

Application No: 18/00497/FULL Full Application

Site: Former Redmayne Engineering Site, Station Approach, Brockenhurst, SO42 7TW

Proposal: Construction of mixed use development including 7no. two storey dwellings; 2no. three storey dwellings, 4no office/retail units (use Class A1 and B1(A)) on ground floor and 5no office units (Class use B1(A) at first floor level, carports, parking and associated landscaping; Existing access retained; Demolition of redundant industrial buildings

Applicant: First Eastern Properties Ltd

Case Officer: David Williams

Parish: BROCKENHURST

1. REASON FOR COMMITTEE CONSIDERATION

Previous proposals for the site have been reported to the Planning Committee.

To consider the proposal in light of emerging new policy for existing employment sites (Policy SP43 of the draft Local Plan).

2. DEVELOPMENT PLAN DESIGNATION

Defined New Forest Village
Tree Preservation Order

3. PRINCIPAL DEVELOPMENT PLAN POLICIES

DP1 General Development Principles
CP1 Nature Conservation Sites of International Importance
CP2 The Natural Environment
CP12 New Residential Development
CP9 Defined Villages
DP6 Design Principles
CP8 Local Distinctiveness
CP15 Existing Employment Sites
CP19 Access
DP16 Redevelopment of Existing Employment Sites
CP14 Business and Employment Development
CP11 Affordable Housing
CP7 The Built Environment

4. SUPPLEMENTARY PLANNING GUIDANCE

Design Guide SPD
Development Standards SPD

5. NATIONAL PLANNING POLICY FRAMEWORK

Sec 5 - Delivering a sufficient supply of homes
Sec 7 - Ensuring the vitality of town centres
Sec 9 - Promoting sustainable transport
Sec 11 - Making effective use of land
Sec 12 - Achieving well-designed places
Sec 15 - Conserving and enhancing the natural environment
Sec 16 - Conserving and enhancing the historic environment

6. MEMBER COMMENTS

None received

7. PARISH COUNCIL COMMENTS

Brockenhurst Parish Council: Support this application (as subsequently amended) and would be happy to accept the Planning Officer's decision on condition that suitable arrangements are made in respect of affordable housing / CIL contributions and access is redesigned to accommodate larger service vehicles.

8. CONSULTEES

- 8.1 Tree Officer: No objection subject to condition.
- 8.2 Building Design & Conservation Area Officer: Initial comments raised objections to the scale and mass of the buildings and the resulting elevational treatment.
- 8.3 Ecologist: Support subject to conditions. The additional survey work is suitable and identified that there is a low presence of protected species. The bat survey has confirmed that bat roosts are unlikely to be a constraint, although precautionary measures are proposed in relation to any tree removal. Mitigation measures to minimise handful impacts of lighting are proposed and it is recommended that lighting is subject to appropriate controls via consenting processes. Measures for biodiversity compensation and enhancement may be conditioned.
- 8.4 Highway Authority (HCC): No objection subject to conditions.
- The parking provision on site would be increased to 28 spaces in total. If all parking spaces are shared-use between residential and commercial units as unallocated spaces, they would be sufficient to accommodate parking demands generated by both developments on the site. The location of the site, being very

close to Brockenhurst station, would encourage both residents and employees of the commercial units to travel by train rather than car. It is noted that there are parking restrictions in all residential streets within 5 minutes' walking distance of the site, thus it will prevent future employees of the commercial units from parking on these streets. It has been demonstrated that the largest-size refuse vehicle can turn around and exit the site in forward gear. Pedestrian visibility splays have been annotated on the plan.

- 8.5 Environmental Protection (NFDC): No objection in principle subject to imposition of standard conditions requiring a detailed risk assessment, site investigations and mitigation measures where appropriate. The site has previously been an engineering works which is considered as a potentially contaminative use. An asbestos survey and preliminary risk assessment should be submitted in the first instance to identify whether any pollutant linkages are present for the proposed use.
- 8.6 Network Rail: No comments received.
- 8.7 Archaeologist: No objection. The desk based assessment is sufficiently good from the 2015 application. Recommend that a targeted watching brief is undertaken on the site to establish the sites past history from any residual agricultural soils that can be subject to detailed analysis.

