

# DELEGATED OFFICER REPORT

**Application Ref:** F/22/94159

**Site Address:** 103 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AE

**Case Officer:** Rebecca Altman

**Description:** Single storey extension to existing commercial building (Use Class E, excluding E(b), (d), (g)ii, iii and (f)), including new refuse and cycle storage (amended description)

|                                                                                                              |                                                |                                    |
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| <b>Particular Site Constraints?</b>                                                                          | <b>Yes</b> <input checked="" type="checkbox"/> | <b>No</b> <input type="checkbox"/> |
| <ul style="list-style-type: none"> <li>• Within Urban Edge</li> <li>• Air Quality Management Area</li> </ul> |                                                |                                    |

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| <b>Planning History?</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Yes</b> <input checked="" type="checkbox"/> | <b>No</b> <input type="checkbox"/> |
| <p>Most recent planning history:</p> <ul style="list-style-type: none"> <li>• F/21/91827 – change of use from dry cleaners to restaurant/café – withdrawn 7 September 2022</li> <li>• F/19/85629 – demolition of building and construction of 3-storey block of flats – refused 11 December 2020; dismissed at appeal. Reasons for refusal related to unacceptable layout and design, impact on neighbour amenity and highway safety concerns.</li> <li>• F/07/60557 – change of use of first floor to beauty salon and holistic therapy training centre – permitted 24 August 2007</li> <li>• F/06/58827 – change of use of first floor from office to beauty salon – permitted 1 March 2007</li> <li>• F/05/53828 – change of use to parking for rental cars including car valeting and landscaping – permitted 26 May 2005</li> <li>• F/04/52618 – change of use of existing external areas to vehicle sales – refused 31 January 2005</li> </ul> <p>There have also been a number of applications for advertisement consent associated with former commercial uses.</p> <p>The adjacent residential property, 331 Leigh Road, has been extended to the west side and rear following planning permission in 2016 (ref. F/16/78360).</p> |                                                |                                    |

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| <b>Publicity:</b> | <b>Letters</b> <input checked="" type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Site Notice</b> <input type="checkbox"/> | <b>Newspaper</b> <input type="checkbox"/> |
| Representations:  | <p>Nine representations received, raising the following concerns:</p> <ul style="list-style-type: none"> <li>• Concern about proposed extension to traffic island, leading to conflicts between vehicles entering and exiting the site and neighbouring properties, creating highway safety risks;</li> <li>• Concerns about traffic conflicts with neighbours exiting their driveways;</li> <li>• Exit from the site should be left turn only to avoid conflicts with other vehicles;</li> <li>• If vehicles are forced to travel further to make appropriate turns, this would increase pollution;</li> <li>• Concern about loss of biodiversity following removal of trees in October 2022; not clear how biodiversity enhancements will be achieved;</li> <li>• Increased risk of surface water flooding to neighbouring properties;</li> <li>• No need for another convenience store in the area.</li> </ul> |                                             |                                           |
| Parish Council:   | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |                                           |

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| Ecology Officer:   | <p>Further comments following review of Ecological Assessment and Bat Survey Report, and additional drainage information: The bat survey recorded one bat in the area but no bats within the building. Concern about loss of trees and biodiversity net loss. Recommend informative to advise on the process should bats subsequently be found.</p> <p>Drainage to be dealt with via permeable surfacing, which will need to be maintained.</p> <p>Recommended conditions:</p> <ul style="list-style-type: none"> <li>- No vegetation clearance during bird nesting season unless supervised by ecologist;</li> <li>- Bat survey to be carried out if development does not commence in 2023, as per recommendations of Bat Survey Report;</li> <li>- CEMP to include precautionary measures for hedgehogs;</li> <li>- Biodiversity enhancement management plan or landscape environmental management plan.</li> <li>- Maintenance of porous hard surfacing.</li> </ul> <p>Original comments: Preliminary Ecological Assessment required, to include internal assessment of the loft and assessment of vegetation. Biodiversity enhancement required. Recommend any fencing has periodic holes at its base to allow movement of animals, and that bat and swift boxes are incorporated.</p>                                                                                                                                                                                                                                                  |
| Highway Authority: | <p><u>Final comments June 2023</u></p> <p>Following a number of iterations of the access proposals, an acceptable scheme has been developed. A signalised site exit and pedestrian crossing facility is now proposed, overcoming previous safety concerns. No objection subject to conditions requiring the access works to be fully approved through a S278 process.</p> <p><i>Officer note – upon further discussion with the Highway Authority, it was agreed that the access and highway works required completion prior to first use of the development.</i></p> <p><u>Further comments January 2023:</u></p> <p>Tracking plans demonstrate that large vehicles would be able to manoeuvre on site subject to using two of the on-site parking spaces. A Servicing Plan would be required to demonstrate how the loss of these spaces would be managed when required for servicing.</p> <p>Further information required in relation to access proposals.</p> <p><u>Original comments:</u><br/>No objection in principle but further information required.</p> <p>Concerns about how additional traffic flows can be accommodated at the site entrance. Plans show entrance from northern dropped kerb and exit from southern dropped kerb, which is a concern as vehicles arriving to site from the south would need to cross the waiting area for vehicles turning right into Castle Lane.</p> <p>Transport Statement required, to address:</p> <ul style="list-style-type: none"> <li>- Existing and proposed trip rates;</li> </ul> |

