

Bairds Business Park, Grevatts Lane, BN17 5RE

Planning Statement

Date of report: June 2026

PREPARED FOR
JAMES D BAIRD
(HOME FARM) LTD

savills

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Document History

Issue	Date	Issued by	Comment
1.0	08/06/2026	HK	Client Issue
2.0	22/06/2026	HK	Final Version

1. Introduction

- 1.1 This Planning Statement has been prepared to accompany a full planning application, submitted to Arun District Council (ADC) on behalf of the Applicant, James D Baird (Home Farm) Ltd, for the following development proposal:

“Erection of replacement commercial building, parking and other associated infrastructure.”

- 1.2 The purpose of this Planning Statement is to explain the design of the proposal and how it accords with relevant planning policy.

- 1.3 This Planning Statement should be read in conjunction with the following plans and documents:

- Site Location Plan, prepared by MacConvilles;
- Existing and Proposed Site Plans, prepared by MacConvilles;
- Proposed Plans and Elevations, prepared by MacConvilles;
- Design and Access Statement, prepared by MacConvilles;
- Flood Risk Assessment and Drainage Strategy, prepared by GTA Civils;
- Lidsey Drainage Impact Assessment, prepared by GTA Civils;
- Preliminary Ecological Appraisal, prepared by AEWC;
- Biodiveristy Net Gain Assessment Report, Condition Assessment and Statutory Metric, prepared by AEWC;
- River Condition Assessment Report, prepared by Heather MacIntosh,
- Arboricultural Implications Assessment and Method Statement, prepared by Canopy Consultancy;
- Tree Constraints Plan and Tree Protection Plan, prepared by Canopy Consultancy;
- Transport Statement (including vehicle tracking), prepared by GTA Civils;
- Noise Impact Assessment, prepared by South East Acoustic;
- Phase 1 Contamination Desk Study, prepared by Southern Testing;

- 1.4 The above supporting documents which collectively form part of the planning application are required by the Council's validation list.

2. Site and Surroundings

- 2.1 The site is located in an existing business park connected to the A259 (Grevatt's Lane) to the north of the site. The wider business park encompasses circa 5.5ha of developed land which is situated in the open countryside between the towns of Littlehampton to the east and Bognor Regis to the west. Climping village is located to the north east of the site.
- 2.2 The wider site contains a range of commercial buildings of varying scales and associated storage and parking facilities. The buildings located in the southern part of the site are allocated for waste management facilities. The proposed commercial building falls outside of this allocation.
- 2.3 The business park is surrounded by open countryside and agricultural fields to the east, south and west. Agricultural fields are also located to the north of the site which are separated by the A259. The business park is well-screened from the surrounding countryside by established tree planting along the boundaries. The Rybebank Rife river is located just beyond the southern boundary of the wider business park.



Figure 2.1 Site Location Source: Google Maps

- 2.4 The site is located in a sustainable location for its commercial purpose with direct access to the A259 which travels along the south coast of England and connects the site to Littlehampton and Bognor Regis. The nearest bus stops are located circa 800m to the north east of the site on the A259. The stops are served by three buses; the 69, 500 and 700 which provide direct and frequent services to Chichester and Littlehampton. The nearest train stations include Ford which is located 3km (as the crow flies) north of the site and Littlehampton which is 3.3km (as the crow flies) to the east of the site. Both stations provide direct services to Bognor Regis, Southampton, London Victoria, Brighton and Portsmouth.

- 2.5 In respect of flood risk, the EA's Flood Map for Planning (Rivers and Seas) shows the site lies within Flood Zone 3 – High Probability, having more than a 1 in 200 (1%) annual exceedance probability (AEP) of tidal flooding. There is a small risk of surface water flooding located adjacent to the location of the previous building on the site and to the east where there is an existing ditch (see Figure 2.2 below). The Site is located within the Lidsey Wastewater Treatment Catchment Area which is guided by the Lidsey Surface Water Management Plan.



Figure 2.2 Surface Water Flood Risk (1 in 100yrs) Source: Environment Agency

Planning History

- 2.6 Using ADC's planning portal, a planning history search of the site was carried out. The site itself does not have any recent planning history, as ADC's planning portal only carries publicly available planning records from May 1992 onwards. However, there are a number of previous planning applications associated with the wider business park that can be viewed online.
- 2.7 There is a West Sussex County Council (WSCC) planning application associated with the previous building on the site which is summarised below.
- 2.8 **WSCC/013/11/CM** | Change of use from B1/B8 to a Waste Transfer and Recycling Station at Hobbs Barn, Grevatts Lane, Climping, West Sussex, BN17 5RE. Approved 26th September 2011.

