

DELEGATED OFFICER REPORT

Application Ref: F/26/100694

Site Address: 111 WINCHESTER ROAD, CHANDLER'S FORD, EASTLEIGH, SO53 2GH

Case Officer: Katie Lasham

Description: Proposed external alterations to facilitate subdivision of retail unit to provide 2 retail units (Use Class E), including proposed new customer entrance, new Goods-In entrance door accessed from Brownhill Road and proposed new ramp, balustrading and landing area. Installation of cladding and timber walls to elevations fronting Brownhill Road. Alterations to front elevation fronting Winchester Road and installation of 2no. additional bicycle Sheffield stands.

Particular Site Constraints?	Yes ☒	No ☐
Within urban edge Within designated town centre of Chandlers Ford (Fryern Arcade)		

Planning History?	Yes ☒	No ☐
An advertisement consent application has been submitted alongside this full planning application: <i>A/26/100784: Display of 2 no. internally illuminated fascia signs, 2 no. non-illuminated wall panel signs to either side of entrance doors, internally illuminated projecting sign, non-illuminated totem sign (2.5m x 1m), 4 no. window graphics and various other non-illuminated direction and informative signage. Undecided.</i> The site and its surrounding neighbouring units have a significant amount of relevant site history, listed as follows. <u>Site history at 111 Winchester Road:</u> PN/24/98338: Application for Prior Approval for a single storey roof extension (rear part of building) to form 6 apartments, under Schedule 2, Part 20, Class AB of the Town and Country Planning (General Permitted Development) Order. Prior Approval Granted December 2024. PN/24/97626: Application for Prior Approval for a single storey roof extension to form 5 apartments, under Schedule 2, Part 20, Class AB of the Town and Country Planning General Permitted Development Order. Prior Approval Granted August 2024. A/24/97575: 2.no illuminated fascia signs and 1.no illuminated projecting/hanging sign. Advert consent August 2024. PN/23/96620: Application for Prior Approval for the change of use of the rear first floor from Class E (commercial) to 6 flats (Use Class C3), under Class MA of the Town and Country Planning (General Permitted Development) Order. Prior Approval Granted March 2024. A/23/95591: Display of new fascia signs, logo signs, projecting sign and car park signs. Advert consent October 2023. PN/23/95595: Change of use from Class E to C3 to form 5.no apartments. Site at first floor front only. Prior Approval granted August 2023.		

F/23/95081: External alterations including new shopfront, removal of existing louvres to rear and side elevations, new louvres to rear, provision of ventilation openings, new doors, and alterations to loading platform (amended description). Approved June 2023.

F/16/77994: Installation of anti-ram-raid bollards to front of store. Approved April 2016.

F/12/70845: Retention of replacement air conditioning units (amended description). Approved August 2012.

A/10/67575: Display of 1no. externally illuminated fascia sign and 1no. internally illuminated projecting sign. Approved October 2010.

F/06/58421: Replacement of trolley shelter. Approved December 2006.

A/12182/00: Retention of internally illuminated fascia, free standing and wall mounted sign. Advert consent July 2001.

Z/12180/006/00: Installation of emergency generator within loading bay. Approved March 1992.

Site history at 105-111 Winchester Road:

F/15/77642: Installation of cash machine. Approved February 2016.

A/15/77644: Display of 1no. non-illuminated ATM surround sign. Advert consent February 2016.

F/12/70847: Replacement of entrance doors and shop front, installation of ATM and installation of 2No. covered trolly bays in rear car park. Approved July 2012.

F/11/69670: Installation of ATM cash machine. Approved November 2011.

F/07/60724: Installation of ATM. Approved September 2007.

Site history at 109 Winchester Road:

F/24/96659: Change of use from Sui Generis (laundrette) to Class E (restaurant), including extraction system and air conditioning unit. Approved February 2024.