9. REPRESENTATIONS

- 9.1 13 letters of objection which raise the following concerns:
- Inadequate car parking on site.
 - Extra pressure on road side parking in Auckland Avenue and Auckland Place.
 - No disabled bays.
 - Visually intrusive development, harmful to outlook of neighbours caused by scale and mass of buildings.
 - Overshadowing of neighbouring gardens such as 16 and 17 Auckland Avenue and Maiko House caused by the increase in scale height and mass of replacement buildings close to boundaries.
 - Rear rooflight windows will overlook gardens.
 - Loss of privacy and increased overlooking.
 - Poor delivery and manoeuvrability on the site.
 - Third storey windows overlook gardens.
 - Full asbestos and demolition survey is lacking to inform environmental risks.
 - No sewer connection details provided.
 - Surface water run off needs to be controlled to reduce run off to neighbouring gardens.

- Unsafe access from Station Approach by railway crossing.
- Site should be retained for 100% employment related activities.
- At least 50% provision of residential should be affordable housing.
- Use of swift bricks rather than swift boxes should form part of the ecological mitigation package.
- Loss of amenities to residents whose windows and outlook abut the access road.
- More pressure on local medical and healthcare centre and schools.
- Undue levels of noise and disturbance during construction from such an overdeveloped site.

9.2 Eight further objections commenting upon amended plans have been received. The following comments have been raised:

- Some of the revisions are applauded but still fundamental problems with parking.
- Highway Authority comments are flawed. Auckland Avenue does have some unrestricted car parking. Also if the site is so sustainable residents will leave their cars parked on the site to go to work by train thus leaving none for commercial properties. Commuters will also soon park on the site.
- The removal of the upper floor accommodation is welcomed but scale and mass of buildings remains largely unaltered
- No daylight and sunlight analysis has been undertaken. Overshadowing and loss of light will occur
- Issues identified previously e.g. parking, scale, overlooking etc. have not been adequately addressed.
- Objections raised by Conservation and Design officer have not been fully addressed.
- Improvements on the revised elevations.
- Principle of loss of employment land should be resisted.
- Extensive disruption during construction will result. Deliveries, dust, traffic blockages.
- Development will not be affordable for most people.

9.3 Friends of Brockenhurst: Object to both the original and amended plans for the following reasons:

- In principle objection to the loss of employment land which is reinforced in the emerging Local Plan.
- If relaxed in terms of employment, 50% affordable housing on site should be provided.
- The NPPF and emerging local plan support viability evidence that reinforces that at least 50% affordable should be provided on the site.
- The application should have long since been refused without entertaining amendments.

10. RELEVANT HISTORY

- 10.1 Retention of two modular office buildings for 5 years (09/94760) Temporary permission approved on 12 February 2004.
- 10.2 Change of use to mixed Class B1 (office) and A1 (retail); cladding of existing buildings; addition of entrance lobby, rotunda, canopy, bike wash / bin stores and cycle hire building; associated landscaping (14/00229) approved on 2 June 2014.
- 10.3 24 retirement apartments; car parking; air source heat pumps and sub-station; landscaping (demolition of existing buildings) (15/00138) refused on 19 May 2015.