3. The Development Proposal

- 3.1 This section provides a summary of the scheme including the design and access. The description of the proposed development is:

“Erection of replacement commercial building, parking and other associated infrastructure.”

Use

- 3.2 The proposed development is for a replacement commercial building (B2 Use Class).

Amount

- 3.3 The proposed commercial building will have a total Gross Internal Area (GIA) of approximately 1,440m² which is very similar to the GIA of the previous building on site. The new building footprint will measure approximately 24m x 60m, similar to the former structure but slightly shorter in length and will be repositioned approximately 7.4m to the west and 3.4 m to the south.

Layout

- 3.4 The site already has an established access from Grevatt's Lane which connects to the A259 to the north. The proposed development will include a commercial building in the centre of the site with allocated parking located around the building. A one way road will travel around the perimeter of the site to serve the commercial building.

- 3.5 The proposed elevations of the building also include a mix of tall roller shutter doors and regular doorways to serve the general industrial spaces. Please refer to the proposed elevations by MacConvilles for further information.

- 3.6 Internally the building will have seven separated general industrial spaces. Five of these spaces will have their own water closets providing eight in total. Please refer to the proposed floor plan by MacConvilles for further information.

Scale

- 3.7 The proposal has been designed to reflect the scale of the previous building on the site and also reflects the appearance of the other commercial buildings found at Baird Business Park. The height of the building proposed is 10m to the ridge and 8m to the eaves.

Landscaping

- 3.8 To the east of the site is well established planting which helps to screen the business park from the wider countryside. No works are proposed to this planting which falls outside of the red line in order to protect the natural screening surrounding the site. However, piping will need to run through the tree belt to the east to connect to the attenuation basin proposed to the south east of the building.

- 3.9 It is proposed that the attenuation basin will be planted up with native meadow and aquatic vegetation to create semi-natural habitat, and as such it is expected to achieve good condition. A buffer of modified grassland will be retained around the attenuation pond.

Appearance

- 3.10 The appearance of the building is in keeping with the site's location in a business park. The walls and roof of the building will have a green single skin plastisol coated cladding.

Access and Parking

- 3.11 The proposal includes 37 parking bays, including 2 accessible bays, with the provision of 19 electric vehicle charging spaces. Parking is distributed around the building's perimeter for convenience and efficient access. Cycle parking is proposed to the north of the building with space for 10 bikes.
- 3.12 A new circulation roadway will loop around the building and tie into the existing site entrance, improving on-site movement for all vehicles.

4. Planning Policy

- 4.1 Section 38 (6) of the Planning and Compulsory Act 2004 requires all development proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The relevant documents that comprise the Development Plan are:
- Arun Local Plan 2011 – 2031 (2018);
 - Climbing Neighbourhood Plan 2015 – 2030 (2016); and
 - West Sussex Waste Local Plan 2014.
- 4.3 In addition to this document, there is also a need to consider relevant guidance contained within Supplementary Planning Documents (SPD). Those applicable to the site are the Arun District Design Guide SPD and the Arun Parking Standards SPD.
- 4.4 The adopted Arun Local Plan 2011-2031 is over 5 years old and therefore is required by national policy to be reviewed to ensure the policies remain up to date. On 19 July 2023 Full Council agreed the recommendation by the Planning Policy Committee (6 June 2023) to resume a review the Local Plan following a pause in 2021 and 2022. A regulation 18 consultation was held from March to May 2024 and the responses were published in September 2024.
- 4.5 As requested by the Government, ADC have prepared a new Local Development Scheme (LDS) for the Planning Policy Committee that took place on 18th March 2025. The updated timescales for the production of the Local Plan update are as follows:
- Regulation 18 (2) – between April and September 2026
 - Regulation 19 – between April and September 2027
 - Submission to Secretary of State – January 2028
 - Examination – March 2028
 - Adoption – Summer 2028
- National Planning Policy Framework (NPPF) (2024)
- 4.6 The NPPF was published in December 2024 (amended February 2025), replacing the previous version published in December 2023. It sets out the national policy which guides Local Planning Authorities (LPA) on plan making and decision taking.
- 4.7 A draft NPPF was published by the Government for consultation in December 2025. However, as it has not yet been finalised or formally adopted, it is not a material consideration in the determination of this application at the time of writing.
- 4.8 The Government places great emphasis on the presumption in favour of sustainability and for decision taking, this means proposals that accord with an up-to-date development plan should be approved without delay. In situations where an LPA does not have an up to date development plan applications should be approved unless policies within the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In order to achieve sustainable development, the planning system should seek to deliver three overarching objectives – *an economic objective, a social objective and an environmental objective*. Any

