

OFFICER REPORT FOR COMMITTEE

DATE:

**P/21/0148/FP
NEWRIVER RETAIL (GP3) LIMITED**

**LOCKS HEATH
AGENT: PETER KEENAN**

RECONGIFURATION OF EXISTING CENTRE WAY ACCESS ROAD, BUS LANE & SHOPPING CENTRE CAR PARK LAYOUT TO PROVIDE: A NEW ROUNDABOUT JUNCTION ON CENTRE WAY TO PROVIDE ACCESS TO MAIN CAR PARKS, ALTERATION TO THE PUBLIC CAR PARK LAYOUT TO ALLOW THE FUTURE DEVELOPMENT OF AREAS 1 AND 2 AND THE REDUCTION OF PARKING SPACES, PROVISION OF A NEW BUS TURNING FACILITY PROVIDED ON CETNRE WAY AT THE WESTERN END OF THE SHOPPING CENTRE, PROVISION OF A DECKED CAR PARK WITHIN THE STAFF PARKING AREA AND ASSOCIATED LANDSCAPING AND PUBLIC REALM IMPROVEMENTS CONNECTED WITH THE PROPOSALS.

LOCKS HEATH SHOPPING CENTRE, CENTRE WAY, LOCKS HEATH, SO31 6DX

Report By

Katherine Alger-01329 824666

1.0 Introduction

1.1 This application has been called to the Planning Committee due to the number of third-party representations received.

2.0 Site Description

2.1 This application relates to the car park serving the designated Locks Heath District Centre. The Centre is accessed from the east at Locks Road, and Lockswood Road to the west. Centre Way traverses the District Centre which connects Locks Road to Lockswood Road. To the north and south of the site is an area of woodland and open space. To the east and southwest of the site are residential estates serving the wider Locks Heath community. The site includes a number of retail units, offices, library and a public house.

3.0 Description of Proposal

3.1 The proposal seeks to reconfigure the existing car park, the works are summarised below:

- The Centre Way access road, bus lane and shopping centre car park layout will be re-configured improving circulation;
- The existing Centre Way loop between the redundant Petrol Filling Station and the bus lane (alongside Genesis community Centre) will be removed;

- The existing bus lane will be made into a two-way road connecting to Centre Way and used as the main access route for all vehicles;
- A roundabout junction will be provided on Centre Way to provide access to the main car parks;
- Provision of a new bus stop and turning facility provided on Centre Way at the western end of the District Centre;
- Additional planting/landscaping will be included within the car park;
- Additional cycle parking spaces are provided;
- Provision of a decked car park above the existing staff parking area to serve future development;
- Reduction in 79 visitors car parking spaces;
- Provision of car deck to provide 66-spaces for staff.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS3: Vitality and Viability of Centres

CS4: Green Infrastructure, Biodiversity and Geological Conservation

CS5: Transport Strategy and Infrastructure

CS6: The Development Strategy

CS17: High Quality Design

Adopted Development Sites and Policies

DSP1: Sustainable Development

DSP3: Impact on Living Conditions

DSP35: Locks Heath District Centre

Other Documents:

Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015

Residential Car Parking Standards 2009

5.0 Relevant Planning History

5.1 There is no relevant planning history related to this site.

6.0 Representations

6.1 A total of 99 representations have been received on this application. These comments have been received from local residents, businesses and The Fareham Society.

Support

6.2 8 comments of support have been received and are summarised below:

- a) Beneficial to centre
- b) Car park never full capacity
- c) Additional housing will encourage footfall
- d) More parking for staff
- e) Bus stop in good position
- f) Make parking easier
- g) Safer for pedestrians
- h) Better access to shops
- i) More efficient layout
- j) Encourage people to shop locally
- k) Road layout should be improved
- l) Make centre more functional

Object

6.3 91 objection comments have been received and are summarised below:

- a) Insufficient parking spaces
- b) Car park is busy during peak times
- c) Lack of consultation on application
- d) Surveys carried out during pandemic
- e) Existing parking bays too narrow
- f) Highways safety
- g) Will result in an increase in housing on Areas 1 and 2
- h) Loss of parking at doctor's surgery
- i) Will reduce diversity of shops
- j) Will result in reduced footfall
- k) No infrastructure for housing
- l) Inappropriate location for housing development
- m) Effect elderly population
- n) Inappropriate location for bus stop
- o) Residents will use other local centre (i.e. Whiteley and Hedge End)
- p) Increased congestion
- q) Increase in pollution
- r) Statement of Community Involvement only looked at local residents and not users of car park
- s) Loss of privacy from parking deck
- t) Contrary to local, strategic and national policies
- u) Will result in parking in nearby streets
- v) Insufficient number of disabled parking spaces
- w) Effect vitality and viability of town centre
- x) Proposed parking to north of centre would result in a longer walk to centre
- y) Removal of trees
- z) Insufficient toilet facilities within centre

- aa) Lack of construction phasing plan that outlines likely schedule of works and construction phase and any impact assessment
- bb) No details on construction supplies and materials
- cc) Disturbance during construction
- dd) Effect on businesses during construction
- ee) Lack of electric charging points
- ff) Site too small for population
- gg) Impact on character of village
- hh) Visual impact of parking deck
- ii) No requirement for housing within this location
- jj) Impact flow of traffic
- kk) Noise and disturbance
- ll) No consideration to help reduce crime and anti-social behaviour

7.0 Consultations

EXTERNAL

HCC Highways

- 7.1 No Objection, subject to conditions

INTERNAL

Tree Officer

- 7.2 No objection, subject to conditions requiring compliance with the arboricultural method statement.

8.0 Planning Considerations

- 8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Principle of development
- b) Housing Allocation
- c) Design of parking deck and impact on character of surrounding area
- d) Impact on residential amenity
- e) Highways
- f) Trees
- g) Other matters raised in objections

a) Principle of development

- 8.2 Policy CS3 Vitality and Viability of Centres states that '*Development proposals within the Borough's identified centres will be encouraged to promote competition and consumer choice, whilst maintaining and strengthening the*

individual character, vitality and viability of the centre. Development will be permitted provided it maintains the current hierarchy of the retail centres. Whilst each centre will be developed to promote its unique identity, the overall retail hierarchy should be adhered to'.

- 8.3 The proposed reconfiguration of the car park would enhance the layout of the car park, by virtue of improvements to landscaping and provide better circulation routes. Therefore, it is considered to maintain and strengthen the individual character, vitality and viability of the centre. Concerns have been raised that the proposal will reduce the diversity of the shops and footfall to the centre leading to residents shopping elsewhere. However, it is not considered that that the proposal would result in reduced diversity or reduced footfall to the centre. The proposal is therefore compliant with Policy CS3.
- 8.4 Policy DSP34 (Development in District Centre, Local Centres and Local Parades) states that *'Proposals that will result in the expansion of existing Local Centres of Parades will be permitted provided that:*
- i. It is of an appropriate scale and will not adversely impact upon the hierarchy of Centres as set out in Core Strategy Policy CS3: Vitality and Viability of Centres;*
 - ii. It provides a suitable use for the proposed location; and*
 - iii. Adequate parking is provided*
- 8.5 It is considered that the reconfiguration of the car park and parking deck would be of an appropriate scale and would not adversely impact the hierarchy of the Local Centre. Therefore, the proposal complies with part (i).
- 8.6 The use would be suitable for the site as the car park serves the District Centre and the parking deck would provide significant additional parking for staff members, reducing their need to park in the main customers car park. Therefore, complies with part (ii).
- 8.7 Whilst the number of parking spaces would be reduced the overall parking provision would be sufficient and therefore the proposal complies with part (iii).
- 8.8 The proposal therefore complies with Policy DSP34.
- 8.9 Policy DSP35 (Locks Heath District Centre) states that *'Proposals for the expansion and/or redevelopment of Locks Heath District Centre will be permitted for the following uses:*
- i. Additional convenience floorspace of up to 2000sqm;*

- ii. *Additional cafes, restaurants and comparison retail units of a scale appropriate to the District Centre*

Proposals will be required to ensure that:

- i. *Any new development is well-related and interconnected with the existing centre, and the surrounding residential footpath network;*
- ii. *The Community Centre and Library are either retained or incorporated into new buildings in the Centre*
- iii. *Sufficient levels of parking are provided to accommodate both new and existing uses;*
- iv. *The scale of any new development is appropriate to its location and will not have a detrimental impact on the existing businesses within the Centre;*
- v. *An acceptable amount of high quality and usable public open space is retained in the vicinity of the Centre;*
- vi. *It has no adverse impact on the amenity of existing development both within, and adjacent to, the Centre*

- 8.10 The development would be well-related and interconnected with the existing centre and the surrounding residential footpath network. It would enhance the interconnectivity between car park and the retail units. Therefore, the proposal complies with part (i).
- 8.11 The development would retain the Community Centre and the Library. Therefore complies with part (ii).
- 8.12 As previously addressed in this report, the number of car parking spaces would be reduced by 79 spaces. However, additional staff parking would be created, thereby resulting on an overall reduction of only 27 car parking spaces in its entirety. It is considered that the overall number of parking spaces is considered to be sufficient for the Local Centre.
- 8.13 The scale of the development is considered to be appropriate for its location. Furthermore, it is considered to improve the layout of the existing car park and the parking deck would provide sufficient parking for staff members of the local businesses, reducing their need to rely on the main customer parking provision. Therefore, the proposal would comply with part (iv).
- 8.14 The development only relates to the car parking area and there would be no changes to the public open space within the vicinity. Additional landscaping is also proposed to further enhance the car parking area. Therefore, the proposal complies with part (v).

8.15 The proposal would not extend beyond the existing parameters of the District Centre. Therefore the proposal would not have an adverse impact on the amenity of existing development both, within and adjacent to the Centre and therefore complies with part (vi).

b) Housing Allocation

8.16 Two parts of the District Centre have draft allocations for 65 dwellings under draft policies HA36 and HA37 (Areas 1 and 2). To deliver these allocations, highway changes are required in order to facilitate future development within the site. This is highlighted by point (g) of draft Policy HA36, and this application is considered to be enabling works for those allocations to proceed.

8.17 As these policies are only draft and not currently adopted policies within the Local Plan the weight to be applied to them is limited. However, the draft allocations policies, which included HA36 and HA37 have been subject to public consultation in earlier drafts of the Local Plan. Given they have been subject to some public consultation other than this planning application, some weight can be applied to the policies in the determination of this application.

8.18 A number of third party objections raised concerns regarding the development of Areas 1 and 2 and how the increase in housing will impact the area and put additional pressure on local infrastructure.

8.19 This application is not seeking approval for the development of Areas 1 and 2 and therefore the concerns raised regarding additional housing are not considered relevant to the determination of this application. This application is only for improvements to the highway and any future housing development will be considered as part of a separate planning application. Any future housing application will consider the car parking arrangement for the sites and will need to have full regard to the Council's adopted Residential Car Parking Standards SPD.

c) Design of the parking deck/impact on character of the area

8.20 The parking deck would be located at the north western corner of the site behind the existing retail units. It would be of a suitable scale and appearance and would not be higher than the existing buildings within the centre. The parking deck would be screened by the existing buildings when viewed from the existing centre car park. Furthermore, due to the existing woodland to the west of the site, it would not be visible from Lockswood Road.

8.21 It is therefore considered that the parking deck would be a suitable addition to the car park within the context of the existing built form of the District Centre and would have regard to the character of the surrounding area.

d) Impact on Residential Amenity

- 8.22 Concerns have been raised that the proposed car parking deck would amount to loss of privacy to the nearby residential occupiers. An area of woodland and a separation distance of approximately 168 metres separates the proposed parking deck from the nearby residential occupiers to the west within Strawberry Hill. Locks Wood and a separation distance of approximately 161 metres separates the proposed development from the nearest residential properties to the north of the site within Moorland Close. There would also be a separation distance of approximately 150 metres separating the parking deck from the nearest residential occupiers to the south in Ilex Crescent. Finally, the existing buildings within the centre would screen the parking deck from the nearby properties to the east in High Oaks.
- 8.23 There are some first-floor residential flats located within the Centre. However, there would be a 40m separation distance between the car parking deck and the residential flats.
- 8.24 Therefore, having regard to the large separation distances between the nearest residential properties, it is not considered that the car parking deck would result in any adverse effect on the amenities of the surrounding residential occupiers.

