

Lindenwood, Chineham Business Park

Planning Statement

December 2023

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Client
Frasers Property (UK) Ltd

Our reference
FRAS3014

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1. Introduction

- 1.1 This Planning Statement has been prepared by Turley in support of a full planning application by Frasers Property (UK) Ltd (the applicant) to Basingstoke and Deane Council (BDC) for the erection of terrace of commercial units within Use Classes E(g), B2 and B8 with associated car parking, servicing, infrastructure and hard and soft landscaping at Lindenwood, Chineham Business Park.

Description of Development

- 1.2 The submitted planning application seeks permission for:

“Erection of terrace of commercial units for flexible light industrial and storage / distribution uses with office space (Use Classes E(g), B2 and B8), with associated car parking, servicing arrangements, hard and soft landscaping and associated infrastructure.”

- 1.3 A Design Statement supports the application. This shows the site and surrounding area in detail and sets out the principles behind the design of the scheme, and the context it sits within. Pre-application discussions have also been used to inform the final design of the scheme.

Accompanying Documentation

- 1.4 The planning application is supported by a suite of documents and drawings, including this Planning Statement. These include:

- Application Form
- CIL Form
- Location Plan (18817-THPW-XX-XX-DR-A-102)
- Proposed Elevations (18817-THPW-XX-XX-DR-A-103)
- Proposed Ground Floor GA Plan (18817-THPW-XX-XX-DR-A-104)
- Proposed First Floor GA Plan (18817-THPW-XX-XX-DR-A-105)
- Proposed Site Plan (18817-THPW-XX-XX-DR-A-106)
- Proposed GA Sections (18817-THPW-XX-XX-DR-A-107)
- Proposed MEP Strategy (18817-THPW-XX-XX-DR-A-108)
- Proposed GEA (18817-THPW-XX-XX-DR-A-109)
- Proposed Roof Plan (18817-THPW-XX-XX-DR-A-110)
- Existing Site Plan (18817-THPW-XX-XX-DR-A-111)

- Proposed Site Plan (18817-THPW-XX-XX-DR-A-112)
- Design and Access Statement (Harris Partnership 18117 D+A V2)
- Lindenwood CGIs View 1-2
- Landscape Proposals (ASA-712-DR-401 P01)
- Offsite Planting Location (ASA-712-DR-403 P01)
- Planning Statement (Turley FRAS3014 dated December 2023)
- Biodiversity Impact Assessment (Greengage dated December 2023)
- Preliminary Ecological Appraisal (Greengage dated December 2023)
- Biodiversity Metric 4.0 Calculation Tool (Greengage dated 9 December 2023)
- Noise Assessment (Hoare Lea Rev 01 – 7 December 2023)
- Odour Assessment (Hoare Lea Rev 01 – 11 December 2023)
- Lighting Impact Assessment Scoping (Hoare Lea Rev 01 – 5 December 2023)
- Flood Risk Assessment and Drainage Strategy (Motion dated December 2023)
- Transport Statement (Motion V1.0 dated 7th December 2023)
- Arboricultural Impact Assessment (SJ Stephens 2125 dated 15th December 2023)
- Tree Protection Plan (SJ Stephens 2125-02 Rev A)

Structure of the Planning Statement

1.5 The remainder of this statement is structured as follows:

Section 1: Introduction

Section 2: Site Context

Section 3: Proposed Development

Section 4: Planning Policy Context

Section 5: Planning Considerations

Section 6: Conclusions

2. The Site and Context

Chineham Park

- 2.1 Chineham Park is one of Basingstoke's premier business locations and is designated as a Strategic Employment Area under the Basingstoke and Deane adopted Policies Map. The park totals approximately 30ha, made up of approx. 49,900 sqm of offices, 6,300 sqm of light industrial/hi-tech space and 10,000 sqm of general industrial/warehousing. Transport links are good, with a shuttle bus and public buses to the train station and town centre and easy access to the A33, A339 and M3.
- 2.2 The business park is home to over 60 companies, including major employers' such as TD Synnex, Exertis, Merlin Attractions, HID and RingGo.
- 2.3 The Park is managed and owned by Frasers Property. Since its purchase in 2017, Frasers Property has invested heavily in the park to ensure it meets modern occupier requirements. The works align with Frasers Property's wide investment across the business park to enhance the offer within the park in order to retain existing businesses as well as to make the business park attractive to potential new businesses. This all contributes to retaining the Chineham Park as a key Strategic Employment Area within Basingstoke.

Application Site

- 2.4 The Lindenwood phase of Chineham Park previously comprised of a collection of seven detached two-storey office buildings, providing a total net internal area of approximately 4,400 sq m Class E(g) office space on a plot size of approximately 1.35 ha. Located in the north-west corner of Chineham Park, the site is bounded by Crockford Lane to the east and an estate road for accessing Lindenwood and the adjoining Elmwood phase to the south. The office buildings were surrounded by areas of car parking associated with the office buildings.
- 2.5 The market for smaller, secondary offices has declined following the Covid-19 pandemic and the office units did not provide the modern office accommodation required by occupiers. Frasers Property has reviewed options for the site and identified that the office buildings did not lend themselves to repurposing or refurbishment to meet market requirements. As a result, prior notification of demolition was submitted to the Council in January 2023, and subsequently approved in February 2023. Demolition of the Lindenwood series commenced in July 2023 and is now complete. As part of the demolition, the trees within the central parking area on the site have also been removed, however the hardstanding is retained. It should be noted, however, that the baseline biodiversity position for the site accounts for the removed trees being in situ.
- 2.6 To support the long-term strategic function of the business park in the long term, Frasers Property is proposing under this planning application the development of flexible light industrial and storage / distribution uses with supporting office space. The proposed development on the site would complement existing uses on the business

park and fully align with the strategic employment function of the park, providing greater flexibility and choice of employment floorspace.

Statutory Designations

- 2.7 Chineham Park is listed as a 'Strategic Employment Area. As such, it is protected under policies EP1 and EP2 of the Basingstoke and Deane Local Plan (2011 to 2019) which was adopted in May 2016.
- 2.8 The site is within Flood Zone 1, which is the lowest category of flood risk, with the site having no other statutory designations. There are no listed buildings within the vicinity of the site, and it is not in a conservation area.
- 2.9 To the west of the site is woodland designated as a Site of Importance for Nature Conservation (SINC), alongside Petty's Brook to the north of the site which is also SINC.