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|                               | <ul style="list-style-type: none"> <li>- Clearly defined access arrangements;</li> <li>- Independent Road Safety Report.</li> </ul> <p>Further parking details also required, including number of spaces and size of spaces.</p> |
| Southern Water:               | A formal connection would need to be made to the public sewer. There is a foul sewer crossing the development site. Advice provided regarding surface water drainage.                                                            |
| Economic Development Officer: | A net gain of commercial space is positive for the economy. Query the need for back of house space if the building is not going to be used as a restaurant.                                                                      |
| Environmental Health Officer: | <p>Liaison with Environmental Health Officer to agree suitable conditions for opening hours and noise mitigation.</p> <p>Recommend standard conditions to assess and mitigate contaminated land.</p>                             |

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| <b>Site Visit:</b>                                    | <b>Yes</b> <input checked="" type="checkbox"/> | <b>No</b> <input type="checkbox"/> |
| 28 November 2022 and March 2023. Photographs on file. |                                                |                                    |

#### **Policy:**

##### **National Planning Policy Framework Planning Practice Guidance**

##### **Development Plan:**

The Eastleigh Borough Local Plan 2016-2036 The most relevant policies are Strategic policies S1 and S4; and Development Management policies DM1, DM2, DM8, DM11, DM13 and DM14.

#### **Assessment:**

##### **Site and proposal**

The application relates to a two-storey building on the corner of Leigh Road and Bournemouth Road, which was last used as a dry cleaners but is currently vacant. There is a parking area to the rear of the site, accessed from Bournemouth Road. The surrounding area comprises a mix of residential and commercial uses.

The proposal is to extend the building on its eastern side to create additional floor space for Class E (a) (c) (e) or (g)(i). This would allow the premises to be occupied by business uses including shops, professional services, health clinics, or offices. The applicants have confirmed that the most likely use of the premises would be as a convenience store, which would employ 4-5 staff.

The plans have been amended to reduce the size of the extension including removal of the first floor element, and to improve the design with windows and doors to complement existing. As amended, the extension would have a total length of 24.7m along the eastern side of the site, projecting approximately 4m forward of the front (north) elevation and 13m to the rear, with a height of approximately 3.5m. A bin and plant store area would also be provided at the southern end of the extension, which would be enclosed by 2m high fencing.

##### **Principle of proposal**

Policy S4 of the Local Plan supports development that would contribute towards sustainable economic growth, including new development in the urban edge and intensifications of existing employment sites. The proposal to extend a vacant commercial building to allow for a flexible long term use is therefore considered acceptable in principle. The proposal is supported by the Council's Economic Development Team.

Whilst the proposal is for a flexible Class E use, the applicants have confirmed that the most likely use is as a convenience store. Policy DM21 relates to new retail development and allows for new retail uses outside of defined town centres, provided it is within the urban edge and subject to considering the impact on nearby centres. The policy states that a sequential test will be required to demonstrate there are no available sites within defined centres, however the supporting text of the policy (paragraph 5.115) makes it clear that the policy is not intended to preclude the development of small shops or convenience stores to serve local needs. The policy also requires an impact assessment for development of over 350sqm of net additional floorspace. In this case, the proposal would provide a net increase in floorspace of 225m<sup>2</sup>, with a total commercial floorspace of 280m<sup>2</sup>, which is below the threshold where an impact assessment is required.

It is also important to note that a retail shop falls within the same use class as a dry cleaners, which was the previous use of the property. A shop could therefore be operated from the site without the need for planning permission if no alterations or extensions were proposed.

In terms of location, the site is well located in terms of access to public transport and road access, and is considered suitable for a small scale retail use.