Publicity:	Letters ☒	Site Notice ☒	Newspaper ☐
Representations:	Two representations have been received, both objecting to the proposal and raising the following issues: • New entrance way on Brownhill Road could create harmful additional lighting impacting surrounding neighbouring occupiers. • Additional deliveries utilising loading bay accessed off Brownhill Road and compounding impact of additional 22 new flats approved on upper floors of building utilising car parking spaces will cause highway safety concerns. • Concern on number of parking spaces utilised for community centre and school, which this proposal will exacerbate. • AC units mounted to wall will cause noise nuisance • Concern / question regarding the location of bin stores as inappropriate storage of bin waste can create odour pollution and wind blowing debris. • Concern raised that proposed plan, and signage will indicate to the public that the yard is available for general parking when it is used by HGVs for deliveries.		

	Deliveries by HGV's to stock this property will exacerbate vehicle movements when combined with the confusing signage, creating serious danger to members of the public.
Parish Council:	No Comment
Hampshire Highways	No objection, comments made on 24th February 2026 as follows: - Ramped and step access into new retail unit. Given quantum of parking in that specific area of the site, vehicle movements are anticipated to be low and slow in nature this is acceptable. - Layout changed due to provision of ramp and thus a narrowed turning circle, but a 6m wide turning circle is retained which is acceptable. - New store entrance and storeroom have doors opening outwards onto side access footway. Improvement if opened inwards but it does not open up onto highways land so a recommendation only. - Cycle parking stands, trolley bay, re-use of existing access doors and removal of bollards on the existing access fronting Winchester Road is acceptable. - Recommend doors fronting Winchester Road are openable inwards to prevent conflict with adjacent cycle parking and could damage doors. As not on highway land, only a recommendation. - No additional trips anticipated - Trolley bays acceptable. Trolleys not to extend over highways land if this occurs, they must be moved immediately. Further response on 24th June 2026: - Regarding prior notification PN/23/95595 for five flats, the parking in front of the store should be retained for these flats and not used for customers of the retail unit at any time. - Whilst it means there is a slight walk from the public car park to the shop, this distance is not unreasonable. - If parking is lost to the flats, they would become car free and would create issues of displacement parking. Further response on 30th July 2026: - Only time users explicitly must cross delivery bay is when accessing the shop from the Fryern Arcade parking area. Anyone not utilising the parking area would walk along Brownhill Road and cross the road adjacent the proposed steps, not walking immediately adjacent the delivery bay. As existing pedestrians cross the site from Fryern Arcaded parking area onto Winchester Road. The proposed pedestrian access into the new entranceway proposed would not be a sufficient safety issue to form a reason for refusal.
Environmental Health:	No objection. New plant location is acceptable and consider this low risk for harm to surrounding occupants.
Urban Design:	- The addition of a dedicated goods-in area, ramp, and side access represents a significant operational improvement, effectively separating customer and service flows. - Introduction of new openings and updated cladding breaks up a blank and outdated elevation. - The timber cladding is a positive addition to the scheme and will help improve the overall appearance of the elevation. Attention to detail on ensuring the cladding terminates appropriately to ensure it does not appear unresolved. - The side elevation currently serves multiple functions, acting as a customer entrance, a service interface, and a fire exit zone. This combination of roles can create confusion, making the area feel more like a service yard than a welcoming entrance for customers. Signage will help to make the entrance more prominent.

Ecology:	No objection with no concerns on impacts to wildlife. Biodiversity enhancements are required in accordance with Policy DM11 of the Local Plan.
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Site Visit:	Yes ☒	No ☐
Details: 25 March 2026 and 28 May 2026.		

Policy: National Planning Policy Framework Planning Practice Guidance Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM2, DM8, DM11, DM13 and DM14. Supplementary Planning Documents: Quality Places; Parking Standards; Character Area Appraisals; Guidance – shopfronts and signs.