11. ASSESSMENT

- 11.1 The application site comprises the former Redmayne engineering works close to Brockenhurst Station within the defined village settlement boundary. The circa 0.4 hectare site comprises one main single storey industrial / work shop type building covering much of the site and a subservient one at the southern end. The property is on a 'brownfield site' previously in General Industrial (Class B2) use. It is understood that the previous owners relocated to their larger property at Gordleton Industrial Estate in Lymington in 2012. All buildings have been vandalised and are in a very poor state of repair causing harm to the visual amenities of the locality.
- 11.2 There are residential properties to the north, west and east as well as a restaurant and the railway car park to the south east. Latchmore Court, a three storey sheltered housing development (top floor largely contained within the roof slope), lies adjacent to the development and overlooks the main access road to the site. Auckland Avenue properties to the rear comprise two storey terraced and semi-detached properties and Auckland Place Court at the south western end which includes single storey accommodation.
- 11.3 To the north lies the detached residence of Maiko House and the currently undeveloped plot to the side, which looks out on to the northern boundary of the site closest to the proposed commercial building.
- 11.4 The two main buildings on the site have a combined floorspace of 1166 sq. m, made up of a mix of brick and blockwork and asbestos sheets. The main building is made up of a series of linked structures of varying eaves and roof height which have been added to over time. There is also a mix of concrete, gravel and tarmacadam surfaced yards. Access is achieved adjacent to the station car park and Latchmoor Court.

Proposal

- 11.5 The application seeks to develop a mixed use scheme comprising commercial (Class B1) office units, retail (Class A1) and residential accommodation in the form of terraced houses. (2no 3-bedroom units and 7no 2-bedroom units).

Residential houses nos 2-6 inclusive would be 82 sq. m each, nos 7-9 inclusive 103 sq. m and unit no.1 106 sq. m.

- 11.6 The commercial element is contained within a separate building at the more northerly end of the site with four retail and/or class B1 business (B1 units) units shown on the ground floor and office (Class B1) accommodation above. Unit 8 of the commercial block also includes additional accommodation at second floor level within the roof. A further B1 class office unit is proposed at first floor level above some covered spaces / garaging. A total of 324 sq. m of retail/business (A1 or B1) and 413 sq. m of business (Class B1) use is proposed, although the business space at ground floor level is designed to be flexible in terms of its future use office/ retail. The design of the commercial building and internal spaces created are such that it could be readily adaptable for multiple occupiers or two or three key main employers. The space would suit a mix of business enterprises looking for a village centre location close to transport links although none have been specifically identified at this stage.

- 11.7 The scheme would make use of the existing access from Station Approach adjacent to Latchmore Court and provide an overall total of 28 car parking bays within the curtilage of the site which would be unallocated facilitating shared use between the residential and commercial uses. Turning heads are provided adjacent to the commercial area and the far end of the residential access road.

- 11.8 No affordable housing is proposed on-site. However, an off-site contribution towards affordable housing has been agreed, in accordance with Policy DP15 and the Authority's Development Standards Supplementary Planning Document.

- 11.9 The key considerations in this case are:

- The principle of development;
- The proposed design;
- The impact on residential/ visual amenity;
- Highway and parking implications;
- Ecological considerations; and
- Developer contributions.

Principle of Development

- 11.10 Policy CP15 in the adopted Core Strategy states that existing employment sites will be retained throughout the National Park to contribute to the sustainability of local communities and supporting text in paragraph 8.13 recognises that existing employment sites are under pressure from higher value land uses such as housing.
- 11.11 No separate marketing or employment assessment report accompanies the application, however, it is understood that the site has been marketed but has remained vacant for six years or more. The site has not provided employment for some time and existing buildings are barely usable as they stand.
- 11.12 Whilst there remains a continuing need for employment floorspace within the National Park, the emerging Local Plan (Policy SP43), which has been subject of public consultation, sets out the Authority's intentions moving forward to allow a more flexible mixed use approach subject to a number of criteria. Emerging Policy SP43 seeks to retain existing employment sites in the defined villages such as this site but will support additional uses where:
- a) There is sufficient space on the existing site to not only retain the same amount of existing floorspace but to also accommodate a further activity on the site;
 - b) The intensified use of the employment space means that at least the same level of employment will be retained on the site as during the previous full operational use, and additional space is created for an alternative space is created for another type of use; and
 - c) The additional use on the site is compatible with the proposed employment use and the site's neighbours in terms of design, amenity impacts, and in relation to any traffic and parking implications.
- Some weight can be attached to the emerging policy which more closely reflects the National Planning Policy Framework to which significant weight can be attached.
- 11.13 The proposal would replace circa 1200 sq. m of former industrial/workshop floorspace (classed largely as a B2 industrial use with ancillary office accommodation) with a commercial floorspace (office / retail mix of 738 sq. m). There would be a net reduction in floorspace (462 sq. m) in numerical terms but the potential number of employees is likely to be similar to that which could be operating from the current premises. The site employed around 27 staff in the workshop and administration areas although it is understood that shift work historically increased that number to 60 in total between the hours of 06:30 and 19:00. By its very nature, an industrial type use will invariably have a greater