Planning History

- 2.10 Based on the Council's online register, the table below provides a summary of the relevant planning history for the site:

Reference Number	Location	Description	Decision
23/00134/DEM	Lindenwood, Crockford Lane	Demolition of Units 1 – 7 (two storey office buildings)	Raise No Objection
BDB/46664	Unit 6, Lindenwood	Proposed external condenser compound	Approved Jan 2000
BDB/43565	Unit 4, Lindenwood	Install 6 new condensers and fence compound	Approved Oct 1998
BDB/42910	Unit 3, Lindenwood	Erection of enclosure around air conditioning plant at rear	Approved May 1998

3. The Proposed Development

Description of Development

3.1 The description of development, as indicated on the application form, is as follows:

“Erection of terrace of commercial units within Use Classes E(g), B2 and B8, with associated car parking, servicing arrangements, hard and soft landscaping and associated infrastructure.”

Proposed Employment Floorspace

3.2 The proposed development comprises four employment units, comprising a total GIA of 5798 sqm (62,410 sq.ft) of floorspace for flexible uses within Class E(g), B2 and B8 of the Use Classes Order.

3.3 The table below outlines the key characteristics of each unit:

Unit	Key Characteristics
Unit 1	Ground Floor GIA – 1686 Sqm First Floor GIA – 321 sqm
Unit 2	Ground Floor GIA -1380 sqm First Floor Office GIA – 199sqm
Unit 3	Ground Floor GIA – 906sqm First Floor GIA – 199sqm
Unit 4	Ground Floor GIA – 906sqm First Floor GIA – 199sqm

3.4 It is intended for the units to provide flexible light industrial and storage / distribution uses with office space, with the units having been designed flexibly to be able to respond to tenant’s requirements. As such, flexibility is sought in terms of permitted use within classes E(g), B2 and B8.

3.5 There is an identified requirement for such hybrid light industrial and warehousing units on the site, in direct response to increased use of technology within manufacturing and production processes which have resulted in increased demand for hybrid office, production, innovation and storage space.

3.6 The proposed development seeks to diversify the available space at Chineham Business Park to ensure it is able to respond to and accommodate market demands and provide a portfolio of employment space to meet tenant’s requirements as businesses evolve. This all contributes to retaining Chineham Business Park as a key Strategic Employment Area within Basingstoke.

Parking and Access

- 3.7 A new vehicular access is proposed in the north eastern corner of the site that will split upon entry to the site to provide direct access to the service yard for delivery vehicles, as well as access to the car parking area to the side and front of the units. The service yard area would remain separate from pedestrians and small vehicle users to ensure a safe means of access to the site for all. The existing access to the south will be closed up, with access for employees and visitors to be retained at the existing southwestern corner of the site.
- 3.8 A total of 90 parking spaces are proposed as part of the proposed development, with 8 electric vehicle charging spaces and 5 Blue Badge spaces. These accessible bays are located next to the electric vehicle charging points ensuring that blue-badge holders can also utilise the electric vehicle charging infrastructure provided.
- 3.9 The development proposals will include 11 long-stay cycle parking spaces provided and 10 short-stay cycle parking spaces. The long stay spaces will be provided in secure covered lockers close to the building entrance points.
- 3.10 Suitable bin stores are proposed for tenants. The existing refuse collection is carried out by an appointed contractor and this strategy is proposed to be maintained within the proposed development. A dedicated area within the north of the site is proposed to be provided for waste storage bins which will be removed from the site on a regular basis.
- 3.11 At the location of the proposed access onto Crockford Lane, there is an existing bus stop layby present. It is proposed that as part of this development, that this layby is removed but that the bus stop is retained in an on-street bus stop capacity located to the south of the access. The bus stop in question, shown within Figure 4-2 of the submitted Transport Statement, is only used to service bus Route C10 which only acts to serve Chineham Business Park with Basingstoke (frequency; 1 bus every 2 hours). The route loops around Chineham Business Park and stops at numerous stops within a close vicinity to each other. The C10 stop in the lay-by has only recently been created (October 2023) and it was previously used for business park services only. It is proposed that the existing lay-by bus stop is replaced by an on-carriageway bus stop. The on carriageway bus stop will be provided with a lamp post similarly relocated from the proposed access, with a bus stop flag attached to alert park users of the bus route. A proposed on-carriageway stop will reduce necessary highway works and therefore limit the environmental impact of the proposals (e.g. local landscaping). The new arrangement will be designed to accord with the current HCC technical guidance on bus infrastructure.

Hard and Soft Landscaping

- 3.12 The site has established landscape edges to the existing business park with existing tree planting, lawn and hedges. It is proposed to maintain the perimeter landscaping to all areas other than the area needed for the new access.

- 3.13 As a result, the red line boundary extends into the perimeter areas where landscape enhancements are proposed, access points stopped up or created and new landscape works proposed to the south and east boundaries of the site.
- 3.14 The plans, prepared by ASA Architects, demonstrate that the scheme would complement the existing open verdant landscape appearance of the business park, respecting the character and environment of this.
- 3.15 Whilst it is recognised that the redevelopment of the site has resulted in the loss of trees within the former central courtyard parking area of Lindenwood, there is a commitment to deliver biodiversity net gain, and compensatory planning will be provided both on site and off site, within the wider Chineham Park estate, with appropriate areas identified for off-site planting within the business park (see ref ASA-712-DR-403 P01).

4. Pre-Application Advice

Pre-Application Advice

- 4.1 The applicant has engaged with BDBC Planning Officers at pre-application stage with particular focus on design and layout of the development, and the creation of a quality environment within the existing business park.
- 4.2 A written submission was made on the 31st of August and a pre-application meeting was held on 21st September 2023 with Luke Benjamin, Senior Planning Officer. The purpose of the meeting was to present the proposed development and outline the design concept for the development.
- 4.3 The written pre-application response was issued on the 31st of October 2023, and included responses from the Urban Design, Planning Policy and Biodiversity Officers.
- 4.4 The response outlined several recommendations to be considered as part of the proposal. The table below summarises these comments and explains how the final application submission has sought to positively respond to and address these issues.