application submitted to the LPA should ensure they pursue the three overarching objectives, as well as adhering to other policy set out in the NPPF.

- 4.9 **Section 4** of the NPPF relates to decision making, **paragraph 39** asserts that local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 4.10 **Section 6** focuses on opportunities to support economic growth and productivity. **Paragraphs 88 and 89** specifically relate to the rural economy to encourage the sustainable growth and expansion of all types of business in rural areas.
- 4.11 **Section 12** aims to achieve well-designed places with **paragraph 131** stating that good design is a key aspect of sustainable development. It creates better places in which to live and work and helps make development acceptable to communities. **Paragraph 135** sets out specific criteria that planning policies and decisions should adhere to ensure well-designed developments.

Arun Local Plan (ALP) 2011 – 2031 (adopted 2018)

- 4.12 The ALP was adopted in 2018 and is therefore more than five years old. ADC are in the process of preparing a new Local Plan with a Regulation 18 (Direction of Travel) consultation taking place in March to May 2024. Given the new Local Plan is in the early stages in the preparation process, it carries no weight at present. The relevant policies of the ALP 2011-2031 for the proposed development are set out below.
- 4.13 **Policy SD SP1** reiterates the presumption in favour of sustainable development that runs as a golden thread through the NPPF. The Council will work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.14 The site is located outside of any built-up area boundary and therefore **Policy C SP1** (Countryside) applies to the site. This policy sets out criteria that future development needs to adhere to where applicable. ADC will take into account the cumulative impact of development in the consideration of planning applications located in the countryside.
- 4.15 **Policy SD SP3** refers to gaps between settlements that are identified in the Council's Policy Maps. The purpose of these gaps is to prevent coalescence. The site is located in one of these gaps and therefore development proposals should not undermine the physical and/or visual separation of settlements and should demonstrate it cannot be located elsewhere.
- 4.16 **Policy T SP 1** sets out the priorities for ADC regarding transport and development as part of the growth of the development. Development needs to provide safe access to the highway network and promote sustainable transport. Parking is required to adhere to the standards set by ADC.
- 4.17 **Policy EMP DM1 relates** to employment land and states that ADC will seek to protect and enhance existing employment sites and premises. The Council will promote and support positive measures to upgrade existing employment areas.
- 4.18 **Policy W DM1** relates to water supply and quality. The policy also refers to the Lidsey Wastewater Treatment Works Catchment Area which requires minor development proposals to submit a Drainage Impact Assessment that takes account of both the individual and cumulative impact upon foul water disposal; flood storage capacity and surface water drainage or flood flows within the Lidsey Wastewater Treatment Works Catchment Area.
- 4.19 **Policy W DM2** relates to flood risk and states that all development proposals must take into consideration relevant Surface Water Management Plans and other flood risk plans where applicable. **Policy W DM3** requires developments to identify opportunities to incorporate a range of

Sustainable Urban Drainage Systems (SUDS), appropriate to the size of development. SUDS can incorporate a range of features such as permeable driveways and parking, water harvesting and soakaways.

Neighbourhood Plans

4.20 The Climping Neighbourhood Plan 2015 – 2030 (2016) was formally adopted as part of the Development Plan on 13 January 2016.

4.21 **Policy CPN 4** is relevant to the site and relates to the protection of existing commercial premises or land. The policy states proposals to upgrade or extend existing employment sites will be supported subject to meeting the criteria in the policy which includes impact to the amenity by occupants of surrounding properties, impact to the character of the area or openness of the countryside and impact to highway safety.

West Sussex Waste Local Plan

4.22 The adopted West Sussex Waste Local Plan (WLP) (April, 2014), jointly prepared with the South Downs National Park authority allocates sufficient strategic waste management sites, to recycle and treat waste, ensuring that only the residual element of it (that which cannot be recycled or treated) is landfilled.

