

DELEGATED OFFICER REPORT

Application Ref: X/26/101816

Site Address: Hamble Point Marina, School Lane Hamble, SO31 4NB

Case Officer: David Huckfield

Description: Application under Section 73 of the Town and Country Planning Act 1990 (As Amended) for variation of the following planning conditions to allow for the increase in the overall footprint of the approved restaurant from 290m2 to 366.5m2: Condition 1 (Approved Plans), Condition 4 (Tree Protection Plan), Condition 5 (Construction Management), Condition 6 (Materials), Condition 7 (Landscape), Condition 10 (Car Park Arrangement) and Condition 11 (Flood Risk and Drainage) of planning permission F/25/100291 for erection of single storey restaurant (use class E(b)) and associated works.

Particular Site Constraints?	Yes ☒	No ☐
Within Designated Countryside Existing Established Boatyard / Marina Adjacent to European Protected Sites for Nature Conservation Within Flood Zone 3 Within Minerals and Waste Safeguarding Area (Superficial Sand and Gravel)		

Relevant Planning History?	Yes ☒	No ☐
F/04/51756 Construction of single storey extension to provide class A3 bar and restaurant facilities (amendments to previous permission 14865/052) – PERMIT (September 2004) F/10/67467 Replacement of extant planning permission reference F/05/54558 for the extension of time limit of implementation for the construction of industrial building no.7, following the demolition of existing buildings – PERMIT (June 2012) F/15/77713 Scheme comprises replacement of single storey office building – PERMIT (February 2016) F/16/78416 Erection of 8no. single storey units related to use of area for boat sales with associated boat display area, viewing walkway, formation of terrace, car parking and alterations to road layout – PERMIT (April 2016) F/17/80802 Extension to existing storage yard to incorporate landscaping areas and resurfacing in concrete with associated road realignment works and drainage – PERMIT (November 2017) PN/26/100799 – Prior Approval for demolition of Outlook House and associated prefabricated building at Hamble Point Marina under Schedule 2, Part 11, Class B of the GPDO 2015 (as amended) – PRIOR APPROVAL NOT REQUIRED (24/03/2026) F/25/100291 - Erection of single storey restaurant (use class E(b)) and associated works – PERMIT (02/04/2026)		

Site Visit?	Yes ☒	No ☐
A site visit was undertaken by the Case Officer to consider the proposals in context.		

Publicity:	Letters ☒	Site Notice ☒	Newspaper ☐
Representations:			
None received			

Consultee Responses (Summarised):	
Hamble Parish Council	No comments.
Fareham Borough Council	No objection.
Tree Officer	The site is almost tree-free, with the only specimens of note being located on the grass area to the east. Two of these trees – sea buckthorns – are proposed to be removed to facilitate the proposed development. We have no objection to this proposal, subject to their replacement. Conditions are recommended in relation to tree protection measures and tree planting.
Southern Water	Following a review of the documents submitted Southern Water has no objections to the variation of Conditions 1 (Approved Plans) and Condition 11 (Flood Risk and Drainage), noting we will require full details of the proposed means of foul & surface water disposal to be submitted for our review and approval. We do not have any comments on Condition 4 (Tree Protection Plan), Condition 5 (Construction Management), Condition 6 (Materials), Condition 7 (Landscape), Condition 10 (Car Park Arrangement) as these do not relate to the drainage.
Conservation Officer	This development proposal is on the far side of existing structures from the southern boundary of the Hamble-le-Rice Conservation Area and a significant distance east of the Ancient Monument of St. Andrews Castle remains and indeed the associated earthwork across the common, with no listed buildings on Hamble Point, so it poses no problem to any historic assets. No objection.
Hamble Harbour Master	The Harbour Authority has no additional comments to those already made in response to the original application F/25/100291.
Environmental Health	I have reviewed the proposed wording of condition 5 and agree with the proposal. No further comments on this regard.
HCC Highways	In regard to application X/26/101816, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective. It is proposed that the overall footprint of the approved restaurant is increased from 290sqm to 366.5sqm, however as outlined within the submitted Transport Assessment, the increased floor area is a requirement for increased circulation areas, and is a betterment of the existing permission with no additional covers (customers) or staff numbers anticipated as a result. Onwards, whilst there has been a change in the site layout due to the increased footprint, it is noted that the previously permitted 28 vehicle parking spaces are still to be provided, and as shown in vehicle tracking diagrams, the layout of these are acceptable, with an additional provision of on-site cycle parking supplementary to this. The Construction Management Plan previously submitted under application F/25/100291 also remains acceptable, with

