

**OFFICER REPORT FOR COMMITTEE**

**DATE: 25/05/2022**

**P/22/0330/FP  
Ms A SCUDAMORE**

**TITCHFIELD COMMON  
AGENT: URBAN SPACE PLANNING  
LTD**

CHANGE OF USE FROM NON-FOOD RETAIL TO GYM INCLUDING EXTERNAL ALTERATIONS AND PROVISION OF PLANT

160 SOUTHAMPTON ROAD, TITCHFIELD, FAREHAM, PO14 4PP

***Report By***

Susannah Emery – direct dial 01329 824526

**1.0 *Introduction***

1.1 This application is being presented to the Planning Committee due to the number of third-party representations received.

**2.0 *Site Description***

2.1 The application site is located within the urban area and consists of a large ground floor retail unit (1023 sqm). The unit lies between Southampton Road to the east and Longacres to the West.

2.2 The building in which the unit is located was constructed in the 1980's. Originally one retail store 'Allied Carpets' occupied the entire building but it was later sub-divided into two units in 1994. This application relates to the southern unit. The adjoining retail unit to the north has been occupied by Smyths Toys store since 2012 and the two units have a shared parking area extending to the front with an additional area of parking on the opposite side of Southampton Road providing 72 car parking spaces in total.

2.3 The unit was last occupied by Harveys furniture store who vacated the site in 2017. The unit has been actively marketed since but an alternative occupant has not been found.

2.4 The unit forms part of a cluster of out-of-town retail units at Southampton Road but this area has no formal designation for retailing within the adopted Fareham Borough Local Plan.

2.5 The closest residential neighbours lie to the west on the opposite side of Longacres around 20m away from the unit.

### **3.0 Description of Proposal**

- 3.1 Planning permission is sought for a change of use from retail (Use Class E) to a gym (Use Class E).
- 3.2 The intended occupant 'The Gym' have over 190 similar operations in locations across the UK. The facilities typically offered by 'The Gym' fall within the 'low-cost' sector which is intended to appeal to a wider demographic of clientele. The concept is based around a no-frills principle where clubs contain a large selection of equipment but other facilities which are expensive to operate and maintain, such as swimming pools, saunas or studios are not provided as part of the offer. The applicant seeks 24hr opening for the gym.
- 3.2 The proposed gym falls within the same use class (Use Class E) as a retail use meaning the proposed change of use does not constitute development under Section 55 of the Town and Country Planning Act 1990. Planning permission is nonetheless required as a result of a planning condition previously imposed on the unit (P/95/0398/VC) which states;

*“The premises shall only be used for non-food retail (excluding the sale of footwear, clothing and fashion goods) and for no other purpose in Class A1 of the Schedule to the Town & Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order.  
REASON: It is not intended to allow general retail uses to be introduced in this locality.”*

- 3.3 External alterations are also sought to the entrance of the building and to install plant required to service the unit.

### **4.0 Policies**

- 4.1 The following policies apply to this application:

#### **Adopted Fareham Borough Core Strategy**

CS3	Vitality and Viability of Centres
CS5	Transport Strategy & Infrastructure
CS6	The Development Strategy
CS17	High Quality Design

#### **Adopted Development Sites and Policies**

DSP1	Sustainable Development
DSP2	Environmental Impact
DSP37	Out of Town Shopping

### **Other Documents:**

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

Fareham Borough Council Non-Residential Parking Standards Supplementary Planning Document (September 2015)

## **5.0 *Relevant Planning History***

5.1 The following planning history is relevant:

<b>P/94/0520/FP</b>	Division of Unit, Revision of Entrance Doors & Installation of Roller Shutter
<b>Permission</b>	15 July 1994
<b>P/95/0398/VC</b>	Variation of Condition 10 of FBC 952/13 (To enable Use of Premises for Non-food retail purposes
<b>Permission</b>	2 June 1995
<b>P/12/0398/FP</b>	Proposed Installation of Mezzanine Floor Providing Storage, Staff Facilities and Retail Floorspace, and Alterations to Front & Rear Elevations, including New Windows and Widening of Emergency Exits
<b>Permission</b>	30 July 2012

## **6.0 *Representations***

6.1 Four representations have been received raising the following concerns;

- Proximity to residential properties
- Noise emissions from the plant
- The relocation of the plant to the front of the building would put a physical barrier between it and the nearest residential properties
- None of the other premises have 24hr access or plant rooms and noisy equipment
- Impact to other similar local businesses
- Traffic on Southampton Road

One letter of support has also been received.