Pre-Application Comments	Applicant Response
Any future planning application should clearly set out the economic justifications for the proposed redevelopment in terms of how it responds to the commercial property market and the economic needs within the area.	Section 5 of the Planning Statement includes a section on the economic benefits of the application, and how the proposed development responds to the commercial property market and economic needs within the area.
It is considered that a well-maintained and verdant frontage to the site is highly important as this would ensure the buildings continue to integrate and respect the immediate character of the business park. The proposal where possible should seek to provide additional landscaping with an appropriate balance between the hard and soft landscape features. If an application were to come forward, it should also be made clear if there are any proposed level alterations as part of the proposed development.	<p>Additional landscaping incorporating both hard and soft landscape has been prepared by ASA Landscape Architects. The plans demonstrate that the scheme would complement the existing open verdant landscape appearance of the business park, respecting the character and environment of this.</p> <p>Whilst it is recognised that the redevelopment of the site has resulted in the loss of trees within the former central courtyard parking area of Lindenwood, there is a commitment to deliver biodiversity net gain, and compensatory planning will be provided both on site and off site, within the wider Chineham Park estate, with appropriate areas identified for off-site planting within the business park.</p> <p>There are no proposed level alterations as part of the proposed development.</p>
Any future planning application would need to be accompanied by a Transport Statement which	A Transport Statement prepared by Motion is submitted with the application which sets out at

assesses the potential traffic generation of the proposed use. This should be used to demonstrate that the surrounding highway network is capable of accommodating the proposed use without compromising highway safety and the local highway network's ability to absorb the additional traffic.

Section 5 the forecast trip generation created by the proposed development. This concludes that the proposed use will generate a total decrease in trips during the peak hours when compared with the previous office development on the site due to the change in land use (fewer employees working in the buildings). During the morning peak, it is predicted that there will be a decrease of 42 total two-way trips. This includes a predicted decrease of 41 car trips and 4 LGV trips. HGV trips are expected to increase by 3. During the evening peak, it is predicted that there will be a decrease of 39 total two-way trips. It is predicted that there will be a decrease of 40 car trips and a decrease of 2 LGV trips. HGV trips are predicted to increase by 3. The Transport Statement demonstrates that the proposal to permit B8 use on the site will generate a minor increase in HGV trips to the site (maximum of 3 in the peak hours).

It is concluded that this level of change will not introduce any negative impact had upon the local highway network.

Tracking information would need to support any application to demonstrate that appropriate turning could occur for larger vehicles.

Swept path analysis is appended to the Transport Statement prepared by Motion that demonstrates the site is accessible by the expected vehicles, especially articulated HGV.

An assessment of the provision of parking will be carried out as part of any future planning application alongside the comments from HCC Highway Authority, however, at this stage, it is noted that 128 parking spaces would be required for a B2 use and 64 spaces for a B8 use.

The Class E(g) use would be office space associated with the B2 and / or B8 operator of the building. Reflecting the flexible nature of the business space to be provided, the level of office content with each unit may vary, however the predominant use within each unit is intended to be B2, B8 or a hybrid B2/B8 use.

It is understood that the Class E (g) use would be ancillary offices to the main use of the building, however, if this is not correct then further parking would be required in accordance with the parking standards for this floorspace.

The level of parking provision reflects the intended function of the proposed floorspace. As set out in this statement, the proposed units will provide modern, next generation employment space on the business park. The businesses expecting to occupy this space fall within the hi-tech / innovation sector and do not conform entirely to a single B2 or B8 uses, but rather a hybrid of the 'B' class use, with the exact composition of floorspace to vary between occupier. As such, it is considered the proposed provision of 90 parking spaces, will falls within the standards for these uses is considered to be entirely appropriate.

The current Transport Note only considers a B8 across the site. The current proposal would result in a shortfall in B2 parking spaces. It is advised that the required number of car parking spaces are delivered onsite to meet the parking standards or that a

number of the units are only brought forward with a B8 use thus avoiding an under-provision of parking

You would need to demonstrate that the change of use would not likely generate noise and/or odour to the detriment of the neighbouring uses. Any future planning application would need to demonstrate that the proposal would not have a detrimental impact on the neighbours in terms of noise or odour.

It is noted that a number of trees are set to be removed as part of the proposal, and this would have a detrimental impact on the character of the area. It would be for you to demonstrate this loss would be appropriate.

An ecological report and the necessary surveys should also be submitted given the proximity of the adjacent Sites of Importance for Nature Conservation (SINCs) (Petty's Brook (north) and Carpenter's Down Wood (west)). These would need to demonstrate that there would not be any harm to protected species or their habitats.

As the application site is over 1ha, a Flood Risk Assessment should be submitted with any future planning application, especially examining how surface water from the development will be addressed.

Submitted with the application is both a Noise and Odour Assessment prepared by Hoare Lea.

Both assessments conclude that the proposed development would not have a detrimental impact on neighbouring occupiers in terms of noise or odour.

Submitted with the application is an Arboricultural Impact Assessment which identifies the trees to be impacted by the development proposal. The applicant has sought to minimise the tree loss, and the rear service yard and delivery area has been carefully designed to account for the existing trees to the northern boundary of the site and minimise impact.

Replacement tree and vegetation planting is proposed on the submitted soft landscaping plans, as well as areas of compensatory planting and biodiversity net gain demonstrated on the Off Site Landscaping Plan submitted with the application.

A Preliminary Ecological Appraisal prepared by Greengage is submitted with this application.

This concludes that the proposed development is not expected to have an impact on the surrounding statutory designated sites. Measures to minimise and where possible eliminate the indirect impacts on the non-statutory designated sites are set out in the PEA report.

A FRA is submitted with the application which concludes which sets out how the surface water from the development will be addressed.

The report concludes that the majority of the site is in an area at very low surface water floor risk and is not in an area with susceptibility to groundwater flooding. The proposed surface water drainage system manages flood risk on and off site and reduces overall local flood risk. The proposed strategy is also able to mitigate all pollution hazards created on site.

Hampshire County Council Pre-Application Advice

- 4.5 A Pre-application enquiry was submitted to Hampshire County Council (HCC) Highways in relation to the development of the site, with a written response received 20th November 2023.
- 4.6 The response outlined several recommendations to be considered as part of the proposal. The table below summarises these comments and explains how the final application submission has sought to positively respond to and address these issues.