floorspace due to the need for machinery and processing compared to that associated with a Class B1 use. Arguably the site is poorly located in terms of suitability for an alternative industrial use (Class B2) being an irregular shaped site abutting many residential properties with historically up to 25 deliveries and movements by commercial vehicles per working day.

11.14 In respect of the proposed residential development, this would comprise residential (Class C3) houses between 82 sq. m and 108 sq. m. Policy CP12 supports new residential development within defined villages. These relatively small residential dwellings help to address the need for smaller units of accommodation within the National Park, adding to the mix of housing stock. The mix of uses are considered compatible and the layout of the site such that, subject to conditions, there should be no material harm to future occupiers. The principle of some residential development on the site is acceptable. The impact upon the site's neighbours in terms of design, amenity impacts and parking and traffic implications is considered further in the report.

11.15 In summary, in relation to the land uses proposed for the site:

- The site has remained vacant and unused for more than six years. Despite limited interest, no viable alternative employment use has come forward or has made itself known for a comparable employment use.
- The NPPF and emerging local policy seek a more flexible land use approach.
- The site is poor in neighbour amenity terms for its long term use for general industrial uses or more intensive employment uses.
- The proposed development would provide 738 sq. m of office/ retail floor space and 825 sq. m of residential floor space.
- The provision of small business units could promote future employment at the site.
- The proposals provide nine smaller residential units meeting an acknowledged local need.
- Off-site contributions towards affordable housing and other infrastructure would be provided.

11.16 On balance, the mix of land uses is considered appropriate and the principle of the proposed development is acceptable.

Design

11.17 The site lies outside of the Conservation Area but occupies a prominent visible position close to and visible from the station and passing trains. The existing buildings and site condition do not provide a welcoming outlook for visitors or local residents and the opportunity exists to enhance the character of the area.

- 11.18 The design and elevational treatment has been the subject of extensive discussion and amendment during the pre-application and application process. The design has been refined and a layout and elevational treatment arrived at which is considered, on balance, appropriate for its situation and surroundings. The final design solution proposed by the applicant is considered, on balance, appropriate in its context.

Impact on Residential and Visual Amenities

- 11.19 Since its original submission, the plans have been amended to remove parts of the second floor level accommodation, in particular that within the main residential elements. Overall the proposed buildings have a predominantly two storey appearance and have been sited on the plot to ensure that distances to boundaries and neighbouring houses is maximised so that overlooking and loss of privacy is minimised. Within a tight central village location it is inevitable that there will be some distant overlooking and loss of amenity but the final design use of rooflights, obscure glazing and room configurations help to minimise that impact and the scale and layout proposed is considered acceptable.
- 11.20 The proposed building that is closest to Maiko House in Brookley Road and Latchmore Court properties, has been designed such that the first floor element is contained within a sloping catslide roof and high level rooflights all of which helps to minimise overlooking and at the same time reduce the visual mass of the building. There is a 12m separation between Latchmore Court and the flank wall of the commercial building at its closest point. It is recommended that first floor windows here are conditioned to be obscure glazed. Taking into account the siting and design of buildings close to boundaries, the potential for overshadowing is minimised. Whilst there would be a noticeable change in the outlook from these properties it would not be such that an unacceptable visual impact would result, taking into account the siting of the proposed and existing buildings and the design of the new buildings.