	adequate measures outlined in order to minimise the impacts on the local highway network.
Environment Agency	No objection subject to the imposition of a condition to require that the development be carried out in accordance with the submitted Flood Risk Assessment and to secure and maintain the mitigation measures it details. Additional advice and advisories were provided in respect of a range of flood related matters.
Ecology	The change in the size of the footprint of the restaurant has no additional impact on ecology compared to what was already assessed in detail. In comparing the floor plans I don't see where the increase in footprint is located. I can only see additional car parking spaces, the relocation of a cycle parking space and additional trees. I have no objection subject to the implementation of the plans as previously agreed in the ecology responses submitted for application F/25/100291. The shadow HRA by EXO Environmental has been updated for this application (Report 4.0, July 2026). The SuDS planters shown on the post-development BNG plan for F/25/100291 are not shown on the post-development plan submitted for this application. The Flood Risk Assessment by Calibro (Rev 03, July 2026) includes the SuDS planters. A plan showing the locations and planting specifications of the SuDS planters can be conditioned.
Natural England	Natural England currently has no objections to make on the variation of condition 1, 4, 5, 6, 7, 10 & 11.
Landscape Officer	To avoid having to discharge conditions in the future, I understand the applicant has prepared this information with the aim of having the landscaping details approved at this point. My landscape comments follow below: a/ It seems unnecessary to have the planting plan LA300 and a separate Hardworks and Softworks Plan LA200 since the planting information is repeated on both. I have restricted my comments to the LA200 drawing as this is the more comprehensive plan. b/ This site is open and exposed, and it will be extremely challenging to establish new trees. There are not many tree species that can withstand salt-laden winds, but I suggest the following species are used: Pinus radiata, Quercus ilex, Acer pseudoplatanus, Hippophae Salicifolia 'Streetwise'. The evergreen hedge running along the open W boundary is to soften views of the car park. If there is no fence along this edge, I suggest that a simple driven post and 3 strained wire fence is installed to prevent shortcutting/damage to the hedge. I suggest the trees are planted on the smaller size to reduce the shock factor. I would be happy with 2m high feathered stock for the evergreen Pines and Quercus. The Hippophae and Acer

	trees should be fine planted as selected standards. All trees double staked and securely tied to avoid wind rock. Trees in grass to have 1m diameter circle of 75mm thick bark mulch around base of tree. All trees and hedging to be container grown NOT bare root. The existing ground conditions look to require some breaking out of the existing surfacing to create the 2m wide soil strip for the trees and hedge to be planted along the W edge: Please add a note on the plan to cover this essential preparatory work. The plan needs to be re-visited and more comprehensive planting specification notes included. Add a clear note on the drawing of minimum topsoil and subsoil depths and sizes of tree pits (n.b. remove reference to a 0.45m layer of washed sharp sand used in the tree pit! The pit should be backfilled with soil mixed with tree planting and mulching compost). I have no comments on the SuD's planting. Hardworks - please check that the entire existing gravel surface indicated on plan is existing. Looking online it would appear that some areas may need to be re-laid/topped up. The key references pea gravel but I could not locate this on plan. I have no comments on the Landscape Management Plan.
Urban Design	Having reviewed the information submitted, I consider that the increase in footprint would have no significant visual impact in either close or distant views and, therefore, I have no objection to the proposal on urban design grounds. Condition 6 requires approval of the material specification. My comments are as follows: 1. The material schedule does not indicate where the galvanised steel Key clamp handrail is proposed to be used. Please confirm its location and extent, particularly where it may be visible from the Waterfront/ public realm. If the handrail is proposed in a visually prominent location, consideration should be given to a more visually refined finish that better complements the proposed material palette. 2. The proposed white K-Rend finish to the ramp and staircase walls is noted. Please confirm the location and extent of this finish and ensure that the proposed render provides a durable, high-quality finish appropriate to this prominent waterfront setting.