Pre-Application Response	Applicant Response
The location of the bus stop is acceptable in principle, subject to the confirmation that it reflects the HCC typical standard detail.	The new stop will be designed to accord with the current HCC technical guidance on bus infrastructure.
Any future submission should include an independent Stage 1 Road Safety Audit and the Designer's Response	A Road Safety Audit (Stage 1) has been prepared by Gateway RSE to carry out a road safety appraisal of the new access arrangements onto Crockford Lane. The report is provided in Appendix D of the Transport Statement.
It is recommended that all four movements at the access are undertaken using up-to-date base mapping, ensuring the movements do not cross the kerb or carriageway centre line.	Swept path analysis for the proposed development are provided within Appendix E to demonstrate that the site is accessible by the expected vehicles, especially articulated HGV.
It is recommended that the manoeuvres are presented separately to demonstrate that there would not be any conflicts internally.	
Transport Assessment should include a comparison of the existing and proposed development trip rates and traffic generation. The proposed development traffic generation should be based on the highest trip attractor in the TRICS database.	Trip generation is discussed within section 5 of the Transport Statement, which concludes that the proposed development will generate a reduction in total vehicle trips to the site but that there will be an increase in HGV trips to the site, and is considered further in the Transport Statement. This is to be expected with a B8 land-use and is mitigated by the significant decrease in car and LGV trips to the site.
Although the proposals may result in reduction in overall vehicle demand during the typical weekday AM and PM peak hours, the change of use is likely to result in a significant increase in HGV trips, particularly at the proposed site access. This impact should be quantified and considered as part of the Transport Assessment.	
As this is a commercial development with associated S278 works, a 'large scheme' WCHAR is required.	This report has been prepared by an independent auditor to demonstrate the existing provisions available for walking, cycling, and horse-riding within a designated study area and identifies relevant potential improvements that can be included as part of the

development proposals. The full WCHAR report is included within Appendix B of the Transport Statement.

A Framework Travel Plan should be submitted as part of the planning application.

The Chineham Business Park has a Site-wide Travel Plan in place which will be provided to any new occupiers of the Lindenwood development. The Site-wide Travel Plan is provided in Appendix F of the Transport Statement.

5. Planning Policy Context

- 5.1 This section summaries the relevant national and local planning policy in relation to this planning application.
- 5.2 In accordance with the Section 38 (6) of the Planning and Compulsory Purchase Act 2004, applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 The relevant Development Plan at the time of the submission of the pre-application consists of the Local Plan 2011-2029 (adopted May 2016) and the Policies Map (adopted May 2016).
- 5.4 At a national level, planning policy and guidance is contained within the National Planning Policy Framework (2021), the relevant details are outlined below.

The Development Plan

Local Plan 2011-2029 (May 2016)

- 5.5 The following planning policies from the Local Plan are considered to be relevant to the application:
- 5.6 **Policy SD1 – Sustainable Development** sets out that the Council will take a positive approach that reflects the presumption of sustainable development in the NPPF. Applications that accord with the policies in the Local Plan should be approved without delay.
- 5.7 **Policy EP1 – Economic Growth and Investment** sets out that inward investment, and growth and retention of existing businesses will be supported. The policy seeks to protect strategic employment sites for employment uses and enable the regeneration / redevelopment of those sites for employment uses.
- 5.8 **Policy EP2 – Employment Land and Premises (B-Use Classes)** outlines that sites within Chineham Business Park are to be protected for employment uses within the Use Classes B1, B2 and B8. The council recognise that the addition of complementary uses within Strategic Employment Areas can support their operation and function and encourage prospective tenants/occupiers to these sites.
- 5.9 **Policy CN9 – Transport** dictates that the Council will work in partnership to promote a safe, efficient and convenient transport system which will, amongst other things, build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area; and promote and improve safety, security and healthy lifestyles. Development should be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of travel modes, including walking and cycling, and with accessibility for all potential users.
- 5.10 **Policy EM1 – Landscape** states that development will be permitted only where it can be demonstrated that the proposals are sympathetic to the character and visual quality

of the area concerned and must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected.

- 5.11 **Policy EM4 – Biodiversity, Geodiversity and Nature Conservation** establishes that proposals will only be permitted where significant harm to biodiversity can be avoided or adequately mitigated unless there is a demonstrated overriding public need.
- 5.12 **Policy EM7 – Managing Flood Risk** sets out that all planning applications for major development are required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. The trigger for a FRA are all sites of 1ha or more in Flood Zone 1.
- 5.13 **Policy EM9 – Sustainable Water Use** seeks to ensure that non-residential development of 1000sqm gross floor area or more meet the BREEAM ‘excellent’ standards for water consumption, unless it can be demonstrated it would not be feasible on technical or viability grounds.
- 5.14 **Policy EM10 – Delivery High Quality Development** outlines that proposals are required to respect the local environment, contribute to the street scene and be visually. The Policy also requires developments to provide high levels of amenity for proposed occupants and neighbouring occupiers regarding privacy, amenity space and natural light.
- 5.15 **Policy EM12 – Pollution** states that development will be permitted provided it does not result in pollution which is detrimental to quality of life. The supporting policy text outlines that noise sources such as plant associated with industrial, commercial activities and premises are often related to development proposals. The development should ensure it does not result in unavoidable noise pollution.

Material Considerations

National Planning Policy Framework (September 2023)

- 5.16 The ‘presumption in favour of sustainable development’ is described as a golden thread running through both plan making and decision taking. For decision taking this means approving proposals which accord with the development plan without delay and, where the development plan is absent, silent or out-of-date, granting planning unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.17 The following paragraphs of the NPPF are considered of particular relevance to the determination of this application:
- 5.18 Paragraph 126 states that the creation of high-quality places is fundamental to planning.
- 5.19 Paragraph 81 states that when making decisions significant weight should be placed on the need to support economic growth and productivity. Decisions should also help businesses to expand and adapt.

- 5.20 Paragraph 126 of the NPPF outlines the need to create high quality buildings. Good design is a key aspect of sustainable development and creates better places in which to live and work.
- 5.21 Paragraph 130 states that developments should function well and add to the overall quality of the area, be visually attractive and sympathetic to the local character which includes the surrounding built environment.
- 5.22 Paragraph 132 requires design quality to be considered throughout the evolution and assessment of individual proposals through early discussion between applicants and the local planning authority.