Highway and Parking Implications

- 11.21 The proposal seeks to adapt the existing access to serve the proposed mix of uses. The application has been submitted with a transport assessment which considers in detail the likely traffic flows, parking requirements and site characteristics. These have been considered in some detail by the Highway Authority resulting in a series of changes to the layout, parking numbers and manoeuvring areas.
- 11.22 Although the site lies adjacent to Brockenhurst Station and bus links and is in one of the more accessible locations within the National Park, there is an existing high level of car ownership in

the Authority area. This needs to be seen against the backdrop of the need to maximise the potential of sustainable locations and the likely need arising from the type of development proposed.

- 11.23 A total of 28 car parking spaces have been provided on the site. Applying the Development Standards SPD (2012) the guidance seeks 18 spaces for the 9 houses and 25 spaces for circa 737 sq. m of commercial floorspace if the B1 use class is applied. Whilst there is a net shortfall of 15 spaces, the site is located in a sustainable location adjacent to Brockenhurst Station and bus links and is well placed to make use of sustainable transport modes.
- 11.24 The Highway Authority supports the proposal on the basis that the car parking is not allocated to specific properties. Parking demand for the residential and commercial uses within the proposed development peak at different times. A traffic management company and management plan is proposed to control unauthorized on site car parking.
- 11.25 The proposal is likely to generate a net reduction in HGV vehicle movements and a spread of vehicle movements during the whole day. Adequate visibility and surface demarcation will be provided to enable efficient use of shared surfacing. Adequate cycle storage is also provided on site subject to details through condition.
- 11.26 Overall, the proposed access arrangements will provide a safe and secure access for all highway users and the local road network is more than adequate to accommodate the additional development. Consideration has been given to the access and movements relative to the frequently operated level crossing and no material harm is considered to result.

Ecology

- 11.27 In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment has been carried out as to whether granting planning permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of those sites' conservation objectives. The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the recreational impacts on the European sites, but that the adverse impacts would be avoided if the planning permission were to be conditional upon the approval of proposals for the mitigation of that impact in accordance with the Authority's Mitigation Strategy or mitigation to at least an equivalent effect. An appropriate condition is proposed to be attached in order to satisfy this requirement.

Developer Contributions

11.28 The following developer contributions, index linked where appropriate will be secured by a Section 106 agreement in line with the Development Standards SPD (2012). They have been assessed as being reasonable necessary and proportionate to the development. The proposed contributions are:

- Affordable housing £299,800
- Open Space £23,369
- Sustainable Transport £33705
- New Forest SPA mitigation £11250
- Solent Coast SPA mitigation £4683.

Other Considerations

11.29 In accordance with the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the applicant's written agreement has been received in relation to the proposed pre-commencement conditions recommended.

11.30 Pre-commencement conditions are proposed in relation to archaeology and ecological mitigation. Further ground investigation and mitigation would also be conditioned to address the potential for contamination on the site from former railway related uses and any hazardous materials in the existing building.

Conclusion

11.31 The application proposes the redevelopment of a vacant employment site for mixed use development comprising 738 sq. m office/ retail floor space and nine residential units. Whilst Policy CP15 in the adopted Core Strategy seeks to retain existing employment sites, emerging Policy SP43 and the NPPF seek a more flexible approach to employment sites. On balance, the proposed mix of uses is acceptable in this sustainable location within a defined village.

11.32 The proposed design has been amended following pre-application discussions and through the application process. The resulting scheme is considered to respect its situation and surroundings and is deemed acceptable in its context.

11.33 Taking into account the wider balance, the history of the site and the need to make optimum, and sustainable use of a brownfield accessible location, the amended scheme is considered acceptable subject to condition and the completion of a Section 106 agreement requiring the delivery of developer contributions.

