserved matters application. The parameter plans and masterplan do however provide a framework for how the outline elements of the proposals would be expected to come forward. Full details and elevations are provided of the hotel, restaurant/bar and MSCP.

Parameter plans

The parameter plans are considered to be acceptable, defining and setting limits on the various elements of the hybrid application. The location, extent and use of the proposals are all appropriate as are the structural elements such as landscape and pedestrian and vehicular routes. Building heights are set at appropriate limits with the light industrial buildings set at a maximum of 9m height and the gym and nursery at 8 and 7m respectively.

Masterplan

The layout of the scheme has been developed in discussion with Council officers and has resulted in some significant positive changes to the masterplan. For instance it was advised that key buildings should be located closer to the north west and south west corners of the site on Whiteley Way to act as focal points near junctions and roundabouts. The applicant has responded to this by locating the proposed hotel on the corner of the site near the Whiteley Way / Parkway roundabout (known as R1) and one of the light industrial buildings on the corner near the Whiteley Way / Parkway North junction (R1a).

The remainder of the light industrial buildings will be located in the northern part of the site. The multi storey car park (MSCP), restaurant/bar, gym and nursery are proposed to be located approximately within the middle of the site with the gym and nursery adjacent to the lake which divides the site from the existing Forum buildings. The MSCP and restaurant will be adjacent to the boundary with Whiteley Way. There will be large areas of open surface parking between the hotel and pub / restaurant and south of the gym and smaller blocks of parking spaces adjacent to the other buildings. A spine road will be provided within the site running from the existing access of Parkway South up to a new access onto Parkway north near R1a.

This layout is considered to be acceptable. The site is large enough to accommodate

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this number and scale of buildings and they are suitably dispersed across the site with landscaping and parking in between them. A key element of the layout is the siting of the hotel on the front corner of the site where it will provide a focal point on the approach to the business park and will take advantage of the setting of the water feature and fountains. Developing the site without a prominent building as a backdrop to this water feature would be a missed opportunity and would fail to provide a strong presence on this important corner. Without the building in this position, the views into the site on approach would be likely to be of large areas of car parking which would be disappointing.

The nursery and gym will benefit from being located near the central lake and the amenity value this provides. This central position will also ensure that these facilities are most accessible to users of the business park. While it may have been desirable to see the restaurant/bar sited near the lake, it is accepted that this use is intrinsically linked with the hotel for operational purposes and so had to be located nearer Whiteley Way.

It is sensible to locate the light industrial buildings in a cluster to the north rather than intersperse them with the other uses. These do not primarily address the lake but at reserved matters stage there will be the opportunity to ensure that the main industrial building adjacent to the lake is designed in such a way as to respond to this setting.

Design of the buildings

Given the key position and prominence of the proposed hotel is considered essential that this building is of a high quality design. Officers have therefore spent some time working with the applicant and the hotel provider Travelodge to improve and refine the appearance of the building.

The initial plans for the hotel showed a fairly monolithic building with a very monotonous elevation treatment in terms of tones and rhythm. It was felt that this would have resulted in a poor development which didn't respond to its context including the important approach to the site from the M27. The Winchester-Eastleigh design review panel also commented that there was scope to improve the appearance of the hotel through more articulation on the elevations by recessed windows, while a simplified palette of materials and roof would help produce a more elegant building.

Changes to the design went through several iterations and included:

- Articulating the northeast corner of the building, above the entrance, with much more glazing to make a strong feature of this part of the building, which is in a prominent position facing the car park. This will also help to blend the building into the sky and, by that, reduce the overall mass of the built form.
- The entrance on the east corner is now more clearly defined to improve the legibility of the area and help to achieve a successful active frontage.
- The mass of the building is now more distinctly broken up through a section on the west side being more significantly stepped forward and taller than the rest of the block.
- The proposed materials have been rationalised to relate to the different parts of the building with the ground floor plinth brickwork a darker grey brick, the upper floors of the main body of the building a lighter brick, vertical metal cladding to the stepped / taller section to be dark grey.
- Elements such as the windows have been rationalised and panels added between

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some to produce a more vertical emphasis to the building.

Overall the proposed hotel is now a more elegant, simple building, visually broken up into distinct elements but well ordered. It is considered it will make a positive contribution to the context responding well to the approach to the site from the M27 and internally to the car park and circulation areas.

Policy SHUA2 requires that development on the site generally avoids being over three stories or 14 metres in height to eaves level. The main roof of the hotel is 13.7m in height but the taller block is 15m in height. The hotel is also providing 4 floors of accommodation. The building therefore exceeds the limits of SHUA2. However, it only exceeds these thresholds to a minor extent and it is considered that this prominent location on the site requires a building of reasonable scale to act as a suitable focal point.

The proposed restaurant/bar was originally designed to appear like a traditional countryside pub. Officers felt unconvinced by this approach, given the context is a modern high-tech business park and a number of the surrounding offices and supporting buildings are cotemporary in style and materials. The Winchester-Eastleigh design review panel were also quite critical of the appearance of this building in this context.

Officers therefore asked the applicant to consider a more contemporary interpretation of the building to show more regard to it's setting, including the hotel with which it will share a close relationship, both spatially and operationally.

The response has been to keep the traditional form of the building as originally submitted but to finish it in a more contemporary style and detailing. This includes crisp, simple detailing, vertical cladding, contemporary style windows, doors and other features. The materials will match those used on the hotel in terms of bricks, cladding and window colours and this responds to a comment from the design review panel who advised that the buildings would provide a stronger overall development if they read together in both style and materials. The design of the restaurant/bar is now considered to be acceptable in this context.

The design review panel were also critical of the proposed public realm noting that the buildings appeared rather disconnected from each other and that the experience of walking from the hotel to the restaurant/bar for instance will be poor. The applicant has responded to this by strengthening the main pedestrian route between the hotel and restaurant with additional hedgerow planting, which is an improvement.

The other building submitted in detail is the multi storey car park (MSCP). This is proposed to be a split level building with central ramps providing access to 4 decks. There will be 2 towers located centrally on the south west and north east end elevations providing pedestrian access to all levels. These are the tallest elements of the building being 13.5m in height. The height of the main building will be 10 to 11m.

The MSCP has been designed in a contemporary style with a simple palette of materials. The two end elevations and the one facing Whiteley Way will be finished in galvanised metal mesh cladding and grey multi bricks at the base of the building. The south east elevation facing the existing Forum will be clad in expanded metal mesh

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cladding panels with the same grey brick base. This is considered to be a well conceived design approach to this building, in keeping with the character of the business park. The design review panel noted that this design was successful due to its simplicity, honesty, rational form and limited materials.