Supplementary Planning Documents

- 5.23 The following guidance is considered relevant to the proposal:
- 5.24 **Design and Sustainability SPD (August 2018)** - This document sets out guidance in order to support the achievement of high-quality sustainable development which responds to the context and character of the area in which it is sited.
- 5.25 **Parking Standards SPD (July 2018)** - These standards set out an approach that takes account of expected levels of car ownership in new developments and that sufficient provision is made for the amount of parking that is likely to be needed with the emphasis on promoting good design. It also includes standards for cycle, motorcycle and electric vehicle parking.
- 5.26 **Landscape, Biodiversity and Trees (December 2018)** – This documents sets out how landscape, biodiversity and trees should be integrated into development in order to meet requirements in Local Plan policies such as EM1 (Landscape) and EM4 (Biodiversity, Geodiversity and Nature Conservation).
- 5.27 **Achieving Biodiversity Net Gain - Interim Guidance for Development (February 2021)** – This document sets out the Council’s objective in regard to planning applications in order to ensure that measurable net gains for biodiversity are achieved.

Emerging Local Plan

- 5.28 The Council are in the early stages of updating the Local Plan. The revised LDS, published in September 2023 sets out the following timescales:
- Issues and Options Consultation – Completed 2020
 - Consultation on Draft Plan (Regulation 18) – Winter 2023/2024
 - Publication of Submission Draft Local Plan (Regulation 19) – Winter 2024/2025 Autumn 2024
 - Submission (Regulation 22) – Spring 2025
 - Examination and Main Modifications (Regulation 24) – Summer 2025
 - Adoption (Regulation 26) – Winter 2025/2026

5.29 It is considered that no weight should be attributed to the emerging Local Plan due to the very early stages of preparation the Plan is in.

6. Planning Assessment

Principle of Development

- 6.1 The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan.
- 6.2 The application site is situated within Chineham Park, an identified Strategic Employment Area. Policy EP1 of the adopted Local Plan seeks to protect strategic employment sites for employment use (B-Class) and enables the regeneration/redevelopment of these sites for employment use. Policy EP2 provides more detail on the protection afforded to the Strategic Employment Areas and sets out that the council recognise that the addition of complementary uses within Strategic Employment Areas can support their operation and function and encourage prospective tenants/occupiers to these sites.
- 6.3 The market for smaller, secondary offices has declined following the Covid-19 pandemic and the former Lindenwood units did not provide the modern office accommodation required by occupiers. Frasers reviewed options for the site and identified that the office buildings did not lend themselves to repurposing or refurbishment to meet market requirements. As such, the office building were demolished to facilitate a comprehensive, longer term redevelopment of the site.
- 6.4 To support the long-term strategic function of the business park in the long term, Frasers are proposing the development of flexible light industrial and storage / distribution uses with ancillary office space. The proposed development on the site would complement existing uses on the business park and fully align with the strategic employment function of the park, providing greater flexibility and choice of employment floorspace. The proposed floorspace will meet the identified demand in the market identified by Frasers ongoing discussions with tenants and advice from specialist agents. There is clear demand for next generation employment space which provides modern, agile space able to be adapted and respond to different business needs over time. In particular within the hi-tech and innovation sectors who are actively seeking space which can work for light industrial / manufacturing, storage & distribution and office use. This office space being used for both the back of house and administrative functions of the business and as part of the product development and manufacturing process.
- 6.5 A number of tenants of the park have approached Frasers to discuss both relocation of existing premises or expansion into additional floorspace in order to meet their evolving business requirements. The scheme will actively contribute to both retaining existing tenants on the park, by providing additional choice of floorspace should they wish to upsize / downsize their existing accommodation as well as attracting new tenants to the park.
- 6.6 By providing next generation employment floorspace, the scheme will contribute to the retention of Chineham Park as an exemplar business park within the region, assisting in competing with alternative strategic employment locations across the

South East, and ensuring Basingstoke continues to offer a premier employment location.

- 6.7 It is considered that this is consistent with supporting paragraph 7.18 of the Local Plan sets out that the strategy of re-using, regenerating and making more efficient use of existing employment land is consistent with the principles of sustainable economic growth.
- 6.8 The proposed development consists entirely of commercial units for Use Classes B2/B8/E(g) (formerly Use Class B1(a), which is in accordance with the protected uses in this key employment area. It is therefore considered that the proposed development accords with policies EP1 and EP2, and the NPPF.

Design

- 6.9 Policy EM1 states that development will be permitted only where it can be demonstrated that the proposals are sympathetic to the character and visual quality of the area concerned and must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected.
- 6.10 Policy EM10 states that proposals will be required to respect the local environment, contribute to the street scene, be visually attractive and provide adequate vehicular parking and cycle storage.
- 6.11 The surrounding area is characterised by commercial/industrial buildings within a wider employment/industrial estate. By virtue of its siting the proposal would be visible within the public realm.
- 6.12 A selected material palette of 2 principal materials is proposed to create a bold, consistent design that expresses the form of the building. A vertical profiled metal cladding is used across the whole building in a dark slate grey finish. The simplicity of material emphasises the building form. Entrance areas are lifted by the use of Acoya timber cladding. The material provides a softer, more warm appearance which is focused around the entrances and office areas.
- 6.13 Each entrance is highlighted with a recessed glazed entrance door. Above at first floor, a large section of curtain wall glazing provides light into the main access core. First floor offices include full height windows which are replicated at ground into the flexible space below. This maximises flexibility for the occupier and animates the facade.
- 6.14 The use of cladding materials with softer materials such as timber cladding to break up the overall mass of the facade and add interest to entrance areas. Within Chineham Business Park there are a large variety of materials, in particular differing forms of cladding. The slight extrusion of the metal frame around each front gable adds visual interest. It is noted that the use of timber effect cladding was welcomed by the Council's Urban Design Officer within the pre-application feedback. It is considered this material usage, will soften the appearance of the building and the vertical alignment of these timber panels will provide further balance to the predominantly horizontal emphasis of the building as a whole. The different tones of the timber effect cladding will add further visual detail.