12. RECOMMENDATION

Subject to the prior completion of a section 106 agreement to secure developer contributions (as set out above) the Executive Director of Strategy & Planning be authorised to grant planning permission subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Development shall only be carried out in accordance with Drawing nos: 4.01 Rev G, 4.02 Rev B, 4.03 Rev B, 4.04 Rev D, 4.05 Rev C, 4.06 Rev B, 4.07 Rev C, Existing Plans 4.08, Location Plan 4.08.Rev A, 4.09 Rev D, 881BH01, 18084-BT1 No alterations to the approved development shall be made unless otherwise agreed in writing by the New Forest National Park Authority.

Reason: To ensure an acceptable appearance of the building in accordance with policies CP7, CP8, DP6 and DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) December 2010.

- 3 No development hereby permitted shall commence until a Parking Management Plan, including details of measures to be made on site has been submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented before the development hereby permitted is occupied.

Reason: In the interests of highway safety and to comply with policy DP1 of the New Forest National Park Core Strategy and Development Management Policies DPD (2012) and Section 9 of the National Planning Policy Framework.

- 4 Before the occupation of any part of the development hereby approved, areas for access, turning, parking as shown on the approved plan shall be constructed and hard surfaced and thereafter retained, maintained and kept available for the occupants of the development at all times.

Reason: In the interests of highway safety and to comply with policy DP1 of the New Forest National Park Core Strategy and Development Management Policies DPD (2012) and Section 9 of the National Planning Policy Framework.

- 5 Before first occupation of the development, detail design of cycle parking facility including the specification for both residential and commercial units shall be submitted to and approved in writing by the Local Planning Authority. Before the occupation of any part of the development hereby approved, the cycle store shall be erected as shown on the approved plans and thereafter retained, maintained and kept available for the occupants of the development at all times.

Reason: To promote a sustainable mode of travel; in the interests of highway safety and to comply with policy DP1 of the New Forest National Park Core Strategy and Development Management Policies DPD (2012) and Section 9 of the National Planning Policy Framework. .

- 6 No development shall take place above slab level until samples or exact details of the facing and roofing materials have been submitted to and approved in writing by the New Forest National Park Authority.

Development shall only be carried out in accordance with the details approved.

Reason: To ensure an acceptable appearance of the building in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 7 No development shall take place until the proposed slab levels in relationship to the existing ground levels set to an agreed datum shall be submitted to and approved in writing by the New Forest National Park Authority.

Development shall only take place in accordance with those details which have been approved.

Reason: To ensure that the development takes place in an appropriate way in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 8 No development shall take place until a scheme of landscaping of the site, to include treatment of the boundaries of the site, shall be submitted to and approved in writing by the New Forest National Park Authority. This scheme shall include :

- a) the existing trees and shrubs which have been agreed to be retained;
- b) a specification for new planting (species, size, spacing and location);
- c) areas for hard surfacing and the materials to be used;

- d) other means of enclosure;
- e) a method and programme for its implementation and the means to provide for its future maintenance.

No development shall take place unless these details have been approved and then only in accordance with those details.

Reason: To safeguard trees and natural features and to ensure that the development takes place in an appropriate way and to comply with Policies DP1 and CP8 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 9 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner.

Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size or species, unless the National Park Authority gives written consent to any variation.

Reason: To ensure the appearance and setting of the development is satisfactory and to comply with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 10 Prior to the commencement of development ecological mitigation for the Solent and/or New Forest Special Protection Areas, Special Areas of Conservation and/or Ramsar sites shall be submitted to and approved in writing by the New Forest National Park Authority. The ecological mitigation may take the form of a planning obligation which secures financial contributions in accordance with the Authority's adopted Development Standards (SPD) and the Solent (SRMP) Explanatory Note.

Reason: To safeguard sites of international ecological importance in accordance with Policies CP1 and CP2 of the adopted New Forest National Park Core Strategy and Development Management Policies DPD, Development Standards SPD and the SRMP.

- 11 Prior to the commencement of development (including site and scrub clearance), measures for ecological mitigation and enhancement (including timescales for implementing these measures) shall be submitted to and approved in writing by the National Park Authority. The measures thereby approved shall be implemented and retained at the site in perpetuity. The measures shall be based on the recommendations set out in the

ecological report approved as part of this planning application.