The description of development has been agreed in liaison with the applicant, and, along with a retail shop, would cover a range of class E uses that are considered appropriate for the residential surroundings, which include:

- E(a) display or retail sale of goods, other than hot food;
- E(c) financial or professional services;
- E(e) medical or health services;
- E(g) i offices

This would allow flexibility for alternative uses to be accommodated in the future should circumstances change.

The following uses have been excluded from the description due to potential impacts on adjacent residents (e.g. in terms of noise or odour):

- E(b) sales of food and drink (restaurants/cafes)
- E(d) indoor sports and fitness
- E(f) day nurseries;
- E(g) ii and iii research and development or industrial processes

### **Design and visual impact**

The existing building occupies a fairly large plot, which can accommodate an extension of the size proposed. There is some variation to the building line along Leigh Road to the north, but the plans as originally submitted included a large forward projecting section which was considered to appear overly dominant. This section has now been set back, to maintain a better separation from the road frontage and reduce its visual prominence. An existing hedge along the northern frontage is also proposed to be retained, which would soften the appearance of the extension from Leigh Road. The extension would be constructed of brickwork to match the existing building, with white UPVC or powder coated aluminium doors and windows to match the colour of the existing window frames.

The site is currently vacant and the rear is dominated by hard surfacing and scrub (although currently obscured by hoarding). The proposed plans would tidy up the site and

some new soft landscaping on the southern side of the site would enhance the parking area. Full details of the landscaping can be secured by condition.

Overall, although the proposal is for a substantial extension, it is considered appropriate for the size of the plot and the materials and design would respect the existing building and surrounding area.

### **Amenity impact**

There is a residential dwelling adjacent to the site to the east (No.331 Leigh Road). This property has a large detached outbuilding adjacent to the boundary with the application site and the rest of that boundary is fenced.

The proposed extension would be set approximately 1.3m away from the neighbouring property boundary (No.331 Leigh Road). Although the extension would have a significant depth, when viewed from the neighbouring property, a large part of it would be obscured by the existing outbuilding. Having regard to the separation and presence of the outbuilding, it is not considered that the extension would have a significant impact on the amenities of the neighbouring residents with regard to loss of outlook or light from rear windows. There is a ground floor side window on the neighbouring property that faces the application site, and the floorplans from the approved extension indicates that this is a secondary window to a kitchen. The outlook and light from this window is already restricted by the presence of a boundary fence and given that there are other larger windows serving this kitchen, it is not considered that the proposed extension to 103 Bournemouth Road would significantly impact on light to this neighbouring room. No windows are proposed on the east elevation of the proposed extension, therefore no overlooking to the neighbours.

The extension itself would be set far enough away from the neighbouring property to the south to prevent any significant impact on outlook, light or privacy.

In terms of noise and disturbance, consideration has been given to the variety of uses that could potentially be accommodated under Class E, and in liaison with the applicant, the uses that would be considered to result in greater amenity impacts (e.g. in terms of noise and odour impacts), have been excluded from the application description.

The size of the proposed parking area would remain similar to existing and having regard to the previous business use, it is not considered that a new business use would result in a significant increase in noise and disturbance from general vehicle movements to the neighbours east or south of the site. There is, however, the potential for increased delivery vehicle movements, and it is considered appropriate to restrict deliveries by HGVs before 8am daily and after 8pm on a weekend, to reduce noise disturbance to the neighbours. A number of other conditions would be imposed to ensure no adverse noise impacts, including a requirement for a noise assessment for plant and equipment, and the provision of an operational noise management plan.

### **Access and parking**

The site is accessed from Bournemouth Road, near to a busy traffic light controlled junction with Leigh Road. The new access proposals have been subject to a number of iterations following concerns raised by the Highway Authority about the impact of additional traffic on existing users of the highway and pedestrians. In liaison with the Highway Authority, an access scheme has been developed which would incorporate a signal controlled exit onto Bournemouth Road on the north side of the site and an access only on the south side. Proposals to enhance pedestrian crossing facilities on Bournemouth Road near to the site have also been put forward and agreed in principle with the Highway Authority. The Highway Authority has now raised no objection subject to the full details of the highway improvements being agreed through S278 and implemented prior to commencement of the development. Given the level of discussion that has already taken place with the Highway Authority, there is sufficient certainty that the access

and highway works can be satisfactorily achieved and a Grampian condition to secure these works would be appropriate.