## **7.0 *Consultations***

EXTERNAL

**Hampshire County Council (Highways)**

- 7.1 A Transport Statement has been produced to assess the impact the development will have on the local highway network. The vacant retail unit proposed for redevelopment is located adjacent to Southampton Road, an unclassified adopted road subject to a 30mph speed limit. Longacres is located to the West of the site which is also an adopted unclassified road subject to a 30mph speed limit. Southampton Road and Longacres both provide 2-metre-wide footway facilities that surround the site. Suitable uncontrolled pedestrian crossing facilities are stationed on Longacres and provide pedestrians a suitable and safe crossing point to and from Locks Heath west of the development site.
- 7.2 Existing access arrangements will remain at the site adjacent to Southampton Road. The existing access arrangements to the proposed parking areas are considered appropriate to accommodate the level of trips estimated to be produced by the development.
- 7.3 In terms of trips the applicant has used TRICS to estimate the number of trips likely to be produced by the development. TRICS is an industry standard tool used to estimate trip generation for all types of development. It is estimated that in both the AM and PM peaks the development will generate 10 and 32 two-way trips respectively. Given the proposed development use, trips in the AM period are likely to peak between 10-11am where approximately 20 trips are likely to be generated. Overall, it has been calculated the development will produce 282 daily two-way movements over a 24 hour period.
- 7.4 The Highway Authority have run their own trips assessment on TRICS in comparison to that proposed and are satisfied that due to the nature of this proposal being a 24 hour operation, the number of trips generated from the development would not have a severe detrimental impact to highway safety in the local area.
- 7.5 Parking has not been fully assessed as this is a function of Fareham Borough Council as Local Parking Authority. There appears to be adequate space for vehicles to turn on site and therefore access and egress the site in forward gear. It is anticipated this meets the required standards but it is requested the Case Officer informs HCC if this is not the case.
- 7.6 With regards to the above the Highway Authority raise no objection.

INTERNAL

### **Environmental Health**

- 7.7 From time to time Environmental Health receive complaints about noise disturbance from gyms operating in the Borough, although almost always it is

about music and/ or gym goers exercising outside. Regarding the later I would suggest if that is likely to take place then it is only permitted from late morning till the afternoon. I am aware this gym is planning on operating 24/7 and the operational noise management plan suggests music could potentially be audible at the nearest residence(s) during the night-time even with the proposed mitigation to the emergency exit in the southern facade. The management should be mindful of this and monitor and take action accordingly should that become necessary. Should complaints about music from the gym be made to Environmental Health, we have the powers to deal with that so it is not necessary in my opinion for any further measures other than I have mentioned here and the mitigation (e.g. an electronic music limiter) in the management plan to be taken.

- 7.8 The other main source of noise disturbance from this proposal is external plant. It is noted that whilst the air handling unit is internal, in-duct attenuation is deemed necessary. The data and noise calculations for external plant provided in the management plan indicate that with proposed mitigation – namely an acoustic enclosure – noise from plant will be of low [if any] impact. Given the requirement for noise attenuation measures to ensure plant noise does not give rise to disturbance, it is recommended that prior to the gym opening for the first time, a report is submitted to and approved by the LPA, which verifies through written testimony and photographic evidence that all such measures as stated in the most recent version of the management plan have been installed.

