

Application Number: 21/10106 Outline Planning Permission

Site: 93 - 95 COMMERCIAL ROAD, TOTTON SO40 3AF
(NB: PROPOSED LEGAL AGREEMENT)

Development: Two-storey building to contain 11 flats; associated parking and stores; demolition of existing buildings (Outline application with details of access, appearance, layout and scale)

Applicant: 220230 Limited

Agent: Concept Design & Planning

Target Date: 28/04/2021

Case Officer: James Gilfillan

Extension Date: 31/08/2021

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) Principle of the development
- 2) Impact on the character and appearance of the area
- 3) Access and parking

This application is to be considered by Committee because the scheme is a departure from the development plan.

2 SITE DESCRIPTION

The site is on the north side of Commercial Road, the A36, in Totton town centre. It is occupied by a semi-detached house, 2 flats (in the other half of the semi-detached pair) and commercial premises. There is a large advert hoarding attached to the commercial building.

There is a wide variety of uses surrounding the site. Residential properties to the rear, a former British Legion club to the west, open storage to the east, enclosed by further advert hoardings and retail warehouses and car sales to the south.

The site is close to the retail centre of Totton, with its shops and services. The train station is opposite the site.

Due to the proximity to the River Test, Commercial Road, in front of the site is at risk of fluvial flooding.

The site, with adjoining sites along Commercial Road, is allocated by the Development Plan for retail, office or entertainment purposes.

3 PROPOSED DEVELOPMENT

The scheme proposes to demolish the existing buildings and erect a block of 11 1-bed flats, with vehicle access and parking.

4 PLANNING HISTORY

None relevant

5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

Policy STR1: Achieving Sustainable Development

Policy STR3: The strategy for locating new development

Policy STR4: The settlement hierarchy

Policy STR5: Meeting our housing needs

Policy STR8: Community services, Infrastructure and facilities

Policy ENV1: Mitigating the impacts of development on International Nature

Conservation sites

Policy ENV3: Design quality and local distinctiveness

Policy HOU1: Housing type, size, tenure and choice

Policy HOU2: Affordable housing

Policy CCC1: Safe and healthy communities

Policy CCC2: Safe and sustainable travel

Policy IMPL1: Developer Contributions

Policy IMPL2: Development standards

Local Plan Part 2: Sites and Development Management 2014

DM3: Mitigation of impacts on European nature conservation sites

DM16: Within town centres, outside Primary Shopping Areas and Secondary Shopping Frontages

TOT15: Totton town centre opportunity sites

Supplementary Planning Guidance And Documents

SPG - Totton Town Centre - Urban Design Framework

SPD - Parking Standards

SPD - Housing Design, Density and Character

Relevant Advice

NPPF

Constraints

SSSI IRZ Water Supply

SSSI IRZ Waste

SSSI IRZ Residential

NFSFRA Fluvial

Meteorological Safeguarding

Aerodrome Safeguarding Zone

Article 4 Direction

Plan Area

Plan Policy Designations

Town Centre Boundary

Built-up Area

6 PARISH / TOWN COUNCIL COMMENTS

Totton & Eling Town Council

The proposal is for eleven one bedroom flats which would meet housing need. Good transport links out of town, easy access to the train station and walking distance to the town centre. There will be 12 parking spaces to the rear and a cycle store.

The design has been well thought out with landscaping to the front and amenity area to the rear which would enhance the local area.

Planning Policy TOT15.5 designates this area for retail/office/entertainment, however, the existing buildings on the site are residential.

It was agreed this scheme is an improvement to the existing.

RECOMMENDATION: PERMISSION but would accept the decision reached by the District Council's Officers under their delegated powers

7 COUNCILLOR COMMENTS

No comments received

8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

NFDC Urban Design: Objects to the failure of the scheme to take opportunities to create an attractive and distinctive scheme to contribute to this important approach to Totton town centre.

NFDC Ecologist: Objects to the lack of ecology survey, acknowledges the need to secure appropriate Bio-diversity net gain and mitigation for the impacts of the development on protected habitats.

Waste Collection NFDC: Supports the scheme for provision of accessible bin refuse storage.

Open Spaces NFDC: No objection subject to landscape condition.

HCC Surface Water: Object to the lack of surface water drainage strategy.

HCC Countryside Services: No objection

HCC Highways: Query proposed revisions to dropped kerbs to align with new access.

HCC Education Services: No objection, no impact arising from 1-bed flats.

Natural England: No objection subject to securing mitigation for impacts on protected New Forest and Solent habitats, air quality monitoring and CEMP.

Hampshire Fire and Rescue: No objection and raise matters relating to construction and the building regulations.

SGN: No objection

SSE: Comment only

Southern Water: No objection subject to relocation of existing foul sewers on site.