Overall the design and layout of the proposals are of good quality and it is considered that they will meet the requirements of policies SHUA2, CP13 and DM15-17 and will make a positive contribution towards the overall appearance of the business park.

Impact on character of area and neighbouring property

Policy CP13 of the LPP1 and policies DM15 to DM17 of the LPP2 require development to have a positive impact on the local context.

This is a large site, currently well screened on most boundaries by trees. The proposed buildings and associated development will change the character of the site as it is currently scrubland and overgrown with self seeded trees in certain parts. It is however allocated for development an expansion of the business park and an urbanisation of the site is anticipated by this allocation. The boundary planting will nevertheless be largely retained preventing open views of the buildings and car parking. Due to the scale of the buildings they will be partly visible beyond the trees but it is considered they will be in keeping with the appearance and character of the business park.

The key building is the hotel as this will be visible on the approach to the site from the M27 and this has been carefully amended to ensure its appearance is appropriate to this prominent position. It will take advantage of, and enhance the existing water fountain feature on this corner. Overall it is considered that the development will make a positive contribution to the character and appearance of the area and complement the existing surrounding buildings.

Policies DM17, DM19 and DM20 of the LPP2 require that development should not to have an unacceptable adverse impact on adjoining property or result in unacceptable levels of pollution to neighbours. There are no residential properties in close proximity to the site. The buildings will also be sufficiently far enough away from the existing Forum buildings to prevent any adverse impacts on the occupiers of these offices.

Landscape and Trees

Policy CP20 of the LPP2 and policy DM24 of the LPP2 require that development preserves landscape character and safeguards important trees. Policy SHUA2 requires the development to include parkland, which as a minimum should constitute around 30% of the site area. This is in addition to the structured landscaping with adjoins the sites.

The application is supported by landscape drawings and details and a Green Infrastructure Parameter plan. These show that over 30% of the site will be landscaped. While it would be preferable if these landscaped areas were less dispersed around the various buildings and provided one or two larger distinct focal areas of parkland, it is accepted that there is adequate landscaping on site. It is also noted that the extant consent for 5 office buildings on the site plus ancillary parking does not itself provide many large useable areas of parkland, but relies on the central lake areas for this amenity space.

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The landscape documents include a landscape and visual Impact assessment which accurately concludes that the site has low landscape sensitivity and that the proposals would not result in adverse impacts on either landscape character or visual amenity.

The illustrative Masterplan proposes to retain most of the very important boundary trees which wrap around the site on its boundary with Whiteley Way and Parkway, save for some removals to permit the new vehicular access on the north east boundary. The trees proposed for removal within the site are mainly C category groups so their loss is not significant in landscape terms. The proposed hard and soft landscaping is satisfactory and will result in an enhancement of the development.

Policy SHUA2 also requires that the development should include measures for the on-going maintenance and management of the landscape parkland. This is required by condition 15 which asked for a landscape management plan to be submitted.

Therefore the landscape proposals are in accordance with policies CP20, DM24 and SHUA2.

Access and Movement

Policy CP10 of the LPP1 and DM18 of the LPP2 requires development to make appropriate provision for parking and access and manage existing transport capacity efficiently. Policy SHUA2 also requires the development to contribute to infrastructure needed to make the development acceptable in planning terms.

HCC as highway authority have commented on the various highway issues related to the proposals.

Access

In terms of vehicular access to the site, the existing three accesses from Parkway into the Forum site will remain and provide access to the site. There will also be a new access off Parkway North (approximately 80m east of Junction R1a) leading to a new spine road which will run south west through the site. The new access will have a left in/left out lane with a 2m wide island in the centre of Parkway North. The access is acceptable in principle but will require further technical detail to be approved by HCC through the S278 process.

The applicant has provided proposed traffic generation figures for the gym, nursery, hotel, restaurant/bar, and B1c use. The 303 space car park will not generate increased trips to the site as it will only assist in reducing the continuing shortfall of parking for the existing offices at The Forum, which is currently displaced to on-street parking.

The applicant has provided updated modelling information which demonstrates that the new access will operate with no discernible delay or queuing. The site will also be accessed by both the proposed new access off Parkway North and by the existing Forum Site access off Parkway South. This arrangement will reduce the impact on Parkway North and South and is acceptable to the highway authority.

As vehicles will be able to enter the site at the closest convenient access the only junction on Parkway North/South affected by the proposal is the roundabout junction east of the new site access, as this will accommodate u-turning traffic. However, this will be a small proportional increase of around 25-27 vehicles during the peak hours which

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is unlikely to have any material impact on capacity.

Parking

Given the levels of on-street parking locally, the highway authority has reviewed the proposed parking provision for the detailed components to ensure that there is sufficient parking, eliminating the need for users of the site to park on-street. They have also reviewed the parking for the gym, because, although this is an outline component, it has been designed to meet the scale of a standard operator for such a use and so the numbers are quite specific.

The scheme proposes 130 spaces (plus 2 motorcycle bays) to serve the hotel and restaurant/bar and 93 spaces to serve the gym. The highway authority is satisfied that the proposed level of parking for these uses is acceptable.

The other outline components are the light industrial units and day nursery. 145 parking spaces are proposed for the light industrial units and 15 for the day nursery. However, the final scale of buildings and level of employment for these uses will not be known until the reserved matters stage, therefore the specific level of parking required cannot be determined yet. The levels of parking proposed appear appropriate for the indicative scale of the building and the specific level of parking required for the eventual floorspace provided at reserved matters stage can be controlled to ensure parking is provided as per the standards.

Cycle Parking

In terms of the cycle provision for the hotel and restaurant/bar 20 spaces are proposed which is acceptable. With regard to cycle parking provision, the highway authority has recommended a provision of 20 cycle spaces to serve the gym, which the applicant is willing to accept by condition (see condition 27). Provision of cycle parking for the other outline uses is also conditioned to be provided as per the standards (see condition 28).

Travel Plan

A travel plan is required to secure sustainable travel measures for the development. The detail of this is to be agreed between the applicant and HCC and secured with a S106 legal agreement.

Mitigation

Although the site has extant permission for office use, and this application would result in lower in lower trip generation than the consented use, HCC have advised that this proposal is seen as a new planning permission due to the change of use. Therefore, whilst the impact from this development may be modest in terms of existing flows, the proportional element of the cumulative impact on the network should be mitigated. The applicant has agreed a financial contribution of £100,000 based on the proportionate cost arising from trips generated by the proposals. The contribution will be used towards highway improvements on Whiteley Way within the vicinity of the site, specifically to the Whiteley Way, Parkway South and Rooksdown Avenue junction. It is considered that such mitigation is in accordance with the CIL 122 Tests, namely that it is necessary to make the development acceptable in planning terms through cost effectively mitigating the impacts of the development, is directly related to the development through bringing forward improvements which directly serve the development, and is fairly and reasonably related in scale and kind to the development as a proportionate contribution based on additional trips has been agreed.