## **8.0 *Planning Considerations***

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

- a) Principle of Development
- b) The Sequential Test
- c) Impact Assessment
- d) Impact to Character & Appearance of the Area
- e) Highway Implications & Car Parking Provision
- f) Impact to Neighbouring Properties
- g) Other Matters

### **a) Principle of Development**

- 8.2 The proposed use of the unit as a gym falls within the same Use Class as the existing authorised retail use (Class E). Use Class E encompasses a wide range of uses including retail, food/drink premises, financial and professional services, medical services, offices, day nurseries, light industry, indoor sports

and "any other services which it is appropriate to provide in a commercial, business or service locality." The introduction of Use Class E within the 2020 amendment to the Use Classes Order was intended to allow greater flexibility and to allow for a mix of uses to reflect changing retail and business models giving businesses greater freedom to adapt to changing circumstances and to respond more quickly to the needs of their communities.

- 8.3 The proposed change of use does not constitute development and requires planning permission only due to a restrictive planning condition which was imposed to prevent the introduction of general retailing (including food, footwear, clothing and fashion goods) into an out-of-centre location which could undermine the vitality and viability of the Borough's hierarchy of retail centres.
- 8.4 The existing retail use is not protected by local plan policy as it falls outside of the allocated retail centres. It is not considered to be a 'local shop' which would be afforded protection by Policy DSP38 (Local Shops) of the Fareham Borough Local Plan Part 2. It has been vacant for a considerable period of time despite being marketed and the loss of the unit for retailing purposes is not considered to be of concern, particularly given the availability of large units within the town centre.
- 8.5 The proposed gym would be a leisure/recreation facility which would fall within the definition of a 'main town centre use' as set out within the National Planning Policy Framework (NPPF). DSP37 (Out of Town Shopping) of the Fareham Brough Local Plan Part 2 states that proposals for main town centre uses (as defined in the NPPF) outside of the Boroughs centres or parades will only be permitted where;

*"i. a full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable;*  
*ii. appropriate levels of parking are provided;*  
*iii. the site is not located outside the defined urban settlement boundaries and is accessible, particularly by public transport;*  
*iv. the scale and design of the buildings are appropriate to their surroundings; and*  
*v. the proposal would not have any unacceptable environmental, amenity or traffic implications."*

- 8.6 Policy DSP37 also states that where a development for a main town centre use is proposed over 500sq.m, an impact assessment must be carried out to demonstrate that the proposal will not have an adverse effect on the vitality or viability of nearby centres, nor on any planned centre expansions. The findings of the sequential test and the impact assessment are detailed below

and the proposals compliance with the additional requirements set out within Policy DSP37 are discussed in more detail within the corresponding sections of this report.

**b) The Sequential Test**

8.7 As the proposal is for a 'main town centre use' outside of a centre or parade (with a floor area in excess of 500sqm) the NPPF and Policy DSP37 of the Fareham Borough Local Plan Part 2: Development Sites & Policies require that the application is supported by a sequential test and impact assessment. Having regard to sequential and impact tests ensures that any proposed main town centre uses which are not in an existing town centre are in the best locations to support the vitality and vibrancy of town centres, and that no likely significant adverse impact on existing town centres arise.

8.8 Paragraph 87 of the NPPF states:

*“Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.”*

8.9 Paragraph 88 states:

*“When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.”*

8.10 The submitted sequential test sets out that 'The Gym' have been seeking a suitable location that would meet their operational requirements particularly in the western part of the Borough for some time. A search for available properties was conducted using well known and established property databases. In addition, representatives of 'The Gym' visited the area on a number of occasions to seek to identify appropriate premises for the provision of a health and fitness facility, and local agents were contacted to identify potential sites. Properties in retail, employment and leisure uses were included in the search parameters.