9 REPRESENTATIONS RECEIVED

The following is a summary of the 2 letters of representation received.

- Concern regarding overshadowing
- Concern regarding boundary treatment

10 PLANNING ASSESSMENT

The application proposes to demolish the existing buildings and erect a block of 11, 1-bed flats. It is in outline form, in addition to the principle of the demolition and erection of a block of 11 1-bed flats, the matters under consideration by this application are:

Access: Widened dropped kerb access on to Commercial Road, from the existing access, laying a drive into the site along the east boundary to parking at the rear of the site. 5m wide at the point of access.

Appearance: Simple contemporary style with a vertical emphasis. Access door on the front elevation with canopy.

Layout: Largely on the footprint of the existing buildings, positioned at the front of the site. Access drive along the east edge of the site, serving parking at the rear of the site. Communal gardens and private terraces to the rear and space for landscape along the front. Integral bin and bike stores provided at the front of the building.

Scale: 2 storey pitched roof building containing 11x1-bed flats. 12 parking spaces provided.

Details of the remaining matter, the Landscape of the scheme, is reserved for consideration by a future application.

Amended plans have been received to respond to the representation of the Urban Design Officer.

Principle of Development

The existing buildings are of limited architectural merit, the principle of their demolition would not be resisted. The commercial building is largely hidden behind the advert hoarding, the loss of which would also not be resisted.

Whilst the loss of the house, flats and commercial floorspace reduces the availability of such accommodation in a sustainable location, the existing accommodation is of poor quality, and would therefore not weigh against the proposed scheme.

Policy DM16 seeks to limit use of town centre sites outside the Primary Shopping areas and other Secondary Shopping frontages, such as this site, for retail and identified non-retail uses. The list of alternative non-retail uses identified by the plan does not include residential. The policy would allow residential on upper floors of a building or where it would not result in the loss of a site capable of delivering retail, appropriate non-retail or other commercial uses appropriate to a town centre.

Policy TOT15 identifies the site as appropriate to provide retail/office/entertainment (appropriate non-retail uses) uses, which this entirely residential scheme does not deliver. However it has to be recognised that the policy applies to the sites of 81-97 Commercial Road and the site of the former Red Lion Pub and not just the site subject to this application.

The scheme proposes solely residential development. It has not demonstrated that any of the other identified uses would be unviable, however the age of the policy, adopted in 2014, has to be considered in light of the subsequent changes to national planning guidance and the Prior Approval parts of the Permitted Development Order (GPDO) that support the principle of conversion of such commercial floor space to residential accommodation

The failure to provide such commercial uses does fail to deliver economic and social benefits of delivering employment opportunities on site with likely use of local supply chains, as well as the social benefits of leisure and entertainment uses in a readily accessible location

Whilst the proposal would conflict with adopted policies, it does still deliver benefits and is compliant with other development plan policies.

It directs development to accessible locations and will help sustain the vitality and viability of the town, in accordance with STR3. It uses land in Totton, identified by STR4 as one of the most sustainable locations in the District. As such it complies with STR2 by protecting the special character and qualities of the New Forest National Park and Cranborne Chase ANOB. Similarly it would comply with ENV2 by preserving the permanence and openness of the Green Belt.

It would have minor economic benefits during construction and benefits for existing commercial premises and businesses in Totton from increased footfall arising from additional residents living in the town centre.

The provision of 11 new residential flats would make a contribution to housing supply. The existing buildings do not contribute particularly positively to the appearance of the area, along with replacement of the commercial building and advert hoarding, the proposed building would have environmental benefits. There is scope to make more efficient use of land in the urban area. Furthermore the sustainability of the location, in the town centre well served by public transport infrastructure, social and community services, shops, recreational and leisure services and employment opportunities would significantly reduce reliance on the private car for many trips.

The NPPF at Para.69 encourages great weight is given to the benefits of small and medium sized windfall sites within existing settlements. At para.86(f) it indicates that planning policies should recognise the important role that residential development makes in ensuring the vitality and viability of town centres.

The proximity to services and infrastructure would have social benefits for residents of the scheme. Provision of 11 small, potentially starter units, would contribute to overall housing supply and home ownership.

In addition to balancing the benefits of the principle against this policy, at the time of consideration the Council cannot demonstrate a five-year supply of deliverable housing land. In such circumstances the NPPF (para 11d) indicates that the tilted balance is engaged, whereby in applying the presumption in favour of sustainable development even greater weight should be accorded in the overall planning balance to the provision of new housing.

Policy TOT15.5 is over 6 years old now and the only significant development brought forward on this parcel is the restaurant and drive thru on the site of the former public house. There is a clear drive nationally to deliver more housing, adoption of the Local Plan Pat 1: Planning Strategy in 2020 significantly elevated the numbers of residential units to be delivered across the District. Whilst 60% of the identified need is expected to come from Strategic Allocations, there would still need to be increased delivery, especially of sites in sustainable urban areas.