Reason: To safeguard protected species in accordance with Policies DP1 and CP2 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 12 No development, demolition or site clearance shall take place until the arrangements to be taken for the protection of trees and hedges on the site have been submitted to and approved in writing by the Local Planning Authority. These arrangements shall include:

- The trees to be identified by agreement with the Local Planning Authority
- Service routes, including the position of soakaways and drains
- The location of site compound and mixing areas

The agreed arrangements shall be carried-out in full prior to any activity taking place and shall remain in-situ for the duration of the development.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area, in accordance with Policies DP1 and CP2 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 13 Before development is first commenced, a scheme to deal with any contamination of the site shall be submitted to and approved in writing by the New Forest National Park Authority. This scheme shall include:

(i) an investigation of the site carried out in accordance with BS10175: 2001.

(ii) a risk assessment using the Contaminated Land Exposure Assessment (CLEA) model whenever this is appropriate, and

(iii) a detailed scheme for the remedial works to be carried out.

If any other previously undiscovered contamination is found during the development of the site, this shall be notified to the New Forest National Park Authority immediately, along with a suitable risk assessment and where necessary, a remediation scheme. The remediation scheme shall be approved in writing by the New Forest National Park Authority.

Before any of the units on the site are first occupied, the remedial measures shall have been completed and a statement to that effect shall be sent in writing to the New Forest National Park

Authority which will include any future requirements for the monitoring of the site.

Development shall only take place in accordance with the scheme which has been approved.

Reason: To ensure that any contaminated land on the site is identified and properly treated in the interests of the well-being of nearby residents and the environment in general in accordance with Policies DP1 and CP6 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 14 The first floor windows on the side elevation of the commercial building unit 8 facing Latchmoor Court hereby approved shall at all times be obscurely glazed and permanently fixed.

Reason: To safeguard the privacy of the adjoining neighbouring properties in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 15 No development shall take place until details of the means of disposal of surface water from the site have been submitted to and approved in writing by the New Forest National Park Authority.

Development shall only take place in accordance with the approved details.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 16 No demolition or development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a watching brief programme of archaeological work in accordance with a written scheme investigation which has been submitted by the applicant and first approved in writing by the New Forest National Park Authority.

Reason: The development is located in an area of archaeological significance where the recording of archaeological remains should be carried out prior to the development taking place in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 17 The roof space of the residential and commercial buildings hereby approved shall not be converted to form habitable or commercial floorspace space and no windows or roof lights shall be inserted

into the roof space (including the gable ends of the properties).

Reason: In order to safeguard the residential and visual amenities of the occupiers of neighbouring occupiers in line with Policies DP1 and Policy DP10 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010) to safeguard the character of the National Park.