- 8.11 For the format, The Gym requires a floor space of between 900 and 1,250 sqm, ideally on one floor. A large regular shaped ground floor area of at least 700sqm is required to accommodate the main gym equipment whilst support services such as the office and changing facilities can be located on a mezzanine or adjacent level. The Gym requires a minimum of 60 car parking spaces, as well as being close to local bus routes to be appropriately accessible for members. The gym must have its own dedicated entrance with a visible street frontage easily identifiable and accessible for visiting members of the public. This is due to the nature of the use and the 24/7 opening hours under which the gyms operate.
- 8.12 The Gym work on the basis of providing facilities which are accessible and available to those living and working close to the unit. It aims to provide exercise facilities which can be used on a day to day basis, for those looking for the convenience of a health and fitness facility close to their home or place of work as part of a regular routine. The operation does not include facilities such as swimming pools, sports courts, saunas or cafes, which draw people from a wider area and provide a longer duration of visit. Users are unlikely to travel further to budget gym operations as their key selling point is convenience and cost rather than the range and nature of facilities.
- 8.13 The sequential assessment concludes that there are currently no available premises that meet the minimum size requirements of the intended occupant within Locks Heath District Centre, Park Gate Local Centre, Warsash Local Centre or Gull Coppice Local Centre, or on the edge of these centres. All other units that are available and currently being marketed within the centres in the catchment area including Fareham Town Centre and Stubbington are either too small or too large to accommodate the requirements of The Gym and therefore are not suitable or viable to accommodate the proposed use. Furthermore there are no development opportunity areas identified within the Local Plan in either a centre or edge of centre location within the catchment area which are considered suitable and/or available to the applicant in the short term.

### **c) Impact Assessment**

- 8.14 Overall, the key test when assessing impact, is whether the proposal will have a significant adverse impact on a retail centre as a whole. Individual competition between operators is not the primary consideration, albeit the effect of impact on existing units needs to be considered in terms of the wider effects it will have on the function and health of a defined centre.
- 8.15 It is considered that given the proposed location of the unit over a 15 minute drive from Fareham Town Centre that the proposed gym would result in

minimal diversion of trade from similar facilities within Fareham (ie. Fareham Leisure Centre, Fusion Fitness). It is not considered that the proposal would impact on the core retail, service and food and beverage functions within the town or impact on the overall health and vitality of the town centre.

- 8.16 In terms of the centres of Stubbington, Locks Heath District Centre, Park Gate Local Centre, Warsash Local Centre, and Gull Coppice Local Centre, these centres provide for the day-to-day services of more local catchment areas, with a range of shops and some complementary uses, such as banks, beauty and some food and beverage uses. The overriding function of these centres is to serve the local surrounding residents in terms of convenience retail shopping and local service provision. It is not considered that the health, vitality and viability of these centres as a focus for convenience retail, service and food outlets will be affected by the proposal.
- 8.17 In conclusion, it is not considered that the proposed gym would result in a significant adverse impact on the vitality and viability of the town centre, district or local centres and will not impact on the ability of these centres to attract appropriate future investment.

#### **d) Impact to Character & Appearance of the Area**

- 8.18 The application proposes changes to the frontage of the building to improve access and meet the required accessibility standards. The proposal maintains the existing location of the building entrance but will replace the existing entrance with a new door of increased width providing a threshold to allow wheelchair access. The framing would match the existing materials and finish of the elevation.
- 8.19 An enclosed plant area would be provided to the south of the building adjacent to the service yard. The proposed enclosure screening would be 2.8 metres in height and of post and timber boarded construction. It is considered that the timber enclosure would have an acceptable appearance, whilst delivering attenuation to ensure a suitable noise environment is maintained.
- 8.20 Two new louvres for air intake and extract are proposed on the southern elevation which would be painted to match the existing cladding and would have minimal impact on the appearance of the building.
- 8.21 It is not considered that the proposed external changes to the building would detract from the appearance of the unit and would be wholly in keeping with the character of the surrounding area.