e) Highways

Proposed Site Access Arrangements

- 8.25 The proposed site reconfiguration will include a number of changes to the internal site access arrangements. The site will be accessed from Centre Way, connecting to Locks Road to the east and Lockswood Road to the west.
- 8.26 The existing Centre Way loop between the former Petrol Filling Station and the bus lane (alongside the Genesis Community Centre) will be removed and the existing bus lane will be made into a two-way road which will form the main access route for all vehicles.
- 8.27 Car Parks 1, 2, 3 and 4 will be amalgamated and will be served by a three-arm roundabout junction on Centre Way. All other junctions will remain as existing.
- 8.28 The reconfiguration of the car park, the Centre Way access road, bus lane and shopping centre car park layout will be reconfigured to improve circulation. The alterations to the car park and the circulation roads have been considered by Hampshire County Council as Highway Authority and raise no objection to the proposed works, subject to appropriate conditions.

Parking

- 8.29 In terms of parking, the Non-residential Car Parking Standards Supplementary Planning Document states that for food and non-food retail development, 1 space per 14sqm should be provided. The existing shopping centre ground floor area is approximately 9,000sqm which equates to the requirement for 643 parking spaces. With approximately 601 existing spaces (495 customer and approximately 100 staff) and 568 spaces proposed (416 customer, 86 staff and 66 staff parking on the proposed deck), the shopping centre parking provision is below the parking standard. The site is however located sustainably within the centre of Locks Heath and is readily accessible by walking, cycling and bus for a large proportion of the local community.
- 8.30 The submitted Parking Assessment demonstrates that the existing car park is shown to operate within capacity. The surveys were carried out between September 2014 and September 2020 which is a suitable period to carry out the assessment. Despite concerns being raised that the car park is busy in peak times, the accumulation graphs demonstrated that the District Centre car park is predicted to operate within capacity despite the 79-space reduction in customer car parking provision.
- 8.31 The car parking spaces are considered to be of a suitable size in accordance with the required standards.
- 8.32 The requirement for disabled parking is also set out on the SPD. The standard states that 6% of total car parking spaces (1 space minimum) should be provided. This equates to 30 spaces for the existing customer parking and 25 spaces for the proposed. The shopping centre currently has 19 disabled customer spaces (4% of the parking provision). 17 disabled spaces are proposed which equates to 4% of the car parking provision. Therefore, there is no overall change in the proportion of disabled parking provision.
- 8.33 The parking standards SPD states that 2 cycle spaces (minimum) + 1 space/350m² GFA should be provided. This equates to a current requirement to 28 cycle spaces. Currently 6 Sheffield cycle stands (12 cycle spaces) are provided. The proposal would provide an addition 10 Sheffield cycle stands (20 cycle spaces) providing a total of 32 cycle parking spaces which would exceed the requirement stated in the SPD, and encourage greater use of other modes of transport to the centre.
- 8.34 The revised car park layout would improve circulation within the car parks making it easier for customers to park.

- 8.35 As stated above the Highway Authority is satisfied with the car and cycle parking arrangement and have suggested a condition ensuring that the development is undertaken in accordance with the approved plans.

Traffic Assessment

- 8.36 A Traffic Assessment was also carried out to provide details of the traffic data used for the assessment of the proposed internal access alterations, specifically the proposed roundabout access junction. As the proposals are for infrastructure changes only there will be no changes to the quantum of the built development and therefore this would not result in the increase in traffic generation.
- 8.37 A combination of manual and automatic number plate recognition surveys were undertaken between Friday 8th and Saturday 9th November 2019 (pre Covid-19 pandemic) to determine the number of vehicles using each of the car park accesses and any through movement of traffic on Centre Way. The survey details the trip number from Centre Way, District Centre trip attraction, Genesis Community Centre trip attraction, Day Centre trip attraction, bus loop usage and total site trip attraction.
- 8.38 The surveys concluded that Centre Way generated the largest number of trips which suggested that the traffic on Centre Way is through flowing traffic not accessing the District Centre, Petrol Filling Station, Day Care Centre or Genesis Community Centre. Due to the reconfigured layout including the proposed roundabout, the traffic flows along Centre Way would be redistributed. Furthermore, it has been assumed that the same number of trips will arrive/depart to/from Locks Road and Lockswood Road to access the District Centre, Day Centre or Community Centre as existing.
- 8.39 The same number of buses as existing have also been assumed to use the proposed bus turning facility, alongside the same through flow.
- 8.40 Therefore, it is not considered that the proposal would result in an increase in traffic as the number of trips will not increase.