- 6.15 As such the principle of cladding is considered to be entirely appropriate and would not result in demonstrable harm to the character of the area. Indeed, it is considered that the proposed material choice would be a positive addition to the business park, providing a degree of design interest.
- 6.16 The proposal introduces individual roof pitches to each unit. This enables a column free layout to each unit. Individual roofs also reduce the perceived overall scale of the building and creates an opportunity to use the roof pitches for architectural appearance. The bulk of the building is reduced by the rhythm of four shallow front gables. This breaking down of the massing of the building is reinforced by a regular positioning of the pedestrian entrances into each unit which are marked by extensive glazing and metal cladding. The overall height of the building is approximately 11.5m, which is comparable with the existing buildings on site which are 2 storey with an additional pitched roof.
- 6.17 The proposed design would incorporate a well-maintained and verdant frontage to the site to ensure the buildings continue to integrate and respect the immediate character of the business park.
- 6.18 As a result, it is considered that the proposed building design would be appropriate to its context and would not have an adverse impact on the street scene of the character of the area in accordance with policies EM1 and EM10 of the Local Plan

Parking and Access

- 6.19 Policy CN9 (Transport) dictates that the Council will work in partnership to promote a safe, efficient and convenient transport system which will, amongst other things, build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area; and promote and improve safety, security and healthy lifestyles. Development should be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of travel modes, including walking and cycling, and with accessibility for all potential users. This includes providing appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted Parking Standards.
- 6.20 The policy goes on to further cite that development will be permitted where it (h) provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted Parking Standards.
- 6.21 The Parking Standards SPD sets out the standards for non-residential development for offices. Uses in B2/B8 (not Use Class E) within the outer urban and rural areas of the borough are to provide 1 space per 45 sqm for B2 and 1 space per 90 sqm for B8.
- 6.22 On the basis of the above, the proposed development should provide between 62 and 127 car parking spaces with up to 5 of these dedicated as blue badge spaces. The application proposals propose 90 surface level parking spaces on the eastern/southern and western sides of the development plot, within the parameters of the parking standards set out above for the hybrid uses proposed.

- 6.23 There is an expectation that electric vehicle charge points should be provided for proposals for 30 spaces or more or at a ratio of 1 charge points per 30 spaces (1:30) unless it can be demonstrated it is not viable. The location of charge points should be convenient for users with consideration to the scope to charge more than one vehicle. 8 of the proposed spaces are to be allocated as Electric Vehicle Charging Points, which will exceed the local authority requirements.
- 6.24 The proposed development would see the existing access to the Lindenwood series to the south removed, with access retained to the site at the existing access in the south-western corner for visitors and employees to use. A new access is proposed to the site in the north-eastern corner directly from Crockford Lane, that would provide safe, suitable and direct access to the service yard, to separate HGVs from smaller vehicles and pedestrians. The proposed new access onto Crockford Lane is shown on Motion Drawing 2210020-101 provided in Appendix C of the Transport Statement submitted.
- 6.25 Swept path analysis for the proposed development are provided within Appendix E of the Transport Statement submitted to demonstrate that the site is accessible by the expected vehicles, especially articulated HGV. Emergency access to the site will be provided via the proposed access with emergency servicing undertaken on-site.
- 6.26 Developments of this size normally require a Framework Travel Plan, and it is noted this has been requested as part of the pre-application feedback provided by HCC. However, the Chineham Business Park has a Site-wide Travel Plan in place which the new scheme will conform to and will be provided to the new occupiers of the Lindenwood development. The Site-wide Travel Plan is provided in Appendix F of the Transport Statement prepared by Motion.
- 6.27 The Transport Statement concludes that whilst the proposed development would generate an overall reduction in total vehicle trips to the site, there would be an increase in HGV trips to the site resulting from the proposed B8 use on the site. It is considered the additional HGV trips can be adequately accommodated on the local road network and should be considered in view of the overall decrease in car and LGV trips to the site.
- 6.28 In summary, the submitted Transport Statement demonstrates that that there is no reason why the proposals should be resisted on traffic or transportation ground, and it is considered that the proposed development would be in accordance with Policy CN9 of the Local Plan.

Landscape

- 6.29 Policy EM1 states that development will be permitted only where it can be demonstrated that the proposals are sympathetic to the character and visual quality of the area concerned and must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected.
- 6.30 Policy EM4 establishes that proposals will only be permitted where significant harm to biodiversity can be avoided or adequately mitigated unless there is a demonstrated overriding public need.

- 6.31 The existing landscape consists largely of hard landscaping, with areas of low quality soft landscaping dotted through the car parking within the building series. Larger, more mature trees are located close to the site's boundaries to the west and north.
- 6.32 A landscaped frontage is proposed to Crockford Lane that would extend round the south eastern site boundary, which would help retain the character along Crockford Lane. This would allow the landscaping to provide screening into the site from the street scene and soften the appearance of the building.
- 6.33 All areas of existing landscape to the perimeter of the site will be retained and suitably maintained through the design of the scheme. The ornamental buffers to the east and south will be enhanced with new tree and hedge planting. The boundaries to the north and west will be designed to accommodate the existing tree line. Boundaries to the woodland to the north and west will be improved where required to respond to the tree line. A full Arboricultural survey has been carried out to inform the layout.
- 6.34 A combination of existing and proposed trees and planting is proposed, the details of which are submitted with the planning application. It is noted that the proposal does result in the loss of trees within the site, however to compensate for this loss an area of off-site landscaping / planting within the Park is proposed (as show on plan ref. ASA-712-DR-403 P01).
- 6.35 As such it is anticipated that the proposal will accord with Policy EM4 of the Local Plan.

Arboriculture

- 6.36 Policy EM1 states that development will be permitted only where it can be demonstrated that the proposals are sympathetic to the character and visual quality of the area concerned, with particular regard to trees, hedgerows and other important landscape features and their functions as ecological networks.
- 6.37 The following trees / tree groups, categorized as per BS 5837 (see Appendix C of the submitted AIA), are proposed for removal:
- Category U – unsuitable for retention: One tree – T31 – removal is required for reasons of sound arboricultural management.
 - Category C – low quality or trees with a stem diameter <150mm: One tree group –G1, and two shrub groups – G3 and G52.
 - Category B – moderate quality: One tree: T2 – an 8.5m, early mature oak.
- 6.38 Only one moderate quality tree is proposed for removal. Removal is required to allow construction of a new access from Crockford Lane. The loss of the tree will be mitigated by new tree planting which is to be undertaken as part of landscape enhancement works for the site. The proposed landscape works include the removal of areas of existing hard surfacing from the Root Protection Areas of early mature and mature landscape trees which are located along the northern and western site boundaries. The replacement of hard surfacing with a soft surface will provide improvement to the

rooting environment of these trees, which is considered likely to be beneficial to their physiological health.