#### **e) Highway Implications & Car Parking Provision**

- 8.22 The site will utilise the existing car park adjacent to the building on both sides of Southampton Road, providing approx 72 shared car parking spaces. No changes are required or proposed to the access or car park layout of the site.
- 8.23 The site is considered to be in an accessible and sustainable location and can be accessed by non-car modes such as walking, cycling and public transport. The closest bus stop to the site is approx 180m to the south on Primate Road. This stop is served by the X4 and X5 which provide a link between Southampton, Portsmouth and Gosport, via Stubbington, Fareham, Titchfield, Locks Heath and Warsash.
- 8.24 Analysis of the TRICS database suggests that the proposed change of use would lead to a slight increase in vehicle movements on the local road network compared to a retail use of the site; an additional seven movements during the AM network peak and nine movements during the PM network peak. It is not considered that these additional movements would have a significant impact on the operation of the highway network and no highways objection is raised.
- 8.25 The Highway Authority advises that it is anticipated that the parking provision would meet the required standards but it is the function of Fareham Borough Council as Local Parking Authority to fully assess car parking provision against the adopted parking standards.
- 8.26 Officers have reviewed the Council's non-residential parking standards (2015) and note that there would be a likely shortfall in car parking based only on an assessment of gross internal floor area. This shortfall would exist at present if the authorised use of the unit for retail purposes were to resume. The TRICS database has again been used to undertake a car parking demand accumulation assessment which is considered to give a more accurate account of the cumulative demand for car parking as both a retail use and gym would operate with different peak times. This assessment sets out the hourly parking demand for the existing Smyths toy store, the future gym, and the combined parking demand. The results indicate that the existing car park has ample capacity to accommodate the required level of car parking. The highest level of future demand is estimated to occur between 10am-11am when parking demand would peak at 31 spaces, a similar peak would occur between 17:00-18:00pm and this is significantly below the capacity of the car park.
- 8.27 Further details of a secure cycle store have been sought to ensure that this would be available to members and to encourage more sustainable modes of transport.

**f) Impact to Neighbouring Properties**

- 8.28 The application is supported by an operational noise management plan. The report details the physical measures and managerial policies to be implemented to suitably manage any environmental effects of operational noise breakout from the building, members use of car parking and from building services noise emissions.
- 8.29 Given the current degree of sound insulation offered by the building envelope and anticipated source noise (eg. music and gym activity) it is considered that the noise levels omitted could exceed the lowest background noise levels at night time so that music and activity would be audible at the closest neighbouring properties to the west. To address this it is proposed that the emergency exit to be retained on the southern elevation would be enclosed by the addition of an internal lobby creating a double set of doors. It is suggested that these works would substantially reduce noise breakout from the building. Noise levels may slightly exceed night time background noise levels, although it is suggested that this would be generally inaudible internally to occupants of neighbouring properties.
- 8.30 The fit out of the gym would include the use of flooring material across the gym floor area, which provides sound insulation for equipment and reduces impact sound to ensure noise is contained within the unit. Music noise levels would be limited by an electronic music limiter to provide low-level background music only. This enables the use of personal headphones. The volume limiter is kept in a secure area of the gym to ensure that this cannot be interfered with. The main entrance to the gym on the front (east) elevation would be via a glazed lobbied access. A secondary 'portal' security doorset would be provided within the entrance area through which members pass to gain access to the main gym space. The lobby would not be served by the entertainment system and would, therefore, act as a 'noise lock' between the gym and the exterior.
- 8.31 With regards to the plant equipment required to heat, cool and ventilate the gym the closest neighbouring property to the west (No.49 Lower Church Road) would be at least 50m from the plant items. External plant would be located behind a 2.8m high acoustic screen. A noise assessment has been undertaken to establish the prevailing background sound levels at the site during the daytime and at night. Based on an indicative assessment of the plant to be installed it is not considered that the cumulative plant noise emissions at the nearest receptor would exceed background noise levels therefore having a low impact on the receptors. A planning condition would be imposed to secure a final assessment of plant noise emissions at the nearest

noise sensitive receptor prior to the unit being brought into use and also to seek confirmation that the noise mitigation measures detailed within the operational noise management plan have been installed.