Relevant Policy and Legislation:

Legislative Background:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan:

The Development Plan comprises of the Policies of the adopted Eastleigh Borough Local Plan 2016-2036 and the policies of the Hampshire Minerals and Waste Plan (Adopted October 2013).

Eastleigh Borough Local Plan 2016-2036:

The following policies are of relevance to the application: S1 (Delivering Sustainable Development), S5 (New Development in the Countryside), S7 (The Coast), S8 (Historic Environment), DM1 (General Criteria for New Development), DM2 (Environmentally Sustainable Development), DM3 (Adaption to Climate Change), DM5 (Managing Flood Risk), DM6 (Sustainable Surface Water Management and Watercourse Management), DM7 (Flood Defences, Land Reclamation and Coast Protection), DM8 (Pollution), DM11 (Nature Conservation), DM12 (Heritage Assets), DM13 (General Development Criteria – Transport), DM14 (Parking), DM20 (Boatyard and Marina Sites on the River Hamble).

Hampshire Minerals and Waste Plan (Adopted October 2013):

The relevant policies to this application are:

- Policy 15: Safeguarding – Mineral Resources

Other material considerations:

Supplementary Planning Documents (SPDs):

The following SPDs and Background Papers are of relevance to the proposals:

- Parking Standards

National Planning Policy and Guidance:

The latest iteration of the National Planning Policy Framework (the NPPF or Framework) was published in August 2026 and, as set out within paragraph 1 of Appendix A, the policies contained within it are material considerations which should be taken into account in dealing with applications from the day of its publication. The Planning Practice Guidance (PPG) provides additional guidance in support of the policies within the Framework and is also a material consideration in the determination of the application.

Assessment:

Principle of development:

The application is for the variation of a number of conditions of planning approval F/25/100291 which granted consent for the erection of a single storey restaurant at the application site, with this being sought to allow for the increase in the size of the building by 76.5sqm which the information provided in support of the application states is to improve circulation and operational functionality. This increase includes a 20sqm increase in the café and bar area, a 28sqm increase in the size of the fine dining area, as well as the enlargement of the pergola and some minor changes to the size of the back of house area. The intended number of table covers and staff to be employed remains unchanged from the previous approval.

As part of application F/25/100291 and having regard to the provisions of policies S5 and DM20 of the adopted Local Plan, the principle of a restaurant being constructed at the application site was accepted and this permission remains extant. The acceptability of the current proposals, therefore, is subject to the development being considered to be appropriate in other respects and, notably but not exclusively, the impacts of the increased size of the restaurant on the character of the area, highway safety, trees, ecology, and residential amenity. These matters, as well as those others of material relevance to the application, are covered in the sections below.

Design, layout and impact on the character of the area:

The proposed restaurant will remain a single storey building and in the same position on the site, albeit with a modestly increased footprint relative to that previously approved. The general design ethos remains the same, with the restaurant taking the form of a building of a modern appearance with a low pitched roof and a splayed eastern / southern elevation which incorporates extensive areas of glazing, and which has been designed to maximise views across Southampton Water and the River Hamble from the internal areas of the restaurant. These areas will open out onto an external terrace, which again is to be enlarged relative to the original scheme and which will provide for outdoor dining opportunities. Despite its enlarged size and prominent position, the development is considered to remain appropriate for its setting and to suitably respect the character of its surroundings.

The building is proposed to be of prefabricated construction with a mix of external cladding and lightly coloured render to be applied to its exterior elevations. As part of the application a materials schedule has been provided for consideration and approval and, as such, Condition 6 of the original consent is sought to be varied to require compliance with this, rather than requiring such details to be submitted for discharge. The proposed materials have been reviewed by the Council's Urban Designer with no objection being raised, subject to two queries concerning the location of the hand rail shown and the robustness of the proposed render being clarified.

Further information has been provided in both these respects. This includes the location of the hand rail which will be positioned at the northern extent of the building where, whilst not unduly visually prominent, nonetheless would still be apparent on the approach to the restaurant. Accordingly, the initially proposed untreated galvanised steel has been replaced with a powder coated stainless steel in a visually higher quality black finish which is deemed to be more appropriate for the setting. The specification for the proposed render has additionally been provided with this including details related to its longevity and weather-resistance and which demonstrate that it will be an appropriate material for the waterside setting where the development will be situated. Accordingly, the range of materials proposed to be used are deemed to be acceptable and the wording of condition 6 will be updated accordingly to reference the requirement for compliance with the submitted schedule.