- 6.39 Protection measures have been specified to protect all retained trees. Provided the recommendations in the AIA report are followed, the arboricultural impact of this development on existing tree cover is considered acceptable.

Ecology and Biodiversity

- 6.40 Policy EM4 establishes that proposals will only be permitted where significant harm to biodiversity can be avoided or adequately mitigated unless there is a demonstrated overriding public need.
- 6.41 The site is bordered by woodland, an area that has two separate non-statutory designations. This woodland boundary also provides good foraging habitat for a range of species, in particular bats. On site, the potential for protected species is limited to nesting birds in the scattered trees. A previously undertaken preliminary bat roost assessment of the former office buildings on the site undertaken by Jon Wenman Ecology Consultancy concluded that the demolition of the previous office buildings were highly unlikely to have an impact on bats and their roosts. This report is appended to the Preliminary Ecological Appraisal (PEA).
- 6.42 The submitted PEA identifies that the site is generally of low ecological value except for breeding birds and foraging bats. The site is however bordered by areas of woodland which are likely to have significantly more ecological value than the site itself, this value being reflected through there being two non-statutory designations on the offsite woodland. Key mitigation, compensation and enhancement actions are described to enable legislative and policy compliance are set out at Appendix B of the PEA, aiming to achieve net gains in biodiversity for the site. Key actions should be included within EMP and CEMP documents for the site which could be secured through planning condition.
- 6.43 The PEA recommends the following is undertaken in relation to each receptor:

Badgers

- 6.44 The woodland habitat immediately off site has high potential to support badger. Given the close proximity of this habitat to site it is possible that badgers will occasionally forage and/or commute across the site. As a precaution, in order to avoid negative impacts on badger, where any trenches or required to be dug on site, these should be sufficiently covered each night or have an exit route (wood plank etc) placed within them to allow any badgers (and other mammals) to easily escape should they fall in.

Bats

- 6.45 Bats are a highly photosensitive species. Alterations to lighting levels on site as a result of the development proposals may stand to negatively impact their established flight paths and foraging grounds on site. Therefore, the PEA sets out high level recommendations for the design of wildlife friendly lighting on site. These are based guidance provided by the Institute of Lighting Professionals (ILP) and BCT.

Birds

- 6.46 To minimise/eliminate the impact of site clearance on birds, the removal of any trees or shrubs with potential to support nesting birds should be undertaken outside of the nesting bird season, which is generally considered to run from March to August inclusive. Should clearance of suitable nesting bird habitat be required during the months of March - August inclusive, the habitat should first be checked by a SQE to confirm the absence of nesting birds. This check should be carried out within 48hrs of the proposed habitat clearance. If during this check nesting birds are recorded, the ecologist should advise the next steps accordingly.

Biodiversity Net Gain

- 6.47 A Biodiversity Impact Assessment is also submitted with the application. This demonstrates that the development will result in a net gain of 0.71 biodiversity units , equivalent to a 10.2% increase in ecological value in compliance with local and national policy. Whilst not applicable to this development proposal it is noted that the proposals will also comply with emerging BNG mandates.
- 6.48 Further onsite interventions are not considered possible due to site constraints and so offsite creation is proposed on land owned by the applicant within the same business park (see submitted plan ASA-712-DR-403 P01 prepared by ASA). It is considered acceptable to include the offsite trees as medium size trees as they will be planted within open grassed areas with limited restrictions on their future growth. As referenced to in the PEA report, further qualitative ecological enhancement should also be targeted on site through the provision of bird boxes and bat boxes, to help protect nationally and locally important species.
- 6.49 As such, it is considered that the proposed scheme accords with policy EM4 of the Local Plan.

Flood Risk and Drainage

- 6.50 Policy EM7 – Managing Flood Risk sets out that all planning applications for major development are required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. The trigger for a FRA are all sites of 1ha or more in Flood Zone 1.
- 6.51 The submitted FRA prepared by Motion concludes that the site is within an area at low risk from all sources of flooding both now and in the future and the surface water drainage system can manage flooding for the 1 in 100-year + 40% cc critical rainfall event. As such, flood risk and surface water management should not form an impediment to the progress of the planning application for the proposed development.
- 6.52 The proposed drainage strategy for the site is set out in the report prepared by Motion (dated December 2023), which concludes that the proposed surface water drainage strategy is this proposal is considered appropriate because the surface water drainage system manages flood risk on- and off-site and reduces overall local flood risk for the 1 in 100-year + 40% cc critical rainfall event and able to mitigate all pollution hazards created on site using SuDS features with a proprietary treatment device provided downstream of the open SuDS providing a second level of treatment.

6.53 The proposal is therefore considered to accord with policy EM7 of the Local Plan.

Noise and Odour

6.54 The supporting text to policy EM12 (pollution) outlines that noise sources such as plant associated with industrial, commercial activities and premises are often related to development proposals. The development should ensure it does not result in unavoidable noise pollution.

6.55 The plant configuration for the new uses would be housed internally. It is noted that the proposed plant is likely to generate additional noise emissions, but as a result of the location within a commercial setting it is considered that it would not have an adverse enough impact on the neighbouring amenities of other occupiers.

Noise

6.56 Submitted with the application is a Noise Assessment Report, prepared by Hoare Lea. This sets out that environmental noise monitoring was undertaken on a representative location of the proposed development site over a typical five-day period between Thursday 23rd March 2023 and Tuesday 28th March 2023. Measurements were also undertaken on Tuesday 28th November 2023 as a validation of the measurements conducted in March 2023. Background noise levels typical of the daytime and night-time have been measured and used to defined building services plant noise emission limits at the nearest noise sensitive receptors.

6.57 The nearest receptors have been identified as existing residential dwellings along Aghemund Close and Meadowland. During the daytime and night-time, the combined building services plant noise emission contribution limit advised is 39 dB(A) and 35 dB(A) respectively, one metre from the nearest residential façade.

6.58 The total building services noise emissions shall also not exceed 45 dB(A) at one metre from an office façade with opening windows and 60 dB(A) with a sealed façade. This assumes a partially opened window provides a 10 dB(A) noise reduction and a sealed façade will provide a minimum noise reduction of 25 dB(A).