Assessment: <u>Summary of site and proposal</u> The application site is located within the designated town centre of Chandlers Ford on a terraced building fronting Winchester Road that serves as an existing retail unit for a Co-Op. The rearmost part of the building extends beyond the built form of neighbouring terraced units and therefore the rear and side elevations for much of no.111 Winchester Road is visible from Brownhill Road. As existing, the side elevation of this building fronting Brownhill Road has no active frontage and the land immediately surrounding it is laid to car parking, a delivery area for the retail unit, waste and recycling storage and offers rear access (not customer access) to the retail unit and first floor flats, offering a utilitarian and functional character to the street scape. No.111 Winchester Road has undergone significant intensification in recent years, with four prior notifications for change of use from Class E to Class C3 approved at the site (planning references: PN/24/98338, PN/24/97626, PN/23/95595 and PN/23/96620), totalling 22 new flats created on the upper floors of the building. Works to these flats appear largely completed as demonstrated on an officer site visit. Parking spaces for the flats are allocated within the existing car park, and when these flats are occupied, this will reduce the total number of parking spaces available for public use. The existing Co-Op is undergoing internal works to subdivide the unit into two retail units, for which planning permission is not required as there is no change of use or material intensification created. Two planning applications have been submitted in tandem for this proposed subdivision; this full planning application for external works is accompanied by a separate advert consent application (planning reference: A/26/100784). This full planning application seeks permission for alterations to the external area of the existing retail unit. On Brownhill Road this includes the installation of a new separate customer entrance, a goods-in door/fire exit and proposed aluminium framed glazing and horizontal cement board cladding to the ground floor façade covering much of the existing red brick. Horizontal timber cladding is proposed to connect to the cement board cladding which is set just away from the rear elevations of 105-109 Winchester Road. The alterations proposed will create a new active frontage from Brownhill Road, with a new ramp and steps leading down to the car park and a new trolley bay. The subdivided unit is proposed to be used as a wine retailer, and the ramp will offer the ability for bulk buying customers to gain
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direct access to their vehicle from the rear car park. A commercial bin store is also proposed, as well as the removal of some existing security fencing at first floor level.

On Winchester Road, alterations include a new trolley bay added that will be of a smaller scale to that of the existing trolley bay serving the adjacent Co-Op unit. Changes also include the loss of bollards to allow access into the new door front and the addition of 2no. Sheffield bicycle stands.

Principle of development

The development is within the urban edge where the principle of development is acceptable in accordance with Policy S2 of the Local Plan. The provision of an additional retail unit (Use Class E), albeit no increase in floorspace, in a designated town centre location is also supported by Policy DM21 of the Local Plan, as it is a compatible use with the role and retail character of the centre.

Subdivision

The subdivision of a retail unit where both elements stay within the same use class (Class E) with no increase in floor space is not a material change of use and therefore not classed as development under Section 55 of the Town and Country Planning Act 1990 (as amended). Therefore, only the external alterations to allow for the subdivision require planning permission.

Impact on vitality and viability of the area

Policy DM21 of the Local Plan supports the provision of retail uses within the town centres and whilst this proposal offers no additional footprint, the subdivision creates an opportunity for an additional retailer to occupy existing footprint, creating a wider offering within the town centre. The application also creates a significant improvement to vitality and viability of the area by way of creating an active frontage from Brownhill Road, which as existing is used to serve as a service interface, car parking and fire exit zone. The new active frontage and shop entrance is proposed to allow customers the opportunity to visit the site by car and purchase products in bulk with ease, which is otherwise not as easily possible with the nearest car park set to the rear of the site, further improving the vitality and viability of the area.

The proposal is considered to create a significant improvement to the vitality and viability of the area, in accordance with the aims of Policy DM21 of the Local Plan, strengthening the retail provision.

Impact on character and appearance of the area

Policy DM1 of the Local Plan requires all development to respect and where possible enhance the character and appearance of the area, taking full account of mass, scale, materials, layout, density, design and siting in relation to the surrounding character of the area and spaces within this urban town centre location.

The alterations to the front elevation fronting onto Winchester Road will allow for the external area of the building to be repurposed into a new and separate retail unit. Minor alterations to existing glazing and a new door front are proposed, as well as the removal of two bollards that, as existing, would block the door. A small area of metal railing to the right of the door will be provided to serve as a trolley bay, which will be of the same design as that of the trolley bay at the neighbouring Co-Op unit, offering a cohesive design between the neighbouring two units. Two Sheffield bicycle stands are also proposed. The modest alterations proposed on Winchester Road frontage are considered acceptable.