An updated landscaping scheme has also been provided and, as initially submitted, consent was sought for the approval of this plan and for the relevant original condition to thereby also become a compliance condition rather than requiring the submission of a final scheme to the LPA prior to any development above slab level. However, following receipt of the comments of the Council's Landscape Officer who, whilst raising no objections to the principals of what is proposed, has requested further updates and refinements to the landscaping scheme, the applicant has agreed that the requirements of the original condition will remain with an update to the plan referenced to refer to the revised strategy.

With the aforementioned conditions imposed and updated as described above, the application is considered to comply with the requirements of Policy DM1 of the adopted Local Plan in respect of its layout, design and impact on the character of the area.

Residential amenity:

The restaurant as originally approved, due to its siting relative to the nearest residential properties which lie a reasonable distance from the site and with either other marina related development (in the case of the dwellings within Hamble) or the Hamble River (in the case of the dwellings to the east along the opposing side of the River) as notable intervening features, was not considered to unacceptably impact upon the amenity of their occupiers by way of overbearing impact, or loss of light, outlook or privacy. The increased footprint and size of the building now proposed will have no notable materially increased effects in these regards. The information provided with the application also confirms that, whilst additional floorspace will be provided, the number of customers that the restaurant will serve is proposed to remain unchanged, as will the approved hours of operation. It is not deemed therefore that there will be any increased risk of disturbance occurring from either activities on site or associated vehicular movements.

In terms of the construction phase of the development, the Construction Environmental Management Plan (CEMP) approved as part of the original application proposals includes measures to control the potential amenity related impacts associated with the works. This was reviewed by the Council's Environmental Health team who were satisfied with its contents given the nature of the construction proposed and the location of the site relative to the nearest residential dwellings. Whilst the current application proposes to vary the relevant condition (5) that secured compliance with this, this is only in respect of the version of the shadow HRA (Habitats Regulations Assessment) which is referenced in the condition wording. The CEMP therefore remains unchanged and will still be required to be adhered to by Condition 5.

With this condition in place, it is considered that the application complies with Policies DM1 and DM9 of the Local Plan in respect of the matter of residential amenity.

Highway matters:

The proposed increase in footprint of the restaurant will have no impact on the access arrangements to the site itself or the wider Hamble Point Marina complex which will remain unchanged as part of the proposals, and which have been demonstrated to be suitable for the development proposed. As the staffing levels and the number of covers to be served in the restaurant will remain unchanged from the original proposals, the amended scheme will also have no additional impact on trip rates to or from the site and no objection has been raised by the Highway Authority.

Turning to the matter of parking, the level of provision again remains unchanged from the originally approved scheme with the development including a total of 28 spaces. This incorporates 10 electric vehicle (EV) parking bays (5 with EV charging and 5 with passive provision) and 1 disabled bay, along with 2 motorcycling parking bays. Whilst the Council's Parking Standards SPD bases the requirements for parking provision on the amount of floorspace to be provided within each respective use, and this would thereby further increase the level required, the SPD also recognises that it is necessary for each development to be considered on an individual basis taking account of local circumstances.

In this respect, the level of staffing and number of covers to be served remaining unchanged will also result in the demand for parking being the same as the original scheme. Whilst this is still below the usual standard, there is additional parking provision available across the Marina site as a whole which would provide for extra capacity for customers to the restaurant should this be required. This notably includes the bank of

spaces on the entrance road into the site from School Lane which are likely to have more availability during peak evening restaurant times (with the businesses within this part of the Marina generally operating during day time hours), as well as the parking outside of/on the site of Outlook House. Outlook House lies next door to the area where the restaurant is proposed to be built and currently has 32 parking spaces. The building is presently vacant and is proposed to be demolished, with a recent prior notification application having been granted for this. The information provided with the application states that this could result in up to an additional 60 parking spaces being available.