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Footpath Links

The masterplan and pedestrian access parameter plan show suitable pedestrian routes proposed within the site and linking to key access points or features such as the Parkway South and North accesses and the central Forum footpath around the lake. A footpath link is proposed onto Whiteley Way between the MSCP and restaurant/bar. The pedestrian routes are considered to be acceptable.

Overall the proposals are considered to be acceptable in highways terms and in accordance with policies CP10, DM18 and SHUA2.

Flood and Water Management

The site is within Flood Zone 1 and so at low risk of flooding.

A drainage strategy has been submitted. This has been assessed by HCC as the local lead flood authority and Southern Water and they are satisfied that the details are acceptable. More detailed drainage plans are required by conditions 8 and 16.

The application therefore accords with CP17 of the LPP1 in that it will make suitable provision for water management.

Sustainable Development

Policy CP11 of the LPP1 expects non-residential development to be 'BREEAM Outstanding' from 2016, subject to the need for this to be practical and viable.

The outline components of the scheme will be required to address the BREEAM requirements at the reserved matters stage. Of the detailed components, the hotel and restaurant/bar both fall under BREEAM, whereas the MSCP does not as BREEAM is used for the assessment of buildings that are designed to be occupied.

The initial BREEAM pre-assessments submitted with the application indicated that the hotel and restaurant would only achieve a BREEAM rating of 'Very Good'. Officers considered that this was unacceptably low and that the proposals ought at least to be achieving BREEAM 'Excellent'.

The applicant has argued that it would be unviable and technically unfeasible to achieve a higher rating for this model of hotel or restaurant/bar.

Following further discussions between the applicant's team and officers (in liaison with the Council's Sustainability consultant), further work has been undertaken by the applicant to improve certain aspects of the performance of the two buildings. This has resulted in updated BREEAM pre-assessments being submitted, which have focused on various improvements but in particular improving the energy efficiency of the buildings through better insulation and air tightness. The pre-assessments now indicate that, while the overall level achieved is still 'Very Good', both buildings can now achieve an 'Excellent' rating in respect of the energy credits for BREEAM.

In this context this is considered acceptable and conditions are attached requiring the developer to provide BREEAM interim and post construction certificates to meet these stated levels for the hotel and restaurant/bar, and to ensure that the reserved matters application provides BREEAM pre-assessments in respect of the outline components

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(conditions 7 and 24).

Biodiversity

Policy CP16 of the LPP1 supports development which maintains, protects and enhances biodiversity.

Nitrogen neutrality

The proposed development is within Winchester District where foul water is distributed into the European designated areas Solent SPAs/Ramsar sites via water treatment plants. In accordance with advice from Natural England and as detailed in Policy CP16 a net increase in residential development within Winchester District is likely to result in impacts to the integrity of those sites through a consequent increase in Nitrates. The proposed hotel falls within the category as it is providing overnight accommodation.

The applicant has developed a bespoke solution to this. The Forum site benefits from two small man-made lakes. The proposed strategy to deal with the nitrates in the foul water is to discharge this water to an on-site treatment plant and then into the lakes where, over a period of some months, denitrification will naturally occur before the water discharges into a storm water sewer which is part of the mains surface water drainage network. This process will not completely remove nitrogen from the water that eventually discharges into the network but it will reduce it to such an extent that it is considered negligible.

Natural England have assessed this strategy and are satisfied that it will achieve a level of nitrogen removal that would be acceptable. An appropriate assessment has been conducted in relation to this. It has been demonstrated that, though the proposal would generate a surplus of nitrates, the proposed mitigation strategy is acceptable in relation to the impacts on the International Sites within the Solent.

However, the Environment Agency would need to approve an Environmental Permit for the discharge of the foul water into the lakes. The Environment Agency have advised that they would not be likely to grant such a permit. Their position is that, if mains sewerage is available, development should discharge sewage to the public foul sewer. The Environment Agency will not support non-mains drainage proposals apart from in exceptional circumstances where it can be demonstrated by the applicant that it is not practicable or reasonable to connect to the mains sewer.

It will therefore be for the applicant to demonstrate to the Environment Agency that the proposed nitrates mitigation strategy is reasonable and appropriate in these circumstances and would be less harmful to the environment. However, given the position of the Environment Agency, it is possible that the applicant will not be able to obtain an Environmental Permit. The applicant has advised however that they would be willing to mitigate the impacts of the hotel on the International Sites within the Solent through the alternative Avoidance and Mitigation Strategy which is now available to developers. This involves applying a Grampian Condition to the consent requiring appropriate mitigation to be in place prior to the occupation of the hotel. There are a number of alternative mitigation measures that could be pursued but the most likely one will be nitrate offsetting by taking a parcel of agricultural land out of agricultural use.

A Grampian condition is therefore proposed which seeks to cover both these options, allowing for either the bespoke on site mitigation utilising the lakes, or, if, a Permit for

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this is not forthcoming, the alternative mitigation measures. (Condition 13).

An appropriate assessment has been undertaken in respect of potential likely significant effects (LSEs) on disturbance, water quality and water levels, and changes to air quality arising from this scheme. The appropriate assessment confirmed that, with the nitrate mitigation measures proposed, the development will not have adverse effects on the identified internationally protected sites (Solent & Southampton SPA/Ramsar), alone or in-combination with other plans or projects.

In some cases, proposals for hotels within 5.6k of the Solent & Southampton SPA/Ramsar are required to make contributions towards the Strategic Recreation Management Plan (SRMP), now known as Bird Aware. This is to mitigate the recreational impact of visitors on bird habitat on the southern coast. However, it is accepted in this case that the majority of visitors to the hotel would be commercial customers visiting in relation to the business park or surrounding urban areas, rather than those looking to visit the south coast for leisure purposes. It is therefore considered that the Bird Aware contribution would not be triggered by this proposal.

Other biodiversity issues

The site currently contains scrubland and trees. A considerable amount of this natural open space will be lost due to the development, however, it is acceptable that the extant consent for office buildings would itself urbanise the site to a greater extent than the current proposals.

Surveys have confirmed that Dormice are present on site and would be affected by the loss of habitat resulting from the development. To mitigate this, the proposed landscape plans have been enhanced with extensive shrub planting to provide a suitable habitat and in particular movement opportunities for the Dormice.

Trees with bat roost potential will be retained on site and the design of the scheme ensures that dark corridors will remain within the site to maximise bat connectivity.

A contribution is required in via the s106 legal agreement to make provision for a receptor site for reptiles.

Further details and mitigation measures in respect of biodiversity are recommended within the submitted ecological report and these are required to be provided by condition 22.