A number of the representations relate to highway safety concerns as a result of a previous proposal to extend the traffic island on Bournemouth Road to the south, as this was considered to conflict with access for an adjacent residential road. The extension to the traffic island is no longer proposed.

The proposal includes 12 parking spaces for customers. The applicants have stated that the parking would not be for staff, who would be encouraged to access the site by public transport, walking and cycling. The parking layout has been assessed by the Local Highway Authority and is determined to be acceptable in terms of the size of spaces and ability for vehicles to manoeuvre and park.

In determining the number of parking spaces required, the applicant's Transport Consultant has used the TRICS database to determine likely vehicle trip rates and shopping times. The Highway Authority has commented that this is a reasonable approach to determining parking requirements and the number of spaces is considered acceptable.

Two external cycle stores for customers are shown on the site plan, but no secure storage for staff cycles. This can be requested by condition.

### **Ecology**

The application documents include an Ecological Appraisal, which assessed the site as having some potential for nesting birds and hedgehogs. The buildings and trees were assessed as having low or negligible potential for bats and this has been agreed with the Council's Ecologist.

The report includes recommendations for protecting and enhancing biodiversity including restriction of works during bird nesting season, provision of bat and bird boxes and planting of native species. A Construction Environmental Management Plan and Biodiversity Enhancement Plan can be secured by condition. Subject to conditions, the Council's Ecologist has raised no objection.

A comment has been made in representations about the loss of trees on the site in October 2022. This occurred prior to submission of the application and as the trees were not protected, no consent was required for their removal. New planting can be secured by condition to enhance the biodiversity of the site.

### **Drainage**

The applicant has confirmed that existing building rainwater is connected into the main sewer, with surface water draining in to the ground and hard surface areas draining into the surface water. Any new hard surfacing is to be constructed of porous materials to avoid increased surface water run-off and this can be secured by condition. These drainage proposals are considered appropriate for the site.

### 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 by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (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, Policies S1, DM2 and DM3 of the Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. The proposed development would be in a sustainable location and the applicant has confirmed that the scheme would incorporate energy efficient technologies and materials in its construction. The development would therefore accord with relevant climate change policies and objectives.

**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 equality implications

**Conclusion:** The proposed development is appropriate for the location and would bring a vacant building back into a viable use with a sympathetically designed extension. The scheme has been designed to ensure no adverse impact on neighbouring residents and to provide appropriate access improvements to protect highway and pedestrian safety. The proposal would meet other policy requirements in terms of matters such as ecology and drainage, and would overall comply with relevant national and local policies.

Recommendation:

**PERMIT** ☒

**REFUSE** ☐

1. The development hereby permitted shall start no later than three years from the date of this decision.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be implemented in accordance with the following plans numbered:

- 22572-22-01 (Topographical)
- 22572-22-02 (Floor plans existing) x 3
- 22572-22-03 (Existing elevations and sections)
- 22.3377.105 P9 (Block Plan, Location Plan and Context Elevation)
- 22.3377.100 P16 (Proposed Site Plan)
- 22.3377.101 P10 (Proposed Ground Floor Plan and Section)
- 22.3377.102 P9 (Proposed First Floor Plan)

- 22.3377.104 P8 (Proposed Elevations east and west)
- 22.3377.103 P9 (Proposed Elevations north and south)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development, including demolition, shall take place until the following has been submitted to, and approved in writing by the Local Planning Authority:

- a) Report of Preliminary Investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land;
- b) A site investigation report, documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk study;
- c) A detailed site specific scheme for remedial works, and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed, and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

Investigations, assessments and reports are to be undertaken by a competent person and should comply with UK Land contamination risk management (LCRM) national guidance, including BS10175:2011+A2:2017 Investigation of potentially contaminated sites - Code of Practice, and gas monitoring deemed appropriate is to be in accordance with best practice as outlined in such documents as BS8576:2013, BS 8485:2015+A1:2019, Claire RB17 and CIRIA C665 unless otherwise agreed with the LPA.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors, in accordance with Policy DM8 of the Eastleigh Borough Local Plan (2016-2036).

4. The development hereby permitted shall not be occupied / brought into use until there has been submitted to the LPA verification by the competent person approved under the provisions of condition 3(c) that any remediation scheme required and approved under the provisions of condition 3(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the LPA in advance of implementation).