6.59 An assessment of the building envelope acoustic performance is provided and indicates that the ventilation strategy should allow for full mechanical ventilation of all spaces as the level differences required are above those achievable by simple means of natural ventilation. Windows may be openable for purge ventilation.

6.60 It is therefore considered that the proposed scheme would not have an adverse impact on surrounding residential dwellings, or other commercial uses within the Park.

Odour

6.61 Submitted with the application is an Odour Risk Assessment, prepared by Hoare Lea, whereby guidance from the Institute of Air Quality Management (IAQM) has been used to consider receptor sensitivity to potential odour impacts from the Proposed Development.

- 6.62 The nearby existing industrial, commercial and residential receptors located to north, north east and east of the Proposed Development have been classified as 'low' to 'high' sensitivity to potential odour impacts.
- 6.63 Given the proposed use, proximity of the Proposed Development to the nearby existing sensitive receptors and prevailing south west and west wind direction, it has been determined that a negligible risk of odour impacts could arise from the operation of the Proposed Development.
- 6.64 Therefore, based on the assessment results, the Application Site is considered suitable for the Proposed Development without the inclusion of mitigation and odour impacts should not be considered as a constraint to the planning consent.
- 6.65 The proposal is therefore going to be designed in compliance with policy EM12 of the Local Plan.

Sustainability

- 6.66 The proposed development has been designed with sustainability considerations in mind, with the team identifying opportunities to maximise practices and features where possible. The scheme has been drawn up with the requirements of the Design and Sustainability SPD in mind.
- 6.67 Sustainability is of key importance to the applicant. The park has committed to achieving net zero carbon by 2050, with initiative such as the installation of solar panels, and an active gas removal programme in operation. A planning application was submitted in December 2023 for the siting of a ground mounted solar arrays on the site of the former Pinewood building on the business park, as part of the applicant's commitment to carbon net zero.
- 6.68 The proposed scheme is designed to support this with increased thermal performance, renewable energy and efficient heating, cooling and ventilation systems. The proposal is targeting a BREEAM rating of excellent in line with other properties in the business park.
- 6.69 The design responds to these initiatives by including the following in the design:
- Improved thermal performance.
 - Introduction of solar pv panels and rooflights to promote renewable energy and natural lighting.
 - Provision of 8 EV charging spaces with infrastructure provision
 - A dedicated secure cycle hub for 22 cycle spaces.
 - Accessible showers, changing and locker facilities in each unit.
 - Pedestrian connectivity to the wider green infrastructure of the park.

- 6.70 The principal of a “fabric first” is followed for the design of the building. The thermal envelope will target improved u values to increase the thermal performance of the building and reduce the demand on mechanical heating and cooling. U-value targets will be in the region of a 30% improvement on building regulations.
- 6.71 It is intended that the development would reach a BREEAM ‘Excellent’ rating, in accordance with policy EM9 of the Local Plan.

Economic Benefits

- 6.72 Chineham Park is a well-established business park, home to a number of key tenants including TD Synnex, Exertis, Merlin Attractions, HID and RingGo. Due to the nature of their operations, a number of these occupiers are not locationally fixed to Chineham Park or the Basingstoke area. These businesses would look for alternative accommodation elsewhere in the south east region (or beyond) if the amenities and accommodation at Chineham no longer provided the highest quality and modernised requirements.
- 6.73 Frasers Property is an established and experienced business and commercial park owner and asset manager, with assets across the UK and worldwide. It aims to provide the highest quality business space and customer service that meets post-Covid market demand. There is currently significant demand for additional light industrial and warehousing units on Chineham Park that cannot currently be accommodated, both from existing companies on the park looking for more space and from new businesses seeking high quality accommodation in the area.
- 6.74 The proposed development seeks to diversify the available space at Chineham Business Park to ensure that it is able to respond to and accommodate market demands and provide a portfolio of employment floorspace to meet identified requirements and respond to changing requirements in the medium-longer term.
- 6.75 The former Lindenwood buildings have now been demolished, resulting in a vacant site on the park. Redevelopment of the site would create jobs, both directly within the units and indirectly through the local supply chain. New business on the park would also result in additional business rates income for the local authority, and increased patronage for local shops, services and transport providers. Investment of this level and nature in the business park also demonstrates clear confidence and commitment to Chineham Park from Frasers Property.
- 6.76 Failure to provide floorspace in the park to meet the needs of existing tenants as their business requirements evolve, could result in the loss of tenants from the business park or could stifle business growth and innovation. Due to the footloose nature of a number of Chineham tenants, these business may relocate to locations further afield outwith Basingstoke and even Hampshire, which would have a negative economic impact upon the local area, in terms of loss of rates, spending in the local economy and related supply chain industries who may also relocate to alternative destinations. Investment of this nature from Frasers will ensure that Chineham Park remains a premier employment location with the South East, and ensure Basingstoke continues to reap the direct and indirect economic benefits from having such a facility with the borough.

7. Summary and Conclusions

7.1 This Planning Statement has been prepared to support and inform the redevelopment of the Lindenwood building series at Chineham Business Park.

7.2 The proposed description of development is as follows:

“Erection of terrace of commercial units for flexible light industrial and storage / distribution uses with office space (Use Classes E(g), B2 and B8), with associated car parking, servicing arrangements, hard and soft landscaping and associated infrastructure.”

7.3 The proposed redevelopment of the Lindenwood area aligns with Frasers Property’s wider investment across the business park. The objective of the development proposals is to replace outdated employment floorspace with new build space that meets identified market requirements, to enhance the offer within the park. This new floorspace will facilitate both the retention of existing businesses on the park, as well as making the business park attractive to potential companies. This all contributes to retaining Chineham Park as a key Strategic Employment Area within Basingstoke.

7.4 It is considered that the proposed works will result in high-quality employment floorspace in the form of flexible light industrial and storage / distribution uses with office space. The external environs will be designed to a high standard, ensuring the development is appropriate in its setting and will contribute to the provision of an attractive employment park, to the wider benefit of the business park.

7.5 Overall, it is considered the proposal fully complies with the policies contained in the Development Plan and National Planning Policy Framework. In particular, the proposal is in clear alignment with the designation of Chineham Park as a strategic employment location, in that it will deliver the enhancement of available employment floorspace in order to meet market demands and ensure the ongoing success of the business park as a whole.

7.6 We therefore respectfully request that the Council approve this application.