Therefore, on the basis of the mitigation measures discussed above and being mindful of the extant permission for this site, it is considered that the proposals are in accordance with policy CP16 of the LPP1.

Archaeology

Policies DM26 of the LPP2 and CP20 of the LPP1 require development to make appropriate consideration of archaeology. There are no known archaeological remains within the site itself or the immediate vicinity. Furthermore, (based on previous archaeological work undertaken in the vicinity), there are no concerns regarding potential impacts on previously unknown archaeological deposits.

Therefore no further archaeological assessment is required.

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Planning Obligations/Agreements

The following planning obligations and financial contributions need to be secured through a Section 106 legal agreement:

- Financial contribution of £100,000 towards improvement measures on Whiteley Way, including the junction of Whiteley Way/Parkway South and Rooksdown Avenue
- Full travel plan and surety, together with the highway authority's approval and monitoring fees.
- A financial contribution to ensure the appropriate maintenance of the nitrate mitigation facilities for perpetuity.
- A financial contribution to make provision for a receptor site for reptiles.

In seeking these planning obligation and financial contributions the local planning authority has had regard to the tests laid down in para 56 of the NPPF which requires the obligations to be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development

Other Matters

Due regard should be given to the Equality Act 2010: Public Sector Equality Duty. Public bodies need to consciously think about the three aims of the Equality Duty as part of the process of decision-making. The weight given to the Equality Duty, compared to the other factors, will depend on how much that function affects discrimination, equality of opportunity and good relations and the extent of any disadvantage that needs to be addressed. The Local Planning Authority has given due regard to this duty and the considerations do not outweigh any matters in the exercise of our duty.

Conclusion

While the proposed mixed use development is not primarily for B1 use as required by policy SHUA2, it is accepted that the mix of uses are more deliverable than offices and will benefit and supplement the overall operation and attractiveness of the business park. The design and layout of the scheme, as amended, is acceptable and the proposals have also addressed issues relating to landscape, access, nitrates, biodiversity, sustainable development and flood and water management.

The application is therefore recommended for approval.

Approval subject to the completion of a Section 106 legal agreement for the items listed above and subject to the following conditions:

Conditions

Timescale for Starting Development

1 The detailed components of the development hereby permitted (hereinafter termed Phase 1) shall be begun before the expiration of three years from the date of this permission.

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Reason: To comply with the provision of Section 51 of the Planning and Compulsory Purchase Act 2004.

2 Application for approval of the reserved matters for the outline components (hereinafter termed Phase 2) shall be made to the local planning authority before the expiration of three years from the date of this permission.

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

3 The development of Phase 2 shall be begun either before the expiration of five years from the date of this permission, or before the expiration of three years from the date of approval of Phase 2, whichever is the later.

Reason: To comply with the provision of Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

4 The implementation of Phase 1 and the submission of the reserved matters details for Phase 2 shall be in accordance with the following plans and documents:

Application Plans by EPR

- Site Location Plan 10600-T-00-0009-Z00 Rev 07
- Illustrative Masterplan 10600-T-00-0010-Z00 Rev 06
- Land Uses Parameter Plan 10600-T-00-0011-Z00 Rev 06
- Application Extents Parameter Plan Parameter Plan 10600-T-00-0012-Z00 Rev 05
- Building Heights Parameter Plan 10600-T-00-0013-Z00 Rev 06
- Maximum Building Lines Parameter Plan 10600-T-00-0014-Z00 Rev 03
- Vehicular Access Parameter Plan 10600-T-00-0015-Z00 Rev 06
- Pedestrian Access Parameter Plan 10600-T-00-0016-Z00 Rev 06
- Green Infrastructure Parameter Plan 10600-T-00-0017-Z00 Rev 06

Plans of the MSCP by EPR

- Proposed Levels 00 and 00a Floor Plan 10600-T-04-0200-Z00 Rev 04
- Proposed Levels 01 and 01a Floor Plan 10600-T-04-0201-Z01 Rev 04
- Proposed Levels 02 and 02a Floor Plan 10600-T-04-0202-Z03 Rev 04
- Proposed Levels 03 and 03a Floor Plan 10600-T-04-0203-Z05 Rev 04
- Proposed Typical Detail - South East 10600-T-04-0501-ZAA Rev 04
- Proposed Typical Detail - North West 10600-T-04-0502-ZAA Rev 04
- North East Elevation 10600-1-04-0400-ZNE Rev 04
- North West Elevation 10600-1-04-0401-ZNW Rev 04
- South East Elevation 10600-1-04-0402-ZSE Rev 04
- South West Elevation 10600-1-04-0403-ZSW Rev 04

Plans of the Hotel and Restaurant by Design Development Partnership

- Proposed Site Plan 196-01 Rev U
- Proposed Hotel Ground and First Floor Plan 196-02 Rev L
- Proposed Hotel Second and Third Floor Plan 196-03 Rev H

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- Proposed Hotel Sections 196-04 Rev F
- Proposed Hotel Elevations 196-05 Rev P
- Proposed Hotel Roof Plan 196-10 Rev D
- Ground Floor as Proposed 1830/03D
- First Floor Plan as Proposed 1830/04E
- Elevations as Proposed 1830/05K
- GA Sections as Proposed 1830/06A
- Proposed Building Lighting 1830/07B
- Service Yard Layout 1830/08A
- Fence and Wall Details 1830/39
- Proposed Licensing 1830/10A
- Proposed Building and Patio Lighting 1830_14A
- Drainage Strategy 18-7581-100 Rev P7

Landscape Plans and Documents by Churchman Landscape Architects

- General arrangement plan 497-CLA-XX-XX-DR-L-1001 Rev 03
- Hard landscape detailed area plan 497-CLA-XX-XX-DR-L-1003 Rev 02
- Soft landscape detailed area plan 497-CLA-XX-XX-DR-L-1004 Rev 02
- Landscape Principles – Materials 497-CLA-XX-XX-DR-L-1010 Rev 01
- Hard landscape plan 1/5 497-CLA-XX-XX-DR-L-1011 Rev 02
- Hard landscape plan 2/5 497-CLA-XX-XX-DR-L-1012 Rev 02
- Hard landscape plan 3/5 497-CLA-XX-XX-DR-L-1013 Rev 02
- Hard landscape plan 4/5 497-CLA-XX-XX-DR-L-1014 Rev 02
- Hard landscape plan 5/5 497-CLA-XX-XX-DR-L-1015 Rev 01
- Sections 1 497-CLA-XX-XX-DR-L-2001 Rev 02
- Sections 2 497-CLA-XX-XX-DR-L-2002 Rev 02
- Sections 3 497-CLA-XX-XX-DR-L-2003 Rev 03
- Sections 4 497-CLA-XX-XX-DR-L-2004 Rev 02
- Landscape Principles – Planting Rev 491-CLA-XX-XX-DR-L-5000 06
- Planting Plan 1/7 491-CLA-XX-XX-DR-L-5001 Rev 03
- Planting Plan 2/7 491-CLA-XX-XX-DR-L-5002 Rev 03
- Planting Plan 3/7 491-CLA-XX-XX-DR-L-5003 Rev 03
- Planting Plan 4/7 491-CLA-XX-XX-DR-L-5004 Rev 03
- Planting Plan 5/7 491-CLA-XX-XX-DR-L-5005 Rev 03
- Planting Plan 6/7 491-CLA-XX-XX-DR-L-5006 Rev 03
- Planting Plan 7/7 491-CLA-XX-XX-DR-L-5007 Rev 03