The side elevation of the building that faces onto Brownhill Road is set back from the immediate roadside, and as mentioned above, the immediate land adjacent the roadside is laid to hardstanding serving a multitude of functions including a car parking area, a delivery

bay, a fire exit and as a rear exit (not for customers) for buildings 105-109 Winchester Road. As existing the area appears utilitarian in its design and does not offer high-quality visual amenity to the immediate area. This application will create a new active frontage from this side of the building, with new customer entrance doors, full height glazing at raised ground floor level, as well as a new ramp and stair way leading down to the car parking area. The raised single-storey level of the new customer entrance area will comprise horizontal cement board cladding in a grey colour to be fixed onto the existing red brick wall. The urban design officer states that the addition of a dedicated goods-in area, ramp and side access represents significant operational improvements, effectively separating customer and service flows, offering good design principles. Accessibility has also been enhanced, with the ramp and level access to the side elevation providing a strong and inclusive design solution, whilst retaining the front access which adds flexibility for multiple user groups and allows a different retail offering through bulk buying and smaller shops. The introduction of new openings and updated cladding breaks up an existing blank and outdated elevation. The combination of dark grey framing and timber cladding creates a contemporary palette that contributes to a cohesive and visually appealing design.

Horizontal timber fencing also to be painted grey, is to connect from the cladding and will extend along to the southern perimeter of the site that will screen the ground floor of units 105-109 Winchester Road from view of the street scene. This is considered a betterment to the wider visual appeal of the area, offering a cohesive design for the new retail unit, whilst screening a somewhat utilitarian ground floor level to the rear units of no.105-109 Winchester Road. The fencing appears resolved in its appearance as it terminates immediately onto a storage container unit that is shown on plans as being painted in grey. The urban design officer raises no concerns with the transition from the cladding to the timber fence as this appears integrated into a coherent and well-resolved design. Elevational plans were updated during the planning process to ensure that both the cladding and timber were horizontal, because as originally proposed, the timber was proposed to be vertical. With both the cladding and timber horizontal, this offers a more simplistic uniformity to the design.

The urban design officer also requested improved clarity on the hierarchy of elements being used at this site, with the area being used for a variety of roles it can create confusion. The officer made clear that the service-related elements should be visually subdued to reduce clutter and emphasise the entrance's primary role. The provision of fascia board signage, as submitted within the separate advert consent proposal submitted in tandem with this application, is considered to make clear the primary role of the site as being a customer entrance. Furthermore, the role of the timber fencing and the proposed commercial bin storage unit will screen service-related features, further clarifying the hierarchy of elements. The scheme is considered to create a positive addition to this part of Chandlers Ford town centre and will ensure that all roles the land serves are acceptably achieved, ensuring the new entranceway allows for the site to continue to be utilised as a delivery area to serve the retail units.

Representations have been received stating that the proposal will contradict the sites primary use which at present is one of serving retail units through deliveries and allocated parking for retailers. It is considered that these uses can continue in tandem with the addition of the new entranceway and it will not inhibit the functions this land is used for as existing, offering an improved customer offering in this town centre location whilst ensuring the roles of all user groups can continue.

Overall, the proposal is a significant improvement from that of the existing visual amenity of the area and will assimilate well within the existing commercial character of the area, in accordance with Policy DM1 of the Local Plan.

Impact on amenity

Paragraph 135(f) of the NPPF and Policy DM1 of the Local Plan requires all development to preserve the amenity of neighbouring residents and where possible enhance it to provide a high standard of amenity for existing and future occupiers. Policy DM8 of the Local Plan

requires new development to give due regard to an increase in pollution impacts to neighbouring and future occupiers, which with this application of most relevance is noise pollution.