Junction Capacity and Collision Analysis

- 8.41 Junction capacity tests have been undertaken for the proposed mini roundabout along with the collision analysis. Collision data has been obtained from CrashMap which is an online database for the study area for the 5 year period of 2015 to 2019.
- 8.42 This data analysis has concluded that the proposed mini roundabout junction will operate within the future capacity with the proposed reconfiguration in place.

- 8.43 The collision data shows that there have been no locations where more than five collisions in five years have occurred.
- 8.44 The operation of the mini-roundabout has been assessed for the proposed reconfiguration based on the proposed junction geometry. The results indicate that the proposed mini-roundabout will operate within capacity in the future scenario with the proposed reconfiguration in place.
- 8.45 Overall, the traffic effect of the proposed car park alterations is considered to be acceptable, and would not result in a detriment to highway safety.

Bus Access Proposals

- 8.46 A new bus turning facility will be provided on Centre Way immediately adjacent to the southwest corner of the District Centre which will incorporate a replacement bus stop. The bus stop location is closer and better connected to the existing shopping units. The existing pedestrian crossing on Centre Way will also be improved.
- 8.47 The bus stop will include a bus shelter and improvements to the public realm around the bus stops which forms the southwestern pedestrian access to the Centre. Third party concerns have been raised regarding the proposed location of the new bus stop. However, the Highway Authority considered this location to be acceptable.
- 8.48 Following discussions with the applicant and the Highway Authority, they are satisfied that the bus turning loop and bus stop markings are sufficient to enable buses to enter and leave the bus stop without impeding other road users.

HCC Highways Conclusions

- 8.49 The Highways Authority has provided comments in relation to the proposal following discussions with the applicant.
- 8.50 The proposals are considered acceptable in planning terms. The S278 will cover the construction works and impacts likely to occur during the construction of the development, in ensure to ensure highway safety is maintained. Furthermore, a Construction Management Plan is secured by planning condition to ensure that the development impact on local amenity is appropriately managed.
- 8.51 The proposal would therefore be acceptable in Highways terms.

f) Trees

- 8.52 In terms of the impact on the trees, the Council's Tree Officer has commented on the application stating that if adequate precautions to protect the retained trees are specified and implemented in accordance with the method statement the development proposals will have no significant adverse impact on the contribution of the trees to public amenity or the character of the wider setting.

g) Other matters

- 8.53 The wide variety of third party comments not specifically considered above have also been considered further by Officers. These are set out here.
- 8.54 **Lack of consultation:** Concerns have been raised due to lack of consultation on this planning application. The Local Planning Authority is satisfied that the consultation process was carried out in accordance with the legislation within the Town and Country Planning (Development Management Procedure) (England) Order 2015. This included written notification, sites notices and press notices. An additional consultation was published on social media sites.
- 8.55 **Impact on Elderly Population:** Access to the site for the elderly population has been raised as a concern. The distance between the car parking spaces and the Centre would largely remain the same. Furthermore, the distance between the bus stop and the Centre would be shorter and more accessible compared to the existing. Therefore, it is considered that the proposal would improve accessibility for elderly customers.
- 8.56 **Statement of Community Involvement:** A statement of community involvement was carried out prior to submitting the application. Objections have been raised that surveys only included local residents and not other users of the car park. Developers are expected to consult with the local community before submitting major planning applications. These must be of high quality, accessible and clear for the community to understand. The developer had advertised the proposed improvement works at the District Centre giving users of the car park an opportunity to provide comments. Officers consider the submitted Statement of Community Involvement to sufficient.
- 8.57 **Inadequate toilet facilities:** Residents have raised concerns regarding inadequate toilet facilities within the centre. The toilet facilities are not changing as a result of this application.
- 8.58 **Details on construction suppliers and materials:** The lack of construction supplies and materials has been raised as a concern. A condition will be imposed to ensure that details of materials of the car parking deck and

surfacing of the reconfigured car park are submitted prior to the commencement of works. It is not a requirement for the developer to provide details of where the materials will be supplied from.