Highways Plans and Documents by Bellamy Roberts

- General Layout and Street Lighting 5186-006 Rev E
- Spine Road Design Long Profile 5186-007 Rev G
- Proposed Road Alignment with Level Information 5186-009 Rev G
- Road and Hard Landscaping SUDS Strategic Layout 5186-012 Rev G
- Proposed Access Junction 5186-017 Rev B
- Kerb Types, Cross Sections and Standard Details 5186-018 Rev B

Other Supporting Documents

- Planning Statement April 2019 by CBRE
- Sequential Assessment April 2019 by CBRE

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- Design and Access Statement 02.04.19 EPR Architects
- Landscape and Visual Impact Assessment Ref: A190-RE-01_V1 by Arc
- Detailed Component – Area Schedule Rev 4 By EPR
- Outline Component – Maximum Development Parameters Rev 4 by EPR
- Illustrative Façade Material Pallet for the Outline Elements by EPR Architects
- Transport Assessment GDB/HL/5186/TA.4 by Bellamy Roberts
- Supplementary Transport Note 3 GDB/MT/5186/STN.3 by Bellamy Roberts
- Framework Travel Plan GDB/HL/5186/FTP.6 by Bellamy Roberts
- Delivery Management Plan Rev B Design Development Partnership
- Flood Risk Assessment 21/0005/FRA by Clancy Consulting
- Foul and Surface Water Drainage Strategy 21/0005/DS by Clancy Consulting
- Air Quality Assessment AQ106354R1 by REC
- Noise Impact Assessment AC106344-1R2 by REC
- Ecological Assessment 7724.EcoAss.vf1 by Ecology Solutions
- Mixed Scrub Plan 7724
- Dormouse Planting Changes
- Archaeological Desk-Based Assessment 18517 by Cotswold Archaeology
- Solent Business Park Market Demand Report by Hughes Ellard & CBRE
- Preliminary Geo-Environmental Appraisal Report 10/1087/001 by Clancy Consulting
- Arboriculture Impact Assessment RT-MME-129685-02 Rev C March 2019 by Middlemarch
- Nitrate Neutrality Report Rev G by Design Development Partnership
- Drainage Strategy 18-7581-100 Rev P5 by Complete Design Partnership Ltd
- Micro Drainage Calculations by Complete Design Partnership Ltd
- Drainage Maintenance Plan 17-7581 by Complete Design Partnership Ltd
- Surface Water Drainage Management & Maintenance Plan GDB//MT/5186/SWMP.1 by Bellamy Roberts
- Drainage Strategy Consideration in Line with Ciria SUDs Manual 2015 JCB/5186/DS by Bellamy Roberts
- Drainage Strategy 18-7581-100-P7 by Complete Design Partnership Ltd
- MicroDrainage Source Control Output:
 - Phase 1 Car Park.srcx (30 year RP) [23/01/2019]
 - Phase 1 Filter Drain.srcx (30 year & 100 year + 40% RP) [23/01/2019]
 - Phase 1 Pond 1.srcx (30 year & 100 year + 40% RP) [23/01/2019]
 - Phase 2 Crates.srcx (30 year & 100 year + 40% RP) [23/01/2019]
- Statement of Community Involvement

Reason: To accord with the Policy SHUA2 of the Winchester Local Plan Part 2 and to define the scope of this permission.

Conditions to be discharged before Development Commences on Phase 1

5 Prior to development starting on Phase 1, other than works relating to site preparation or ecology, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan shall include the following details:

- Development contacts, roles and responsibilities.
- Public communication strategy, including a complaints procedure.

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- Dust suppression, mitigation and avoidance measures.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Use of fences and barriers to protect adjacent land, properties, footpaths and Highways.
- Construction traffic routes and their management and control, provision for contractor's parking, construction traffic access, the turning of delivery vehicles within the confines of the site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction work.
- Avoidance of light spill and glare from any floodlighting and security lighting installed.
- Pest control

The approved details shall be implemented before the development of Phase 1 commences and then retained / adhered to throughout the duration of the construction period for this Phase.

Reason: To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties, businesses or highway safety.

6 Prior to development starting on Phase 1, or other works such as demolition, clearance, groundwork or site preparation, protective measures shall be installed in accordance with the Arboriculture Impact Assessment RT-MME-129685-02 Rev C March 2019 by Middlemarch. The Council's Arboricultural Officer shall be informed once such protective measures have been installed to arrange a site inspection. All works shall be undertaken in accordance with this approved document.

Reason: to ensure protection and long-term viability of retained trees and to minimise impact of construction activity.

7 Prior to development starting on Phase 1, interim BREEAM Certificates shall be submitted to and approved in writing by the local planning authority. These shall demonstrate that the hotel achieves 65% of BREEAM points and 5 Ene 01 credits and the restaurant achieves 60% of BREEAM points and 5 Ene 01 credits, unless otherwise agreed in writing by the local planning authority, The development shall be built in accordance with these approved details.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2019 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

8 Prior to development starting on Phase 1, details of the proposed means of foul sewerage disposal for this phase shall be submitted to, and approved in writing by, the local planning authority in consultation with Southern Water. The development shall be built in accordance with these approved details.

Reason: To ensure satisfactory provision of foul water drainage.

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9 Prior to development starting on Phase 1, the developer must advise the local planning authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public sewers and water mains.

Reason: In order to protect water mains and sewers.

10 Prior to development starting on Phase 1, an Employment and Skills Plan shall be submitted to and approved in writing by the local planning authority. The Plan must include the contractors for the development of this phase and must be adhered to for the duration of the construction phase of the development.

Reason: The Council has adopted the Construction Industry Training Board's approach for large scale planning applications and requires an Employment and Skills Plan to secure a range of local employment, volunteering, apprenticeship, training and development activities during the construction phase.