The subdivision of the retail unit in isolation of external works does not require planning permission as no additional footprint is created and as such there is no material intensification of the unit. The alterations to allow for a second entrance to the unit will increase the comings and goings within the immediate area of Brownhill Road. The units' openings times are proposed to be from 10am-8pm Monday to Friday, 09am-7pm on Saturdays and 10am-5pm on Sundays. A condition has been added to restrict opening hours of the unit and the timings of deliveries; the unit shall not operate or receive deliveries outside of the hours 8am-8pm Monday to Saturdays and 10am-5pm on Sundays to ensure that the unit has operational flexibility but outside of these hours there will be no disturbance on neighbouring occupiers. This will ensure that the surrounding residential units, including those of the recently built flats to the upper floors, have their amenity safeguarded. The agent has confirmed that deliveries will be during opening hours only, and any large deliveries will utilise the existing delivery bay serving the Co-Op and any smaller deliveries will be by way of a van utilising a car parking space, further minimising disturbance on adjoining and nearby residents. Whilst it is recognised there will be different deliveries serving each of the subdivided units, as there is no increase in retail floorspace, there is not considered to be a significant intensification to the number of deliveries attending the site.

An objection has been received from a neighbour living on Brownhill Road, raising concerns with the proposed new customer entrance created on Brownhill Road that will require the need for external lighting. The application has not proposed any external lighting beyond that of illuminated signage as proposed within the advert consent proposal (planning reference: A/26/100784) submitted alongside this application. A condition has been added whereby if any external lighting is to be proposed, it must be submitted to and approved by the Council prior to its installation, to ensure any new external lighting does not create any harmful light spill onto neighbouring properties within the area.

Plant equipment is proposed to be mounted to the wall and screened from prominent view. The environmental health officer was consulted on the proposal and raised no concerns with the proposed location of the plant equipment as it is set appropriately away from nearby neighbouring receptors, ensuring there will be no significant harm by way of noise pollution. A representation was received raising concerns with noise pollution from the proposed plant equipment, but the environmental health officer is satisfied this is acceptable.

A representation received also raised concerns with the location of the proposed bin store for the new retail unit and how this would impact where the proposed bin stores are to be located for the new flats secured through the prior approval applications. Concern was also raised with regards to odour pollution and loose debris if bins are not appropriately provided, managed or of a sufficient capacity. The approved plans for the upper floor flats on the prior notification applications shows the approved bin storage area is in the location of where the commercial bin store for the new retail unit is now proposed to be located. This proposal therefore seeks to relocate the bin store for the upper floor flats to behind the proposed timber fencing, screening these from view of the street scene. This is appropriate as it will continue to provide ease of access to bin stores for residents and shows the same capacity of bin waste provision as that of the prior notification applications, whilst also permitting space for a new and conveniently located bin storage area for the commercial unit. Therefore, the relocation of bin storage for the proposed flats and a new commercial bin storage area for the retail unit is acceptable to ensure the amenity of surrounding occupiers and residents is safeguarded and will ensure the capacity is sufficient to protect from harmful odours in proximity of the surrounding occupiers.

The proposed timber fencing will be in proximity to the rear elevations of properties 107-109 Winchester Road which have small windows on the rear elevation serving the buildings. A 45-degree line plan has been provided by the applicant that demonstrates that the proposed timber fencing will not harmfully impact the light into these existing windows, ensuring that any modest amount of light these small windows provide will not be unduly harmed.

Furthermore, there is an existing door to the rear of no.107 Winchester Road; the proposed site plan shows that the re-located bin store serving the residential units will not block the rear exit of this unit.

For the reasons outlined, the proposal is not considered to create materially harmful impacts onto neighbouring commercial units or residents within the vicinity, in accordance with Policies DM1 and DM8 of the Local Plan.

Impact on highway safety and parking

Policy DM14 of the Local Plan requires new development to provide enough parking spaces in accordance with the Parking Standards SPD and Policy DM13 requires any new development to ensure that a change in use of a site should demonstrate safe and convenient access to the highway network.

At the outset of the application, proposed plans showed the three parking spaces immediately outside the wine retailer would be allocated for customer parking of the new unit. During the application process, it became evident that the three parking spaces are already allocated for parking within the prior approval application reference: PN/23/95595 for five new flats. The Local Highways Authority officer made clear that priority should be given to the flats for parking and therefore plans removed reference to these parking spaces as being made available to the retailer and the originally proposed EV charging point was therefore also removed. Furthermore, to allow customers of the retail unit to use these parking spaces would be in breach of the decision notice for the prior approval. As this proposal does not intensify the use, with the proposal only subdividing existing retail floor space with no additional footprint created, the application does not require any additional parking spaces to be provided as part of this proposal.