NPPF para.122 requires planning decisions reflect changes in demand for land. Applications for alternative uses on allocated land should be supported where the proposed use would contribute to meeting an unmet need for development in the area.

It is considered that in principle the benefits of the delivery of housing on this site would outweigh the loss of the opportunity to deliver the types of uses advocated by either TOT15.5 or DM16, especially given the significant increase in the Objectively Assessed Need (OAN) for housing since those two policies were adopted and the application of the 'Tilted Balance' in favour of sustainable development.

Design, site layout and impact on local character and appearance of area

Demolition of the existing buildings would remove the less attractive features from this prominent site on a main route in the town. There is a variety of styles and forms surrounding the site, reflecting the mix of uses and its town centre location.

The siting of the building, close to the front of the site, its design, with an active frontage, vertical emphasis and rhythm across its frontage, proposed roof form would positively engage with the streetscene, enhance the appearance of the site and contribute positively to the character of the area.

The porch canopy, glazing, door and contrasting materials highlight the entrance in to the building ensuring legibility. By wrapping these details around the corner, the design succeeds in reducing the perceived scale of this view.

Whilst positively addressing the street, the scheme does include front boundary enclosure, to define the site frontage and provide privacy for the ground floor frontage flats.

Access directly in to the integral bin store would be possible from in front of the site. This does result in a large door on the frontage but this would be outweighed by the benefit of being able to store refuse within the building avoiding the need for external stores or bins being left on the pavement.

Parking is laid out at the rear of the site, largely hidden from view. Historically vehicles have been driven in to the rear garden of No.93. When coupled with the extent of commercial activities across neighbouring sites, it would be difficult to demonstrate that such rear parking is out of character with the prevailing pattern of development. Furthermore, the occupier of the existing commercial unit appears to have regularly parked on the site frontage; a negative feature of the site that would be removed.

The site layout preserves sufficient space for communal gardens for residents. Ground floor rear facing flats would benefit from private courtyards, a positive addition to meet their amenity needs.

Highway safety, access and parking

The scheme removes the existing accesses, both of which are likely to incur awkward and potentially unsafe manoeuvres across Commercial Road. It proposes to align the existing east dropped kerb to the 5m width of the proposed drive. This would provide appropriate visibility and allow vehicles to exit and enter simultaneously.

Sufficient on site manoeuvring would be provided to ensure vehicles could enter and exit in a forward gear. Whilst the drive is sufficient width to be safely shared between pedestrians and vehicles, a dedicated pedestrian route along the drive is proposed.

Adopted parking standards require 15.4 spaces for this development. 12 spaces are proposed. A cycle store is proposed inside the building. The site is in a highly sustainable location, in Totton town centre, in easy reach of a wide range of services

and facilities required by residents. Totton train station is opposite the site and there are bus stops close to the site. Furthermore significant improvements have been made to cycling infrastructure along routes towards Southampton city centre.

Conditions could be imposed to reinstate the pavement and kerb across the site frontage to enhance pedestrian safety.

Given the improvements in highway safety arising from closure of the existing accesses and the sustainability of the location the identified shortfall is not considered to be unacceptable or likely to prejudice highway safety.

Residential amenity

The submitted plans fail to accurately represent the footprint of the semi-detached houses, No's 71 and 72 Causeway Crescent that back on to the site. Whilst they both have single storey rear extensions almost to the common boundary, that does mean that there is very little amenity space adjacent to the rear boundary. The proposed building would be 18m from the rear boundary at its closest point, rising to 27m at its greatest. Such distances would preserve the amenity and privacy of the neighbours, avoid shading and maintain outlook.

Similarly such distances would preserve the amenity of residents of the scheme. Whilst north facing single aspect flats would not enjoy good levels of direct sunlight, the ground floor units would benefit from enclosed outdoor space and first floor flats, good outlook and Juliet balconies. South facing flats would have extensive passive solar gain for lighting and heating.

Parking at the rear of the site would introduce the noise of manoeuvring vehicles, revving of engines and doors closing, in close proximity to the rear gardens of the neighbours. Space is afforded in the layout for landscape along the rear boundary, however such noise would not be excessive, nor out of character for this town centre location and would not materially harm the amenity of neighbours.

Ecology

Whilst close to protected habitats along the River Test, the urban, commercial and residential nature of the site is unlikely to support extensive or high value ecology.

Landscape is a Reserved Matter, however space is afforded for a variety of forms and species to contribute to enhanced bio-diversity.

A condition could be imposed securing submission of an ecological survey of the site, with the reserved matters application, to demonstrate how the proposed landscape scheme has addressed existing ecology on the site.