Unless agreed in writing with the LPA such verification shall accord with UK Land contamination risk management (LCRM) national guidance, and the guidance contained in EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 66: 2008. Typically such a report would comprise:

- a. A description of the site and its background, and summary of relevant site information,
- b. a description of the remediation objectives and remedial works carried out
- c. verification data, including - data (sample locations/analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc.
- d. Certificates demonstrating that imported and / or material left in situ is free from contamination, and gas / vapour membranes have been installed correctly.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 3(c)"

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors, in accordance with Policy DM8 of the Eastleigh Borough Local Plan (2016-2036).

5. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details and mitigation relating to:

- A programme of construction works;
- The provision of long term facilities for contractor parking;
- Arrangements and timings for construction traffic access and deliveries and loading/unloading of plant and materials;
- Access and egress for plant and machinery;
- Protection of pedestrian routes during construction;
- The location of temporary site buildings, compounds, construction material and plant storage areas;
- Measures to control dust and dirt generated by construction;
- Provision of storage, collection and disposal of waste;
- Measures to prevent mud and dust on the highway;
- Details of hoarding and temporary lighting;
- Construction drainage measures;
- Precautionary working method to prevent harm to protected species including hedgehogs.

Construction work shall thereafter only take place in accordance with the approved CEMP.

Reason: To limit the impact of the development on the amenity of the locality and to ensure no adverse impact on protected species.

6. Prior to any development above foundation/ slab level, full details of the external materials (including doors and windows), shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a high quality design in the interest of visual amenity.

7. a. No development above foundation / slab level shall take place until a detailed soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall specify species, density, planting, size and layout.

b. The approved landscaping scheme shall be carried out in the first planting season following occupation of the development, or completion of the development (whichever is sooner), and shall thereafter be retained.

c. If, within a period of 10 years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased, another tree or plant of the same species and size as that originally approved shall be planted at the same place within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure a high quality landscape scheme in the interest of visual amenity and biodiversity.

8. Prior to any development above foundation / slab level, full details of boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a high quality design in the interest of visual amenity, in accordance with Policy DM1 of the Eastleigh Borough Local Plan (2016-2036).

9. Prior to first use of the development hereby permitted, the access proposals including the footway and /or verge crossing shall be constructed in accordance with details first approved through the S278 process. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: In the interest of highway safety, in accordance with Policy DM13 of the Eastleigh Borough Local Plan (2016-2036).

10. Prior to first use of the development hereby permitted, the redundant northern access from the site to Bournemouth Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details that have first been approved through the S278 process.

Reason: In the interest of highway safety, in accordance with Policy DM13 of the Eastleigh Borough Local Plan (2016-2036).

11. Prior to first use of the development hereby permitted, the signal works (including required upgrades, phase changes and pedestrian crossing works), and the pedestrian crossing refuse to the south of the site on Bournemouth Road, shall be completed in accordance with plans and details first approved through the S278 process. The highway works shall thereafter be retained in accordance with the approved plans and details.

Reason: In the interest of highway safety, in accordance with Policy DM13 of the Eastleigh Borough Local Plan (2016-2036).

12. Prior to first use of the development hereby permitted, a Car Park and Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall outline elements of on-site management, inclusive of:

- a) How the delivery bay / 2 x vehicle parking spaces will be managed when deliveries are due, in order to ensure that deliveries take place on-site and unobstructed movement of customer vehicles through the site can be retained at such times;
- b) How parking will be managed on site to ensure that only designated parking pays are utilised;
- c) How the applicant intends to enforce the entry only, exist only vehicle movements in and out of the site (signage or other measures); and
- d) Details of how this plan will be reviewed on a periodic basis and updated as necessary.

Reason: To ensure that there is sufficient space on site for the manoeuvring of goods and refuse vehicles, in the interest of highway safety, in accordance with Policy DM13 of the Eastleigh Borough Local Plan (2016-2036).

13. Prior to any works above foundation/slab level, a Biodiversity Enhancement Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include a Biodiversity Net Gain calculation and include full details of

biodiversity enhancement measures, which shall broadly accord with the recommendations set out in Section 7.4 of the Preliminary Ecological Appraisal (Arun Ecology, December 2022, ref. C-CGP-002/001/001).

Reason: To secure biodiversity enhancements in accordance with Policy DM11 of the Local Plan.

14. Prior to any works above foundation/ slab level, details of hard surfacing (which shall be of porous material) shall be submitted to and approved in writing by the Local Planning Authority. The hard surfacing shall be installed in accordance with the approved details and thereafter maintained.

Reason: To ensure suitable drainage and in the interest of visual amenity in accordance with Policies DM1 and DM6 of the Eastleigh Borough Local Plan (2016-2036).