The highways officer also notes that the layout of the car parking alters, with the ramp requiring the three parking spaces to be moved further away from the building and nearer to the delivery bay vehicular entrance. This will involve the narrowing of the turning aisle, but an adequate distance of 6m in width remains between parking spaces on the east and west row, therefore the highways officer raises no objection. Furthermore, whilst the new active frontage could lead to increased pedestrian movements into the site using this new customer entrance, Hampshire Highways also raise no concern as this will likely be relatively low with the main pedestrian movements coming from Winchester Road on the main high street.

Hampshire Highways have raised a concern with the customer entrance door fronting Brownhill Road, which is proposed to open outwards, as it impedes on access into the adjacent storeroom, however no material harm to pedestrian movements being restricted by way of the outward opening door will occur, particularly as there is sufficient space to navigate the entrance even with the doors of the storage room open, and this room is likely to be used infrequently. The entrance door fronting Winchester Road is also proposed to be outwards opening, however as this is not leading out directly onto highways land, this is not considered to cause material harm to pedestrian movements and the two bicycle Sheffield stands are set a suitable distance away from the entrance doors to ensure pedestrian movements are not impeded and the bicycle Sheffield stands are acceptable.

A representation has been received stating that this new retail unit will create a different type of customer which will increase movements into the unit from both Brownhill Road and Winchester Road, however Hampshire Highways make clear that in terms of trip rates, no additional trips to the location would be anticipated, given the goods proposed for sale are already available in shops adjacent and opposite. As such, trips would largely be anticipated to be diverted from another local store, rather than specifically attracting new customers. The number of trip rates are not considered to materially increase; to reiterate the subdivision of the unit does not require planning permission.

It is accepted that this new entrance will increase the number of pedestrian movements in proximity of a delivery bay, however Hampshire Highways make clear that vehicle

movements into the car park are likely to be slow moving and therefore pedestrians will be able to safely navigate the site to the entrance way, and this is proposed to be a secondary entrance, whereby many trips will be entered to from the Winchester Road entrance. They further add that the only time that users explicitly have to cross the delivery bay area is if they are accessing the shop from the wider Fryern Arcade parking area. Anyone not utilising the parking area would come up Brownhill Road, or from the Winchester Road direction, where they can then access into the site clear of the delivery bay, minimising pedestrians crossing the delivery bay.

The highways officer also raises no objection to the installation of a trolley bay on both Brownhill Road and Winchester Road but makes clear that staff must ensure that at no time are the trolley's allowed to extend or be positioned over the highway, and if this occurs, they must be moved and relocated immediately.

For the reasons outlined, the scheme is in accordance with Policy DM13 and DM14 of the Local Plan, with an acceptable parking provision, and an acceptable layout and design of the external alterations to ensure highway safety of pedestrians and vehicles.

Impact on ecology

Policy DM11 of the Local Plan requires the protection, conservation and enhancement of all international, national and local nature conservation and designations and networks of habitats. It also requires a net gain of biodiversity on all development sites.

The application seeks minor external alterations to create a new entrance way from Brownhill Road on existing hardstanding that serves as car parking for residents, and a delivery area for the retail unit. The area of development is of low ecological value, with no areas of potential habitat for wildlife due to the full expanse of hardstanding in this location.

A condition has been added requiring the applicant to provide a biodiversity net gain in accordance with Policy DM11 of the Local Plan. For the reasons stated above, the scheme is not considered to create any harm to existing wildlife or biodiversity and therefore complies with Policy DM11 of the Local Plan.

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 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 aims for the need for housing to be met, and policy S2 of the Local Plan sets a target for 14,580 dwellings to be provided by 2036. 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. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change

and is expected to reduce/limit impacts on climate emissions as a result of the development or its use.

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:		
Recommendation:	PERMIT ☒	REFUSE ☐
Comments ...		