11 No ground clearance or underground works shall commence on site until a detailed plan for such works has been submitted to and approved in writing by the local planning authority in consultation with NATS En Route plc. All ground and underground works shall be carried out in accordance the approved details.

Reason: In the interests of aviation safety and of the operations of NATS En Route plc.

Conditions to be discharged Prior to Construction above Slab Level on Phase 1

12 Prior to construction above slab level on Phase 1, details and samples of the following materials shall be submitted to and approved in writing by the local planning authority:

- A suitable natural slate tile for the restaurant.
- External materials for the multi storey car park.
- Hard surfacing materials.

The hotel and restaurant shall be constructed in the following external materials:

Hotel:

- Facing Brick: Karma White-Grey handmade brick and Karma Grey handmade brick
- Cladding: Euroclad Vieo 0.7mm Steel, colour Anthracite ARS.
- Render: Wetherby through coloured silicon render, colour Grey (with colour matched render beads)
- Windows: Aluminium, colour RAL 7021 (externally).
- Doors: Aluminium, colour RAL 7021.

Restaurant:

- Facing Brick: Karma White-Grey handmade brick
(External boundary walls also to be in Karma White-Grey handmade brick)
- Weatherboard Cladding: Vertical Smooth Fibre cement board SVK Colourmat scripto Charcoal S404.
- Render: KREnd through coloured silicon render, colour Limestone White, grain size 1mm (with colour matched render beads)
- Windows: UPVC, colour RAL 7021 (externally).
- Doors: Front of house RAL 7021; back of house RAL 7012

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- Facias, soffit, verge and external timber beams, post and pergola: Stained wood, colour Ebony.
- Entrance: Weatherboard Cladding as above with feature timber in timber, colour Ebony.
- Rainwater Goods: Black UPVC.

Reason: To ensure that the external appearance of the building is of a high order on this important site and in order to comply with the guidance in High Quality Places Supplementary Planning Guidance March 2015.

Conditions to be discharged prior to the Occupation / Use of the Phase 1 Buildings

13 The hotel or restaurant hereby permitted shall not be occupied until:

- a) The on-site nitrate mitigation strategy detailed in the submitted Nitrate Neutrality Report Rev G by Design Development Partnership is implemented in full accordance with this document including the submission to the local planning authority of details of monitoring and maintenance as detailed in Section 7 of the report, or alternatively;
- b) A water efficiency calculation has been submitted to and approved in writing by the local planning authority which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and;
- c) A mitigation package addressing the additional nutrient input arising from the development has been submitted to and approved in writing by the local planning authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European sites by the development and be implemented in full prior to first occupation and shall allow the local planning authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites, and;
- d) All measures forming part of that mitigation have been secured and submitted to the local planning authority.

Reason: To accord with the Conservation of Habitats and Species Regulations 2017, and Policy CP11, CP16 and CP21 of the Winchester District Local Plan Part 1.

14 The hard and soft landscaping of Phase 1 shall be undertaken in accordance with the following Landscape plans and documents by Churchman Landscape Architects

- General arrangement plan 497-CLA-XX-XX-DR-L-1001 Rev 03
- Hard landscape detailed area plan 497-CLA-XX-XX-DR-L-1003 Rev 02
- Soft landscape detailed area plan 497-CLA-XX-XX-DR-L-1004 Rev 02
- Landscape Principles – Materials 497-CLA-XX-XX-DR-L-1010 Rev 01
- Hard landscape plan 1/5 497-CLA-XX-XX-DR-L-1011 Rev 02
- Hard landscape plan 2/5 497-CLA-XX-XX-DR-L-1012 Rev 02
- Hard landscape plan 3/5 497-CLA-XX-XX-DR-L-1013 Rev 02
- Hard landscape plan 4/5 497-CLA-XX-XX-DR-L-1014 Rev 02
- Hard landscape plan 5/5 497-CLA-XX-XX-DR-L-1015 Rev 01
- Sections 1 497-CLA-XX-XX-DR-L-2001 Rev 02
- Sections 2 497-CLA-XX-XX-DR-L-2002 Rev 02

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- Sections 3 497-CLA-XX-XX-DR-L-2003 Rev 03
- Sections 4 497-CLA-XX-XX-DR-L-2004 Rev 02
- Landscape Principles – Planting Rev 491-CLA-XX-XX-DR-L-5000 06
- Planting Plan 1/7 491-CLA-XX-XX-DR-L-5001 Rev 03
- Planting Plan 2/7 491-CLA-XX-XX-DR-L-5002 Rev 03
- Planting Plan 3/7 491-CLA-XX-XX-DR-L-5003 Rev 03
- Planting Plan 4/7 491-CLA-XX-XX-DR-L-5004 Rev 03
- Planting Plan 5/7 491-CLA-XX-XX-DR-L-5005 Rev 03
- Planting Plan 6/7 491-CLA-XX-XX-DR-L-5006 Rev 03
- Planting Plan 7/7 491-CLA-XX-XX-DR-L-5007 Rev 03

The hard landscaping associated with Phase 1 shall be completed in accordance with the approved plans prior to the occupation or use of the buildings in this Phase. The soft landscaping of this Phase shall be carried out in the first planting season following the occupation of the buildings or the completion of the development in this Phase, whichever is the sooner. If within a period of 5 years from the date of planting, any trees, shrubs or plants die, are removed or, in the opinion of the local planning authority, become seriously damaged or defective, others of the same species and size as that 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 variation.

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

15 Prior to the occupation or use of the buildings in Phase 1, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all public landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out in accordance with the approved details.

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

16 Prior to the occupation or use of the buildings in Phase 1, maintenance schedules for the entire surface water drainage system including individual SuDS features shall be submitted and approved in writing by the local planning authority. This shall include a plan illustrating the organisation responsible for each element and a timetable for implementation. The water surface drainage system shall be maintained in accordance with these approved details.

Reason: To ensure satisfactory provision of foul and surface water drainage.

17 Prior to the use of the Multi Storey Car Park, details of the appearance and external materials of substation 1 shall be submitted to and approved in writing by the local planning authority. Works shall be undertaken in accordance with these approved details.

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

18 Prior to the occupation or use of the buildings in Phase 1, a Lighting Scheme (which complies with BCT & ILP 08/18) shall be submitted to and approved in writing by the local

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planning authority. All lighting shall be installed, maintained and operated in accordance with the approved Lighting Scheme.

Reason: To prevent light pollution in the interests of the appearance of the area, biodiversity and residential amenity.

19 Prior to the occupation or use of the buildings in Phase 1, the roads, parking spaces, service areas, cycleways and footways relating to these buildings shall be constructed, surfaced and marked out in accordance with the approved plans.

Reason: In the interests of safety and public amenity.