- 8.59 **Construction Disturbance:** Disturbance during the construction works and impact on businesses has also been raised as a concern. Any development is likely to result in a minor level of disturbance and disruption to the local area during the course of construction. The S278 agreement between the Highways Authority will ensure that any impact is minimised.
- 8.60 **Noise:** There would be a large separation distance between the site and the nearest residential occupiers. Therefore, it is not considered that the proposal would amount to an increase in noise compared to the existing car park.
- 8.61 **Loss of parking at Lockwood Surgery:** Concerns have been raised regarding the loss of parking for patients at Lockwood Surgery. The doctor's surgery is located outside of the application site and its car park is unaffected by the development proposal.
- 8.62 **Crime and anti-social behaviour:** The reconfiguration of the car park is not considered likely to result in increased levels of crime or anti-social behaviour. The removal of separate enclosed parking area to the east of the site and the re-siting of the bus stop adjacent to the main retail part of the Centre are considered to be overall improvements, improving legibility for all users of the area.

9.0 Recommendation

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development shall begin before the expiry of three years from the date of this decision.
REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.
2. The development shall be carried out in accordance with the following approved documents:
 - a) Location Plan 19090 0201 P-00
 - b) Existing Boundary Plan 19090 210315 00
 - c) Existing Site Plan 19090 0202 P-00
 - d) Proposed Site Plan 19090 0301 P-00
 - e) Existing Elevations 19090 0321 P-00
 - f) Proposed Site Elevations 19090 0321 P-00
 - g) Proposed Parking Deck Plan 19090 0302 P-00

- h) Proposed bus stop turning area 14112-011 Rev C
 - i) Proposed bus stop/turning area 12m Bus Swept Path Analysis 14112-TR005 Rev B
 - j) Planning Statement
 - k) Design and Access Statement
 - l) Tree Report
 - m) Tree Retention and Protection plan
 - n) Transport Assessment
 - o) Response to HCC Highway Comments 17th June 2021
- REASON: To avoid any doubt over what has been permitted.

3. No development hereby permitted shall proceed until details of all proposed external facing (and hardsurfacing) materials have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that acceptable surfacing materials are provided in advance of any works starting.

4. Details of the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority before development commences. The phasing should set out how the alterations will be brought into use. The provision for parking once created shall be undertaken in accordance with the approved plans and shall be retained thereafter.

REASON: To ensure minimal disruption to the operation of the District Centre and to ensure adequate on-site car parking provision for the approved development.

5. No development shall commence on site until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The Construction Management Plan shall address the following matters:

- a) How provision is to be made on site for the parking and turning of operatives/contractors'/sub-contractors' vehicles and/or construction vehicles;
- b) the measures the developer will be implementing to ensure that operatives'/contractors/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;
- c) the measures for cleaning the wheels and underside of all vehicles leaving the site;
- d) a scheme for the suppression of any dust arising during construction or clearance works;

- e) the measures for cleaning Centre Way, Locks Road and Lockwood Road to ensure that they are kept clear of any mud or other debris falling from construction vehicles, and
- f) the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the approved development.

The development shall be carried out in accordance with the approved CMP and areas identified in the approved CMP for specified purposes shall thereafter be kept available for those uses at all times during the construction period, unless otherwise agreed in writing with the LPA. No construction vehicles shall leave the site unless the measures for cleaning the wheels and underside of construction vehicles are in place and operational, and the wheels and undersides of vehicles have been cleaned.