4.23 **Policy W10** of the WLP sets out the strategic waste allocations which includes Hobbs Barn, Climping located adjacent and to the south of the site. Any proposals either on or near these sites need to take account of the policy considerations and development management principles contained within Policy W10. As shown in Figure 4.1 below, the majority of the site falls outside of the strategic waste allocation.

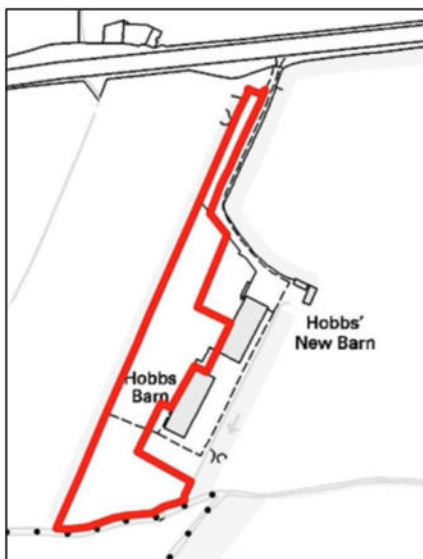


Figure 4.1: WLP Policy Map 2 – Hobbs Barn, Climping

4.24 **Policy W2** addresses the safeguarding of waste management sites and advises against development that would prevent or prejudice the use of the existing waste management sites.

5. Planning Considerations

5.1 The material planning considerations associated with the proposed development comprise the following:

- Principle of Development;
- Design and Landscape Impact;
- Flood Risk and Drainage;
- Transport, Parking and Access;
- Noise and Contamination;
- Ecology and Biodiversity Net Gain (BNG); and
- Arboriculture.

Principle of Development

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration. Paragraph 11 sets out the presumption in favour of sustainable development, confirming that proposals in accordance with an up-to-date development plan should be approved without delay. As ADC's development plan is not up-to-date, paragraph 11d) applies and permission should be granted unless:

- i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

5.3 Policy EMP DM1 of the ALP seeks to protect and enhance existing employment land. The policy confirms that the Council will promote and support positive measures to upgrade existing employment areas, including appropriate proposals for the development or redevelopment of employment floorspace, the upgrading or modernisation of existing premises, and proposals which make more efficient use of under-used employment sites and premises. The policy also supports working with landowners and developers to achieve better management of employment areas, including measures which increase sustainability.

5.4 The site is not allocated as a strategic employment site in the ALP however, it has been historically recognised as an employment site in technical reports prepared by ADC including the Employment & Economic Land Assessment (2010). More recently the wider business park was referenced in ADC's Housing and Economic Land Availability Assessment (HELAA) 2025 under Reference RU5a (Land West of Bairds Business Park, Crookthorn Lane (A259)). The HELAA states that the wider business park has a planning history that demonstrates the principle of employment/commercial uses.

5.5 Furthermore, as mentioned in Section 4 of this Planning Statement, part of the wider business park is a strategic waste allocation (see Figure 4.1 above) within the WLP (2014). Whilst the red line for the development proposal partially overlaps with the allocation, the design of the commercial

building and internal layout has been carefully considered to ensure that it does not prevent or interfere with the operation of the waste management site and will not result in any material shortfall in waste management capacity, in accordance with Policy W2 of the WSCC WLP (2014). WSCC were approached for comment on the development proposals in November 2025 however, no response was received.

- 5.6 The proposal would provide a replacement employment building following the loss of the former building on the site by a fire. The fact there was once a commercial building on the site of a similar scale is a material consideration for the determination of this application. The development will provide an economic benefit to the area by maintaining an employment-generating use within the wider business park and would bring the site back into productive economic use, as supported by paragraphs 88 and 89 of the NPPF. The proposed building is broadly comparable in scale and function to the former building, whilst allowing the site layout and associated infrastructure to be rationalised and improved.
- 5.7 The proposal would also secure a number of operational and environmental improvements, including improved HGV circulation, parking and servicing arrangements, cycle provision and drainage/SuDS infrastructure. These measures would support the efficient operation of the site and would assist in modernising the premises within the established employment area. The proposal therefore accords with the objectives of Policy EMP DM1 by supporting the redevelopment and modernisation of employment floorspace, and by making more effective use of an established employment site.
- 5.8 The proposed plans prepared by MacConvilles demonstrate the scale, layout and design of the replacement building and associated infrastructure. For the reasons set out above, the proposal accords with Policy EMP DM1 of the ALP and is supported by the development plan when read as a whole. It also complies with Policy W2 of the WLP. The proposal represents an effective use of land in a sustainable location for its purpose and will deliver social, economic and environmental benefits in accordance with the NPPF.