Conditions to be discharged following completion of Phase 1

20 Prior to 3 months after the date of the first occupation of the hotel and restaurant, or other date agreed in writing with the local authority, a post construction BREEAM certificate demonstrating that these buildings meet the levels detailed in condition 7 shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2019 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

Development limits for Phase 1

21 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (As Amended) (or any order revoking and re-enacting that Order with or without modification), the restaurant hereby permitted shall be used only for purposes within Classes A4 and A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (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).

Reason: To restrict the use of the premises to ensure that they are suitable for this location and that there is no conflict with uses in the town centre in accordance with policies DM7 and SHUA2 of the Local Plan Part 2.

22 Works shall be carried out in full accordance with the specific recommendations, and mitigation measures set out in the Ecological Assessment 7724.EcoAss.vf1 by Ecology Solutions.

Reason: in order to secure adequate ecological mitigation and enhancement, including with regards to protected species.

Conditions relating to Phase 2

23 Prior to development starting on any part of Phase 2 details of the siting, design and external appearance of the buildings, the means of access, and the landscaping of Phase 2 shall be submitted to and approved in writing by the local planning authority. The Phase 2 details shall be carried out as approved and fully implemented before the buildings are occupied. The plans and particulars shall specify the following detailed proposals:

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- (a) The layout, siting and scale of all buildings and structures, including the finished levels (above ordnance datum) of both the ground floor of proposed buildings and the surrounding ground levels
- (b) The design and external appearance of all buildings and structures, including details of the colour and texture of external wall and roof materials to be used, with samples and / or sample panels of the materials to be made available and / or constructed on site for inspection by the local planning authority where directed.
- (c) Details of the width, alignment, gradient and type of construction proposed for the roads and footways including all the relevant cross-section and longitudinal sections showing the existing and proposed levels together with the details of street lighting and the method of disposing of surface water, and details of a programme for the making up of the roads and footways.
- (d) Hard and soft landscape details including:
- Existing and proposed finished levels or contours
 - Means of enclosure
 - Hardsurfacing materials
 - Minor artefacts and structures (eg. street furniture, play equipment, refuse or other storage units, signs, lighting etc)
 - Proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines, intruder alarm boxes, communal aerials, including lines, manholes, supports etc).

Soft landscape details shall include the following as relevant:

- Planting plans
- Written specification (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
- Retained areas of grassland, hedgerow and trees
- Implementation programme

Reason: To ensure satisfactory comprehensive development and proper planning of the area.

24 The Phase 2 application shall be accompanied by:

- a) A detailed surface water and foul drainage scheme.
- b) A construction management plan.
- c) BREEAM pre-assessment reports for the light industrial buildings, gym and nursery.
- d) An updated ecological assessment, if necessary.
- e) An updated arboricultural impact assessment, if necessary.
- f) An employment and skills strategy.
- g) Details of the provision being made for the storage of waste.

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Reason: To ensure satisfactory comprehensive development and proper planning of the area.

25 Construction of the nursery and gym shall not commence until full details of the light industrial units are approved by the local planning authority. The occupation or use of the nursery and gym shall not commence until construction of the light industrial buildings has commenced up to slab level.

Reason: To ensure that the B1 element of the proposals is delivered in accordance with policy SHUA2 of the Local Plan Part 2.

26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (As Amended) (or any order revoking and re-enacting that Order with or without modification), the light industrial units and nursery hereby permitted in outline shall be used only for purposes within Classes B1 and D1 respectively of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (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). The gym hereby permitted shall only be used as a gym.

Reason: To restrict the use of the premises to ensure that they are suitable for this location and that there is no conflict with uses in the town centre in accordance with policies DM7 and SHUA2 of the Local Plan Part 2.

27 A minimum of 20 cycle parking spaces shall be provided for the gym hereby approved.

Reason: To support the use of sustainable transport in accordance with policy DM18 of the LPP2.

28 The provision of parking for cars and other vehicles and cycles for the light industrial units and nursery hereby approved shall comply with parking standards as a minimum.

Reason: To support the use of sustainable transport in accordance with policy DM18 of the LPP2.

Informatives:

01. In accordance with paragraph 38 of the NPPF Winchester City Council (WCC) take a positive and proactive approach to development proposals focused on solutions. WCC work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service and,
- updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance the applicant was updated of any issues after the initial site visit.

02. This permission is granted for the following reasons:

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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.

03. The Local Planning Authority has taken account of the following development plan policies and proposals:

Winchester Local Plan Part 1 – Joint Core Strategy (LPP1)

- DS1 – Development Strategy and Principles
- SH1 – Development Strategy for South Hampshire Urban Areas
- CP8 – Economic Growth and Diversification
- CP10 – Transport
- CP11 – Sustainable Low and Zero Carbon Built Development
- CP13 – High Quality Design
- CP14 – Effective Uses of Land
- CP16 – Biodiversity
- CP17 – Flood Risk
- CP20 - Heritage and Landscape Character
- CP21 – Infrastructure and Community Benefit

Winchester Local Plan Part 2 – Development Management and Site Allocations (LPP2)

- SHUA2 – Solent 1 Employment Allocation
- DM1 – Location of New Development
- DM7 – Town, District and Local Centres
- DM15 – Local Distinctiveness
- DM16 – Site Design Criteria
- DM17 – Site Development Principles
- DM18 – Access and Parking
- DM19 – Development and Pollution
- DM20 – Development and Noise
- DM24 – Special Trees, Important Hedgerows and Ancient Woodlands

Supplementary Planning Guidance:

- High Quality Places March 2015

National Planning Policy Guidance/Statements:

- Revised National Planning Policy Framework (2019)

04. All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no 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.

05. During Construction, no materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Protection Team, an Abatement Notice may be served under The Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through the burning of materials is a direct offence under The Clean Air Act 1993.

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06. Please be respectful to your neighbours and the environment when carrying out your development. Ensure that the site is well organised, clean and tidy and that facilities, stored materials, vehicles and plant are located to minimise disruption. Please consider the impact on your neighbours by informing them of the works and minimising air, light and noise pollution and minimising the impact of deliveries, parking and working on public or private roads. Any damage to these areas should be remediated as soon as is practically possible.

For further advice on this please refer the Construction Code of Practice

<http://www.ccscheme.org.uk/index.php/ccs-ltd/what-is-the-ccs/code-of-considerate-practice>

07. The applicant is advised that one or more of the Conditions attached to this permission need to be formally discharged by the Local Planning Authority before works can commence on site. Details, plans or samples required by Conditions should be submitted to the Council at least 8 weeks in advance of the start date of works to give adequate time for these to be dealt with. If works commence on site before all of the pre-commencement conditions are discharged then this would constitute commencement of development without the benefit of planning permission and could result in Enforcement action being taken by the Council.