Taking account of these factors, as well as that a proportion of visits to the restaurant are likely to be by way of linked trips (i.e. customers who were visiting the Marina anyway), the level of provision is deemed to be acceptable in this instance. Motorcycle parking will also be provided along with bicycle provision (through Sheffield cycle stands) also being available for both staff and visitors.

The highway related impacts of the construction phase can be controlled through the measures set out within the submitted Construction Environment Management Plan (CEMP). This includes details including the construction access routes to the site, as well as wheel washing measures and site compound arrangements (which will be fully contained within the Marina site) to limit the impacts of the development on the public highway network.

The CEMP and aforementioned parking provision will be secured by condition and, with these, the application is considered to comply with the requirements of Policies DM13 and DM14 of the Local Plan.

Flood risk and drainage:

The application site is located on the edge of Southampton Water and lies within Flood Zone 3 on the Environment Agency's Flood Map, indicating that it is an area with the potential to be affected by tidal events. The application is accompanied by an updated Flood Risk Assessment (FRA) and Drainage Strategy, as well as a Flood Risk Sequential Test Report.

In respect of the latter of these, whilst this has been updated to reflect the revised proposals, its conclusions have not been altered as a result of the changes made and the LPA remain satisfied that the requirements of the sequential test have been suitably met. There additionally remains no objection from the Environment Agency in this respect. The FRA which accompanies the application acknowledges the location of the site within a Flood Zone and re-appraises the risk of flooding to the development taking account of the nature of the scheme and the modest revisions proposed in respect of the increase in the size of the footprint of the building.

As a result of this assessment, mitigation is proposed for the site incorporating changes to ground levels and a number of flood resistance measures within the building design which are consistent with what was previously proposed. A Flood Emergency Plan (FEP) is also to be developed which will seek to maximise the safety of the occupiers of the development without placing undue burden on the emergency services, in line with best practice. The EA have raised no objection to the proposals subject to these measures being secured by condition, with informatives also being recommended to bring a number of related matters to the attention of the applicant. These will be added to the decision notice accordingly.

Surface water will drain into the existing storm water drainage system, with permeable material to be used within the car park area and raised SuDS planters incorporating a bioretention system to be situated around the development to capture runoff water from the building's roof. Despite the footprint of the building increasing, the revisions made to the drainage strategy have reduced the number of planters that are required to be

provided, with this being due to the initial scheme not taking into account that water can drain through the decking to a permeable surface below, thereby reducing the overall impermeable area. The measures proposed will therefore still provide a betterment in terms of runoff/discharge rates as well as providing for filtration to minimise contaminants and maintain water quality. No objection has been raised to these provisions by either Southern Water, the Council's Ecologist or Natural England, with the final measures to be subject to detailed design which can be covered by condition.

Taking account of the above factors, the development is considered to comply with the requirements of Policies DM3, DM5, DM6 DM8, and DM11 of the adopted Local Plan in respect of the matters of Flood Risk and Drainage.

Lighting:

Taking account of the location of the site, which lies on the edge of the shore adjacent to Southampton Water and the Hamble River and the protected sites for nature conservation that it encompasses, there is potential for lighting within the development to have ecological, amenity and navigational safety related implications. Application F/25/100291 was accompanied by a Lighting Report which incorporated light spill calculations and a visual impact assessment based on a worst case scenario of lighting levels for the nature of use proposed, as well as making recommendations for the types and colours of lighting to be installed / avoided given the sensitive location of the site.

This was deemed acceptable in principle by the Council's Environmental Health Officer and Ecologist, with the Harbour Master also endorsing the recommendation contained therewithin to avoid the use of spotlights or red and green lighting to prevent conflict with any navigation lighting/signalling on the Hamble River and its approaches. The final details of the exact lighting to be installed were covered by a pre-occupation condition (condition 9), the wording of which remains unaffected by the current submission.

Ecology:

The application is accompanied by a revised Preliminary Ecological Appraisal and Shadow Habitat Regulations Assessment (HRA) which have been updated to take into account the amended proposals. The conclusions of the reports have, however, not changed with the increase in floor area of the building not materially affecting ecological receptors or Biodiversity Net Gain calculations over and above what is already proposed. Both Natural England and the Council's Ecologist have raised no objection subject to conditions to secure the implementation of the mitigation and enhancement measures previously agreed with updated reference to the relevant revised documentation. The matter of the final location of the SuDS planters referenced by the Ecologist can also be covered by condition as set out in the above section on flood risk and drainage.