Design and Landscape Impact

- 5.9 Policy C SP1 of the ALP relates to development in the countryside. Policy SD SP3 seeks to protect the separate identity of settlements and the function of designated gaps between settlements.
- 5.10 The site is located outside the built-up area boundary and within land designated as a Strategic Gap. However, it forms part of an established business park and lies adjacent to an allocated strategic waste site identified in the WSCC WLP. The proposal should therefore be considered in the context of the site's existing commercial use and its relationship with adjoining employment and waste-related activity, rather than as a new or isolated form of development in the open countryside.
- 5.11 The proposed building and associated operational development would be contained within the existing defined commercial site. The proposal would not result in a material incursion into agricultural land or materially extend the developed character of the business park into the wider countryside. The only element extending beyond the existing operational area is the proposed attenuation pond, which would comprise low-level sustainable drainage infrastructure within an area of modified grassland. This would be sensitively designed and planted with native meadow and aquatic vegetation, providing an opportunity for landscape and biodiversity enhancement.
- 5.12 The site is also well contained by established vegetation to the north and east, which provides visual separation from the wider countryside. Having regard to the existing commercial context, the containment of the proposed built form, and the limited and landscape-led nature of the proposed drainage infrastructure, the development would not materially harm the character of the countryside or erode the function of the Strategic Gap. The proposal therefore accords with Policies C SP1 and SD SP3 of the ALP.

5.13 Policy EMP DM1 of the ALP states that economic growth outside the built-up area boundary must demonstrate a high standard of design, layout and landscaping appropriate to its context and must have a sympathetic relationship with its surroundings. The proposed replacement building has been designed to reflect its commercial purpose while responding to the site's established business park setting. Its siting, scale, layout and associated infrastructure have been considered in the context of the former building, the operational requirements of the site and the relationship with adjoining uses. The proposal would therefore provide appropriate replacement employment floorspace within an established commercial location and would accord with Policy EMP DM1.

5.14 Policy WM DM1 of the ALP relates to waste management across the District and confirms that there will be a general presumption against development which may harm or prejudice the operation of existing and allocated waste facilities and infrastructure. The majority of the application site lies outside the Hobbs Barn waste allocation and the proposal is for a replacement commercial building within an established employment site. The design and layout of the development have been considered, having regard to the adjoining waste use and allocation, including the need to avoid prejudicing existing or future waste operations. The proposal would not constrain access to, or the operation of, the waste facility to the west and south and would not sterilise the allocated waste function. It therefore accords with Policy WM DM1.

Flood Risk and Drainage

5.15 Policy W DM1 of the ALP relates to water supply and quality and specifically refers to the Lidsey Wastewater Treatment Works Catchment Area. The policy recognises that minor developments, such as this development proposal, are unlikely to raise significant flood risk; however, all development within this catchment area is required to prepare a drainage impact assessment.

5.16 GTA Civils have prepared a Flood Risk Assessment and Surface Water Drainage Strategy to support the application. The main conclusions of this report are summarised below:

1. The site is located predominantly within Flood Zone 3 associated with tidal flood risk. EA's defended flood mapping indicates the site currently benefits from tidal flood protection;
2. The proposed industrial use is classified as "Less Vulnerable" development and is considered appropriate within Flood Zone 3 in accordance with the NPPF.
3. Ground investigations and infiltration testing confirmed that infiltration drainage techniques are not feasible due to poor permeability within the superficial clay deposits.
4. The proposed SuDS strategy has been designed in accordance with the DEFRA National Standards for Sustainable Drainage Systems (2025) and includes permeable paving, underground attenuation storage, and an attenuation basin/swale feature. Runoff rates will be significantly reduced compared to the existing situation, with discharge restricted to 0.7l/s, equivalent to 3 l/s/ha.
5. The proposed foul drainage strategy includes the provision of a new compliant sewage treatment plant to replace existing constrained capacity within the business park infrastructure. Treated effluent discharge will comply with EA binding rules.