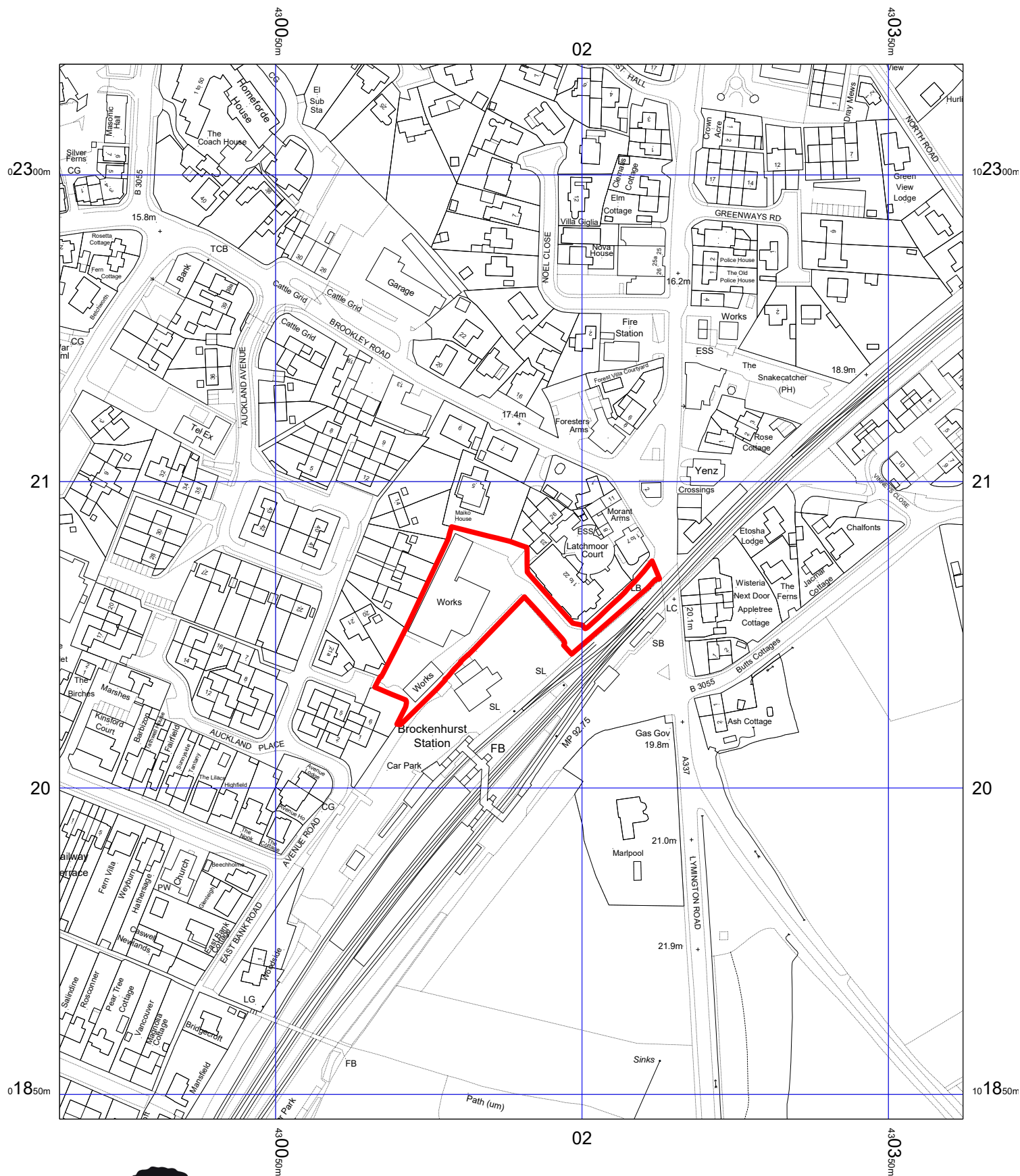
- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any re-enactment of that Order) no extension (or alterations) otherwise approved by Classes A, B or C of Part 1 of Schedule 2 to the Order, garage or other outbuilding otherwise approved by Class E of Part 1 of Schedule 2 to the Order shall be erected or carried out without express planning permission first having been granted.

Reason: To ensure the dwelling remains of a size which is appropriate to its location within the village and National Park to comply with Policy DP11 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).

- 19 Prior to commencement of development and site clearance a Construction Method Statement shall be submitted to and agreed in writing with the New Forest National Park Planning Authority. This statement shall include details of the site compound for the storage of materials, machinery, waste materials and spoil; means of enclosure; hours of working; and measures to minimise the impact upon the amenities of the occupiers of neighbouring properties.

Development shall only be undertaken in accordance with the approved details.

Reason: To minimise the impact upon the adjoining highway, residential and visual amenities of the occupiers of neighbouring properties in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (2010)



New Forest National Park Authority
Lymington Town Hall, Avenue Road,
Lymington, SO41 9ZG

Tel: 01590 646600 Fax: 01590 646666

Date: 08/11/2018

Ref: 18/00497/FULL

Scale: 1:2500

© Crown copyright and database rights 2018 Ordnance Survey 100014703