- 8.32 Whilst concerns have been raised in relation to the proposed 24 opening of the premises it is advised by the planning agent that from an assessment of visitors to other similar operations around the country and the scale and nature of the operation proposed it was found that only 9.29% of visits were made between the hours of 23:00 and 06:00, with very minimal attendance between 00:00 and 06:00. Due to the nature of the gym use, members attending between these hours tend to do so on an individual basis, rather than as part of groups, and comprises those working shifts, such as emergency service personnel.
- 8.33 With regards to external activity noise the car park is located at the front of the unit, as such, the receptor most affected by carpark activity will be 163 Southampton Road, which is at least 40 metres further east of the closest car parking spaces on the opposite side of the A27. Noise from reasonable external activity from the members and staff is not expected to disturb occupants of nearby residential properties although management controls would be put in place such as signage, restrictions on timing of deliveries, CCTV and a noise complaints procedure.
- 8.34 It is not considered that the proposal would have a detrimental impact on the amenity of adjoining neighbouring or surrounding properties.

#### **g) Other Matters**

- 8.35 A number of the representations received raise concerns over the potential impact of the opening of the proposed gym on other similar local businesses. Whilst Officers acknowledge these concerns, direct business competition is not a material planning consideration which can be taken into account in the determination of the planning application. It is however noted that the offering at the proposed gym would differ to Atlas Gym which is located approx. 400m to the north along Southampton Road.

#### **Summary**

- 8.36 In summary it is not considered that the proposal would have an adverse impact on the vitality and vibrancy of the Borough's town/district and local centres. Whilst a number of alternative sites have been explored there are no sequentially preferable sites that are available to the applicant within the short term. The site is in an accessible location and is considered compatible and complementary to the other uses within the area. The proposal would bring a

long term vacant unit back into economic use without detriment to the operation of the local highway network or the living conditions of the occupants of neighbouring properties.

- 8.37 The proposals accords with Policies CS5 and CS17 of the adopted Fareham Borough Core Strategy and Policy DSP1, DSP2 and DSP37 of the adopted Fareham Local Plan Part 2: Development Sites and Policies and is considered acceptable.

## **9.0 Recommendation**

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development hereby permitted shall be begun within 3 years from the date of this decision notice.

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 hereby permitted shall be carried out strictly in accordance with the following drawings/documents:

- a) Proposed Site & Location Plan – drwg No. Z810-000 Rev E
- b) Existing Floor Plan – drwg No. Z810-001 Rev A
- c) Proposed Floor Plan – drwg No. Z810-100 Rev B
- d) Existing & Proposed Elevations – drwg No. Z810-003 Rev E
- e) External Sections Proposed Plant – drwg No. Z810-004 Rev A
- f) Cycle Store Layout
- g) Cycle Parking Specification
- h) Transport Statement (RPS, 14 April 2022)
- i) Operational Noise Management Plan (Clarke Saunders Acoustics, 21 March 2022)

REASON: To avoid any doubt over what has been permitted.

3. The unit shall not be first brought into use until a final noise report confirming the noise levels of plant as installed at the nearest noise sensitive receptors and providing verification of the installation of the mitigation measures set out within the Operational Noise Management Plan (Clarke Saunders Acoustics March 2022) has been submitted to and approved in writing by the Local Planning Authority in writing. The mitigation measures shall thereafter be retained.

REASON: To prevent avoidable disturbance to residents from noise.

4. The use hereby permitted shall not commence until the areas shown on the approved plan for the parking and turning of cars and/or the loading, unloading and manoeuvring of vehicles have been fully laid out and made

available for use. These areas shall thereafter be retained and kept available for these purposes at all times.

REASON: to ensure adequate car parking provision; In the interests of highway safety.

5. The use hereby permitted shall not commence until the bicycle store as shown on the approved plans has been constructed and made available. This storage shall thereafter be retained and kept available at all times.

REASON: To encourage cycling as an alternative mode of transport.

6. The premises shall be used for a gym and for no other purpose including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification, or as may be permitted by any Class within Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification

REASON: To retain control over the future use of the unit; to protect the occupiers of the nearby residential properties from possible disturbance from permitted uses other than that specifically granted through this permission; to ensure adequate car parking provision; to protect the viability of the hierarchy of the Boroughs town/local centres.

7. At no time shall any outdoor exercise be permitted outside of the unit unless otherwise agreed in writing with the Local Planning Authority following the submission of an application for that purpose.