5.17 The site lies within the Lidsey Wastewater Treatment Works (WTW) catchment area and therefore in accordance with ADC's validation requirements, a Lidsey Drainage Impact Assessment has also been prepared by GTA Civils.

5.18 The proposed drainage strategy incorporates a self-contained on-site treatment and discharge system for foul water, ensuring there is no material increase in flows to the Southern Water public sewer network. Through the use of SuDS and robust construction measures to prevent infiltration,

the development will not contribute to cumulative hydraulic overloading within the Lidsey Wastewater Treatment Works catchment.

- 5.19 Overall, the technical work prepared by GTA Civils demonstrates that the development proposals are in accordance with Policies W DM1, W DM2 and W DM3 of the ALP.

Transport, Parking and Access

- 5.20 ALP Policy T SP1 states that adequate parking must be provided within developments to meet the needs of anticipated users and development must provide safe access onto the highway network. There is established vehicular access to the site from Grevatt's Lane which meets the A259 to the north. No works are proposed to the existing access as part of the development.
- 5.21 New parking will be provided to serve the commercial building in accordance with ADC's and WSCC's parking standards. Secure / covered cycle parking provision has also been incorporated on the north elevation.
- 5.22 GTA Civils have prepared a Transport Statement for the application proposals which includes vehicle tracking and TRICS output data. The main conclusions of this report are summarised below:
1. The proposal can be accommodated by the existing highway network.
 2. The site can be accessed by sustainable forms of transport such as buses which have a moderate frequency of services throughout the day to local destinations.
 3. Using the detailed TRICS database, the development is likely to result in approximately 6 two-way trips in the peak AM period (0800-0900) and 6 two-way trips in the peak PM period (1700-1800). The estimated level of trips generated by the development can be accommodated on the surrounding highway network.
- 5.23 Overall there are no unacceptable highway or transport impacts as a result of the proposed development in accordance with Policies T DM1 and T SP1 of the ALP.

Noise and Contamination

- 5.24 Policy QE DM4 of the ALP relates to contaminated land and states that developers shall carry out adequate investigations to inform whether the land in question is already affected by contamination and whether the proposal will create new linkages to vulnerable resources.
- 5.25 A Phase 1 Contamination Desk Study has been prepared by Southern Testing to support the planning application. The report notes that potentially contaminative activities have been carried out on the site and in the immediate surrounding areas. Southern Testing recommend that a site investigation could be carried out to determine whether any contamination on site constitutes a risk. If ADC consider that further investigations are required this can be dealt with via an appropriately worded condition.
- 5.26 Policy QE DM1 of the ALP refers to noise pollution and new noise generating development is expected to be supported by the following:
- a) Evidence to demonstrate that there are no suitable alternative locations for the development.
 - b) A noise report which provides accurate information about the existing noise environment, and the likely impact of the proposed development upon the noise environment. The report must also demonstrate that the development meets appropriate national and local standards for noise, as set out in Annex 1 of the Planning Noise Advice Document: Sussex, and any mitigation measures required to ensure noise is managed to an acceptable level.

- c) Evidence to demonstrate that the development will not impact upon areas identified and valued for their tranquillity, including Gaps Between Settlements which are important to the enjoyment of Arun's countryside, its habitats and biodiversity.

- 5.27 In respect of criteria a), the proposed development is for a replacement commercial building within an existing business park and thus is the most appropriate location for the proposal.
- 5.28 In respect of criteria b) and c) a Noise Impact Assessment has been prepared by Acoustic South East to support the planning application. The report concludes that there will be low/no impact to the nearest residential receptors in respect of the sound generated from the proposed development. Contextually the site is inaudible at the nearest residential receptors. This is due to distance attenuation and the presence of the A259 dominating the soundscape. Road traffic noise from the A259 effectively masks any noise from the industrial unit. Thus the replacement building does not pose any concerns from a noise perspective.
- 5.29 Overall the proposed development does not conflict with Policy QE DM4 or Policy QE DM1.