The submitted details should be clearly marked with the following information:

- The name of the planning officer who dealt with application
- The application case number
- Your contact details
- The appropriate fee.

Further information, application forms and guidance can be found on the Council's website www.winchester.gov.uk

08. It is important to ensure that the long-term maintenance and responsibility for Sustainable Drainage Systems is agreed between the local planning authority and the applicant before planning permission is granted. This should involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies. For SuDS systems to be adopted by Hampshire Highways it is recommended that you visit the website at:

<https://www.hants.gov.uk/transport/developers/constructionstandards> for guidance on which drainage features would be suitable for adoption. Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme

09. A formal application for connection to the public sewerage system is required in order to service this development. Please read the Southern Water New Connections Services Charging Arrangements documents via the following link

<https://beta.southernwater.co.uk/infrastructure-charges>.

10. A formal application for connection to the water supply is required in order to service this development. For further advice, please contact Southern Water,

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Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), www.southernwater.co.uk or by email at developerservices@southernwater.co.uk.

11. The applicant is advised that further information and guidance for developers on the details that need to be included within a Construction Management Plan can be found on the Winchester City Council website:

<http://www.winchester.gov.uk/environment/pollution/construction-sites/>

Appendix 1

Please return this form to the Case Officer:

From:	Whiteley Town Council
Case No	19/00852/OUT
Location	Land to the north of Forum Buildings Solent Business Park Parkway Whiteley
Proposal	Hybrid planning application with part submitted in outline and part in detail for a mixed use development. The outline component is for a maximum of 8,946 sqm (GEA) floor space comprising light industrial (B1c), a day nursery (D1) a gym (D2) and associated parking and landscaping. The detailed component comprises a hotel (C1), a flexible restaurant/bar (A3/A4), a multi storey car park (sui generis), new access routes and junction works, new servicing routes, associated parking, landscaping and associated development

Objection and request application is heard by the Planning Committee if officer minded to approve.

The history of the site, the extant permission for office buildings and its current allocation in Local Plan part 1 under Policy SHUA2 are acknowledged.

The proposals do not comply with Policy SHUA2 which requires a range of high technology and business uses falling within Class B1 (Business). The proposals for a gym, nursery, hotel and industrial units do not comply with the policy and will provide low paid jobs in an area with high levels of employment.

The scale and mass of the hotel and car park will not make a positive contribution towards the overall appearance of the business park or the main entrance into Whiteley. Policy SHUA2 requires buildings to be under 14m and this should be closely adhered to.

Areas that are not part of the site have been included within the proposed 30% parkland provision which is contrary to the policy requirement that it should be in addition to the structural landscaping which adjoins the site.

There are objections to the timing of the scheme ahead of planned highways improvements works.

Hampshire County Council as the Highways authority acknowledges that the surrounding roads are operating beyond capacity. This is confirmed in a recent

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project appraisal for the M27 J9 and Parkway South Roundabout Scheme dated
15.1.19

Extract <http://democracy.hants.gov.uk/documents/s28395/Report.pdf>

2.2 The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving but at peak times queues caused by congestion at Junction 9 can extend back several kilometres along the motorway. The Scheme is essential to improve traffic flow and journey times in the area. Both junctions currently experience severe congestion in the morning and evening peak periods and traffic queuing on the motorway off-slips at Junction 9 causes operational and safety issues on the M27 mainline. Furthermore, in the morning peak hour, congestion at Parkway South Roundabout can regularly block back to Junction 9, while in the evening peak hour congestion at Junction 9 frequently blocks back to Parkway South Roundabout.

2.3 The congestion is judged to be detrimentally impacting business attraction and retention in two large regionally significant adjacent Business Parks, Solent and Segensworth, located to the north and south of Junction 9 respectively.

Until the planned highways improvements have been completed no further development should be permitted. The historic nature of the planning allocations in Whiteley do not take account of the much higher intensity use of office space today compared to when the developments were planned in the 70s and 80s.

This together with the redevelopment of Whiteley Shopping Centre has created a far higher demand on the highways network than originally envisaged. The parking provision is correspondingly inadequate.

The extreme congestion in and around peak times is unacceptable to our residents.

Comments on the Vail Williams report:

9.16 Gymnasium - Whiteley is already well served with gyms: Solent Hotel, Meadowside Leisure Centre, Holiday Inn and Skylark Meadows.

9.21 Hotel and Diner - 9.26 The Solent Hotel provides both a high end and budget offer following a major extension to create Solent Lodge

9.27 There are currently five, not three nurseries serving Whiteley: Two Futurepaths, Buttercups, Whiteley Pre-School and Kiddicaru

9.34 Additional car parking provision is welcomed but it needs to address the current undersupply as well as the need for provision for any new development.

The Town Council has recently undertaken a survey of parking requirements across the business parks, the responses from 48 businesses suggest there is currently a shortfall of 279 spaces weekdays 9am-5pm and this needs to be addressed before any further development takes place. The survey results have been shared with WCC.

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Comments on the Bellamy Roberts Transport Assessment

3.13 Buses – The bus stops in Parkway are not served by First Bus as it is unable to guarantee a route through due to parked cars.

A two hourly bus service is inadequate for a major business park and the timescales for improvements for North Whiteley can not be relied upon to serve this development.

4.4 The gym parking requirement should not be reduced, experience of the gym at Meadowside suggests local people drive to access the services.

4.5 There is no evidence that staff are likely to come from the local area and that they will not drive. Whiteley has low unemployment this can be seen by the shopping centre employees from outside Whiteley who have to park in the business park at the weekends.

Adequate parking for staff should be provided to avoid the need for nursery users to use other less safe parking areas for dropping off/picking up.

5.0 Traffic generation.

Calculations that claim a reduction in traffic generation are not convincing. The site currently generates no traffic. Any development will therefore increase traffic. According to table 11 the proposals will create an additional 1790 traffic movements on an already congested network. The claims made in para 5.17 are rejected.

Paragraphs 5.10-5.11 suggest there will be shared trips but there is no evidence this will be the case

7.7 There is no evidence that Parkway North will operate with reserves of capacity.

Comments on the Bellamy Roberts Travel Plan

Para 3.1 See comment to para 3.13 of the Bellamy Roberts Transport Assessment above.

Travel plans across the business parks and shopping centre have failed to produce any positive outcomes due to the lack of alternative means of travel, unwillingness to car share and shift work patterns. Efforts by the shopping centre to provide a shuttle bus were unsuccessful with very few users.

The travel plan system needs a review as there is an extraordinary amount of funding being spent without any effective outcomes. An example being the HCC representative for the Shopping Centre travel plan travelling from Bristol to attend meetings.

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Signed: N Oliver, Town Clerk

Date 28.05.19