REASON: In the interests of highway safety and to ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

- 6. No development shall take place until the measures of tree protection submitted and approved as part of the planning permission have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

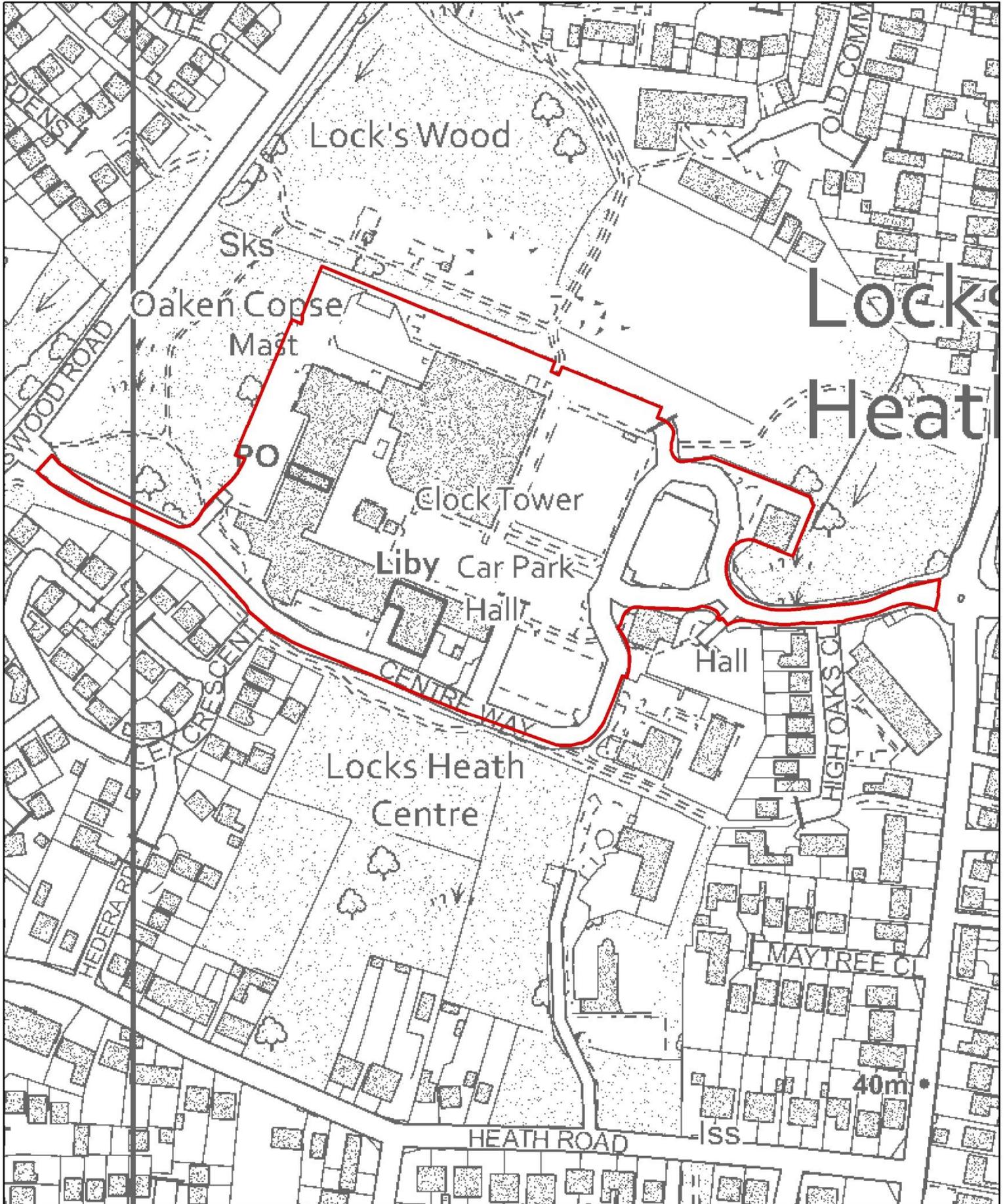
REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

10.0 Background Papers

P/21/0148/FP

FAREHAM

BOROUGH COUNCIL



Locks Heath Shopping Centre
Scale 1:2500



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