15. Prior to any works above foundation/ slab level, details shall be submitted to and approved in writing by the Council of the external sound level (Rating Level) emitted from the premises including plant/ machinery/ equipment, and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from the premises and plant, machinery/ equipment will be lower than the existing background sound level by at least 10dB(A) in order to prevent adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all premises activity (including delivery vehicles and all plant/ machinery and equipment) operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigation noise shall be taken as necessary. The approved details shall be fully implemented prior to first use of the development and thereafter retained.

Reason: To ensure that the potential noise impacts of the development would not harm the amenities of neighbouring residents in accordance with Policy DM8 of the Eastleigh Borough Local Plan (2016-2036).

16. Prior to first use of the proposed development, the parking areas shall be provided in accordance with the approved plans and shall thereafter be retained for vehicle parking purposes only.

Reason: To ensure adequate parking provision in the interest of highway safety.

17. At no time shall any plant or equipment be installed on the flat roof of the extension hereby permitted.

Reason: To protect the visual appearance and amenity of the area in accordance with Policy DM1 of the Eastleigh Borough Local Plan (2016-2036).

18. Unless otherwise agreed in writing by the Local Planning Authority, the use hereby permitted shall not be open to customers outside the hours of 07:00 - 22:00 daily.

Reason: To protect the amenity of neighbouring residents and the local area in accordance with Policy DM8 of the Eastleigh Borough Local Plan (2016-2036).

19. No deliveries by any vehicle shall take place outside the hours of 06:00 – 22:00 daily and no deliveries by HGV's shall take place outside the hours of 08:00 – 22:00 Monday to Friday and 08:00 – 20:00 Saturday, Sunday and public Bank Holidays.

Reason: To protect the amenity of neighbouring residents and the local area in accordance with Policy DM8 of the Eastleigh Borough Local Plan (2016-2036).

20. No vegetation clearance shall occur on site during the bird nesting season (1<sup>st</sup> March to 31<sup>st</sup> August) unless supervised by a quality ecologist. If any active nests are found, work must stop and the area around the nest must be protected with a suitable buffer until the young have fledged and left the nest.

Reason: To prevent disturbance and harm to nesting birds in accordance with Policy DM11 of the Eastleigh Borough Local Plan (2016-2036) and the Wildlife and Countryside Act 1981 (as amended).

21. Prior to first use of the development, secure cycle storage for at least 3 bicycles for staff shall be provided on site in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall thereafter be installed and retained in accordance with the approved details.

Reason: To encourage the use of alternative means of transport to the private car.

22. The development shall be carried out in accordance with the recommendations set out in paragraph 1.2.1 and Section 6 of the Bat Dusk Emergence Survey prepared by Arun Ecology, dated December 2022.

Reason: To ensure that if any bats are found, they are suitably protected in accordance with Policy DM11 of the Eastleigh Borough Local Plan (2016-2036) and the Wildlife and Countryside Act 1981 (as amended).

23. Notwithstanding the provisions of Schedule 2, Part A of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, the development hereby permitted shall only be occupied by uses within Class E(a), (c), (e) or (g)(i), unless permission for an alternative use is given by the Local Planning Authority through submission of a formal planning application.

Reason: To ensure that the impacts of alternative uses can be properly assessed to protect the amenity of the area and ensure highway safety, in accordance with Policies DM1, DM8 and DM13 of the Eastleigh Borough Local Plan (2016-2036).

24. Prior to first use of the development hereby permitted, a Noise Management Plan for operation and management purposes shall be submitted to and approved in writing by the Local Planning Authority. This shall include: details of vehicle movements, reversing methods and types of reversing alarms; location of loading bays; quiet loading/unloading measures; management of anti-social behaviour; and all other relevant noise controls, attenuating features or operating practices. The development shall thereafter be operated in accordance with the approved Plan.

Reason: To protect nearby residents and workers from adverse noise impacts in accordance with Policies DM1 and DM8 of the Eastleigh Borough Local Plan (2016-2036).

25. Prior to any works above foundation/slab level, details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. All external lighting shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect the amenity of the area and nearby residents, in accordance with Policies DM1 and DM8 of the Eastleigh Borough Local Plan (2016-2036).

Note to applicant: Any new signage for the building may require a separate application for Advertisement Consent.

Note to applicant: In the unlikely event of any bats being found during demolition or construction, all work must stop immediately, and Natural England must be informed. Additional information is available on the Bat Conservation Trust website at <https://www.bats.org.uk/advice/im-working-on-a-building-with-bats/ive-found-a-bat-during-works>.