Ecology and Biodiversity Net Gain (BNG)

- 5.30 Policy ENV DM5 of the ALP, amongst other things, seeks to secure a net gain in biodiversity and protect existing habitats through new development. The planning application is supported by a BNG Assessment prepared by AEWC.
- 5.31 The proposed development works will involve the loss of small areas of ruderal/ephemeral, modified grassland, cereal crops, and two small trees. Much of the lost modified grassland and cereal crops will be immediately reinstated in their previous condition, other than an area used to create an attenuation pond. The two watercourses will be unimpacted.
- 5.32 The habitat unit results show a decrease of 0.36 habitat units which equates to a 41.86% net loss. The watercourse unit results show no change in units and therefore a 0% net gain or loss. As a result of this, off-site units or statutory credits will be secured post planning permission to secure the minimum target of 10% BNG.
- 5.33 A preliminary ecological appraisal (PEA) has also been prepared by AEWC to support the development proposals. As set out in the PEA, the site predominantly comprises an area of hardstanding and rubble within a business park. The minimal habitats on site are common and widespread and of low ecological value. The PEA concludes that the site has limited potential to support wildlife and no further surveys have been recommended.
- 5.34 There are no likely significant impacts to the other fauna or flora populations within the local area. Therefore, the development proposals are considered to be in accordance with Policy ENV DM5 and Policy QE SP1 of the ALP.

Arboriculture

- 5.35 An Arboricultural Implications Assessment and Method Statement, Tree Constraints Plan (TCP) and Tree Protection Plan (TPP) have been prepared by Canopy Consultancy to support the application.
- 5.36 Overall no trees will be removed to enable the proposed development and there will be no demolition within the RPA of a retained tree. Although trees T18, T26 and W1 will be affected by the installation of a drainage run, this will be installed using directional drilling with entry and exit pits placed outside of the RPA of retained trees. The drainage run will be installed at a depth of 1.5m, well below the depth of any rooting from the affected trees.
- 5.37 Canopy Consultancy have concluded that there are no known overriding arboricultural constraints which would prevent the proposed development from going ahead, subject to the protection measures and construction methodologies specified within their report being implemented.

6. Conclusion

- 6.1 This Planning Statement has been prepared on behalf of James D Baird (Home Farm) Ltd in support of a full planning application for the erection of a replacement commercial building, together with parking and associated infrastructure, at Bairds Business Park, Grevatts Lane.
- 6.2 The proposal responds to the loss of the former commercial building on the site by a fire and would reinstate employment floorspace within an established business park. The development would maintain the productive economic use of the site, support the continued operation of the wider business park, and contribute positively to the rural economy.
- 6.3 The principle of development is supported by Policy EMP DM1 of the Arun Local Plan, which seeks to protect and enhance existing employment sites and premises and supports appropriate redevelopment, modernisation and more efficient use of employment land. The proposed building would be broadly comparable in scale and function to the former building, while allowing the layout, parking, servicing, circulation and drainage arrangements to be improved.
- 6.4 Although the site lies outside the built-up area boundary and within a Strategic Gap, the proposal must be considered in its proper context. The site forms part of an established business park and the proposed built development would be contained within the existing defined operational area. The development would not materially extend built form into the wider countryside and would not undermine the physical or visual separation of settlements. The proposed attenuation pond would comprise low-level drainage infrastructure and would be sensitively landscaped to provide ecological and landscape benefits.
- 6.5 The proposal has also been designed having regard to the adjoining Hobbs Barn strategic waste allocation and the existing waste-related activities to the south. The proposed commercial building would not prejudice the operation, access, future use or safeguarding purpose of the allocated waste site. The development is therefore compatible with the waste policy context and would not sterilise land required for waste management purposes.
- 6.6 The application is supported by a suite of technical reports which demonstrate that the proposal is acceptable in relation to flood risk, drainage, highways, parking, noise, contamination, ecology, biodiversity net gain and arboriculture. The technical work confirms that the development can be accommodated without unacceptable impacts, subject to the mitigation and protection measures identified in the application documents.
- 6.7 The proposal would deliver a number of planning benefits, including the reinstatement of employment floorspace following the loss of the former building, support for the rural economy, the modernisation of commercial premises within an established business park, improved vehicle circulation and parking, enhanced drainage infrastructure, electric vehicle charging provision, cycle parking, and landscape-led SuDS infrastructure.
- 6.8 For the reasons set out in this Planning Statement, the proposal accords with the development plan when read as a whole. There are no material planning considerations which indicate that planning permission should be withheld. The proposal represents sustainable development and should therefore be approved without delay in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 11 of the NPPF.

Contact

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