As the scheme has been amended, the Council as the responsible body under the Habitats Regulations, have undertaken an updated Habitats Regulations Screening and subsequent Appropriate Assessment to appraise the impacts of the development on the European and Nationally designated sites that it lies in close proximity to. This Assessment had regard to the updated Shadow HRA provided by the applicant and sets out the measures that are required to be adhered to in order to mitigate for the otherwise potentially significant impacts on the designated sites and the features for which they are designated which, again remain materially unchanged from the originally approved scheme.

With the relevant conditions imposed and mitigation measures secured, the development is considered to comply with the requirements of Policy DM11 of the Local Plan and the provisions of the Habitats Regulations.

Other material considerations:

Contaminated land:

The site is not situated within an identified contaminative land use area, with the area where the building would be situated being covered by hardstanding. The structure will be predominantly prefabricated with much of the construction work to take place off site. The building will then be bolted to the existing hardstanding, resulting in minimal ground disturbance, with any potential minor impacts that may occur from this able to be controlled by measures set out within the Construction Environment Management Plan (CEMP).

Air quality:

In terms of air quality, the site is not located within an Air Quality Management Area (AQMA) and whilst a proportion of traffic may pass through the Hamble Lane AQMA, as the number of covers the restaurant will serve and the number of members of staff employed are to remain the same as set out within the previous scheme, there will be no materially increased impact arising from the development in this respect. The impacts arising from construction, which will be relatively limited given the prefabricated nature of the building, can again be appropriately controlled through measures set out within the submitted CEMP.

Heritage and archaeology:

The site doesn't contain any designated heritage assets, and it is not considered that the enlarged proposals will unduly impact upon the setting or character of any heritage assets within the surrounding locality with no objection being raised in this respect by the Council's Conservation Officer. There also remains no concerns on archaeological grounds.

Minerals safeguarding:

The site lies within a minerals and waste consultation area (minerals section) for superficial sand and gravel as identified within the Hampshire Minerals and Waste Plan 2013. As such, Policy 15 of the Hampshire Minerals and Waste Plan applies to the development proposals. The purpose of this policy is to protect potentially economically viable mineral resource deposits from needless and unnecessary sterilisation. The policy seeks to encourage the recovery, where possible, of potential viable mineral resources prior to development.

As part of the previous application, satisfactory information was provided to demonstrate that the prior extraction of minerals on the site would not be viable, with the prefabricated nature of the building and the limited groundworks to be undertaken, providing little potential for the re-use of any minerals arising from the construction process. The modest increase in the size of the restaurant is not considered to alter this conclusion and, therefore, there remains no conflict with the provisions of Policy 15 of the Hampshire Minerals and Waste Plan.

Trees:

The area where the enlarged building is proposed to be sited is predominantly free of trees, with the majority of it comprising of an existing area of hardstanding. There are trees, however, located on the grass verge which lies to the east of the site and whilst the majority are to be retained and protected as part of the works, two (sea buckthorn trees) are proposed to be removed to facilitate the development. This remains consistent with the original proposals, with the trees being modest in size and identified within the submitted Arboricultural Assessment to be of low quality on account of their poor structural form and below expected levels of vitality.

Their contribution to the amenity and character of the area is, therefore, limited and the Council's Tree Officer has raised no objection to their removal, with this being subject to a condition to require additional tree planting being carried out elsewhere along the verge areas adjacent to the site as part of the landscaping scheme. A further condition is recommended to secure the tree protection measures required to prevent existing retained trees from damage during construction and this will be imposed on the planning consent accordingly.

Climate change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted Local Plan, as is an assessment of climate impacts.

The NPPF supports economic growth and productivity with the aim of building a strong competitive economy. The NPPF, Policies S1, DM2 and DM3 of the Local Plan and the Council's adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. Taking account of the nature of the proposals and the site context, the development is expected to be resilient to the potential effects of climate change, including in respect of flood risk (see above) and to have limited material impact on climate emissions.

Equalities implications:

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equalities implications.

Recommendation:	PERMIT subject to conditions
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