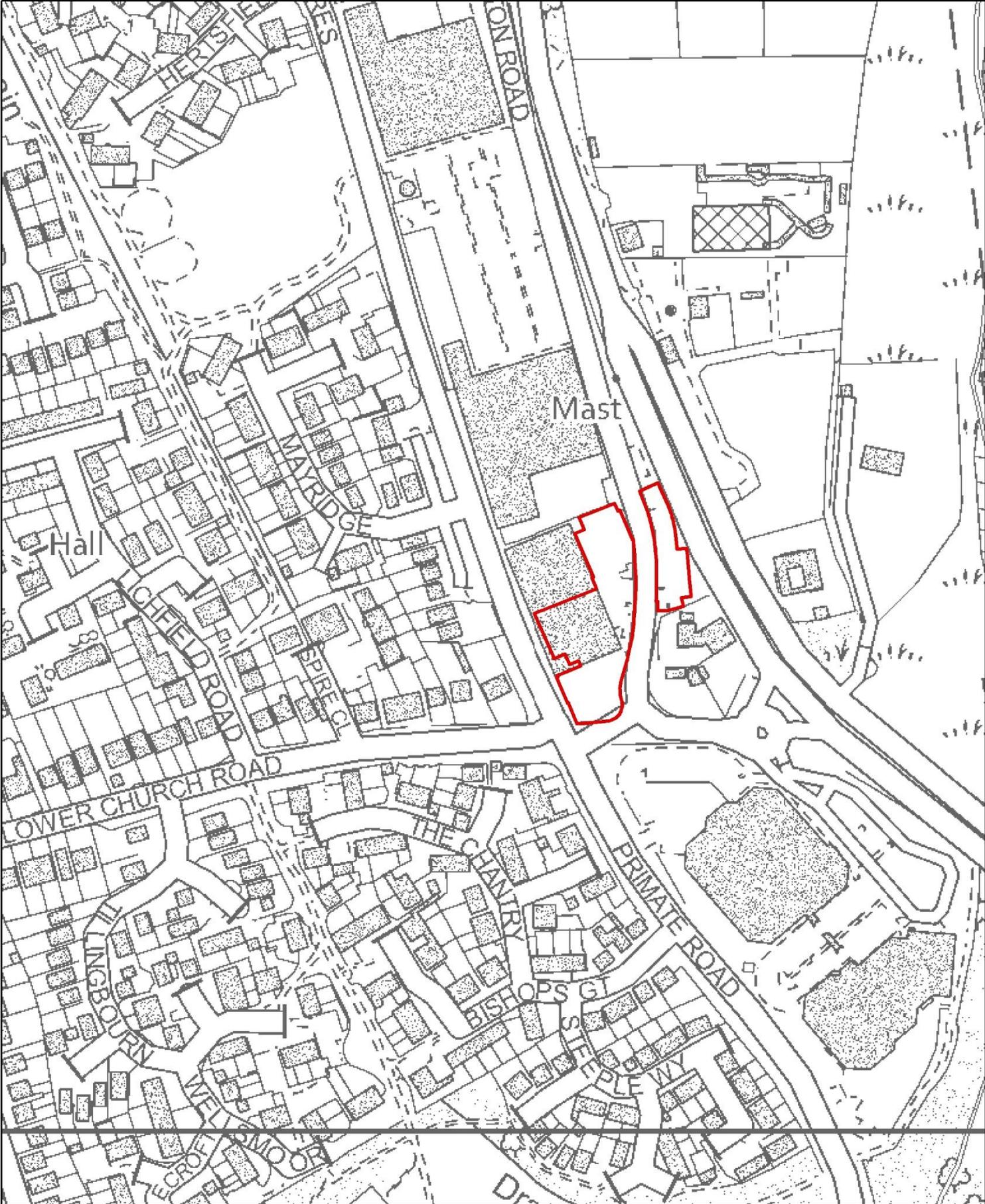
REASON: To prevent avoidable disturbance to residents from noise.

#### **10.0 Background Papers**

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.

# FAREHAM

BOROUGH COUNCIL



160 Southampton Road  
Titchfield, Fareham  
Scale 1:2,500



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