A condition is warranted that any reserved matters application is supported by a Bat survey to confirm the presence of bats using the site or not, especially the commercial element of the site, due to the length of time until demolition would occur whilst the Reserved Matter application is prepared and considered.

The representation received from Natural England raises concerns about the potential impact of noisy construction on species supported by the habitats along the River Test. Largely focussed on the percussive piling for foundations. It would not be unreasonable to impose a condition requiring a Construction Environmental Management Plan, which could cover piling works.

Habitat Mitigation

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 permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's 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 such adverse impacts would be avoided if the applicant were to enter into a Section 106 legal agreement to secure a habitat mitigation contribution in accordance with the Council's Mitigation Strategy. In this case, the applicant has entered into a Section 106 legal agreement, which secures the required habitat mitigation contribution.

Nitrate neutrality and impact on Solent SAC and SPAs

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 permission which includes an element of new residential overnight accommodation would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives having regard to nitrogen levels in the River Solent catchment. The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the impacts of additional nitrate loading on the River Solent catchment unless nitrate neutrality can be achieved, or adequate and effective mitigation is in place prior to any new dwelling being occupied.

In accordance with the Council Position Statement agreed on 4th September 2019, these adverse impacts would be avoided if the planning permission were to be conditional upon the approval of proposals for the mitigation of that impact, such measures to be implemented prior to occupation of the new residential accommodation. These measures to include undertaking a water efficiency calculation together with a mitigation package to addressing the additional nutrient load imposed on protected European Sites by the development. A Grampian style condition has been agreed with the applicant and is attached to this consent.

Air Quality Monitoring

To ensure that impacts on international nature conservation sites are adequately mitigated, a financial contribution is required towards monitoring and, if necessary (based on future monitoring outcomes) managing or mitigating air quality effects within the New Forest SPA, SAC and Ramsar site. There is potential for traffic-related nitrogen air pollution (including NO_x, nitrogen deposition and ammonia) to affect the internationally important Annex 1 habitats for which the New Forest SAC was designated, and by extension those of the other International designations. Given the uncertainties in present data, a contribution is required to undertake ongoing monitoring of the effects of traffic emissions on sensitive locations. A monitoring strategy will be implemented to provide the earliest possible indication that the forms of nitrogen pollution discussed (including ammonia concentrations) are beginning to affect vegetation, so that, if necessary, measures can be taken to mitigate the impact and prevent an adverse effect on the integrity of the SAC habitats from occurring.

Flood Risk

The site is close to the River Test, flooding from the river would extend along Commercial Road in front of the site. The existing properties and rear gardens are not identified as being at risk. The scheme would elevate the finished floor level of the proposed ground floor accommodation above the existing ground levels and above the flood risk.

The representation from Hampshire County Council objects to the lack of a surface water drainage strategy. The scheme proposes an increase in hard surfaces across the site but could incorporate permeable surfaces and soakaways that is highly likely to reduce existing surface water run off. A condition could readily secure such details, including that of future management and maintenance.

Affordable Housing

At more than 10 new residential units, in accordance with HOU2, the scheme is required to make a contribution towards affordable Housing in the District. The applicant has submitted a Viability Assessment, which has been reviewed by consultants, on behalf of the Council. Their conclusion is that there is insufficient profitability in the scheme to allow provision of units on site or a financial contribution to be made and remain viable and deliverable.

Other Matters

Comments and issues raised by Hampshire Fire and Rescue and Southern Water are acknowledged, but are for the applicant to consider in their detailed construction design and for the Building Regulations compliance.

Developer Contributions

As part of the development, the following will be secured via a Section 106 agreement:

- £24,104.00 towards mitigating the impact on New Forest Habitats
- £2,888.00 towards the Bird Aware Solent mitigation scheme
- £680.00 towards Air Quality Monitoring.

As part of the development, subject to any relief being granted the following amount Community Infrastructure Levy will be payable:

Type	Proposed Floorspace (sq/m)	Existing Floorspace (sq/m)	Net Floorspace (sq/m)	Chargeable Floorspace (sq/m)	Rate	Total
Dwelling houses	598	253	345	345	£80/sqm	£35,349.23 *
Subtotal:	£35,349.23					
Relief:	£0.00					
Total Payable:	£35,349.23					

11 CONCLUSION

Despite the departure from policies DM16 and TOT15.5, the scheme would deliver additional residential development in a highly sustainable location with such economic, environmental and social benefits, to outweigh the conflict. Application of the tilted balance would only add weight to the acceptability of the scheme. The application is recommended for approval.

13 RECOMMENDATION

Delegated Authority be given to the Executive Head of Planning, Regeneration and Economy to **GRANT PERMISSION** subject to:

- i) the completion of a planning obligation entered into by way of a Section 106 Agreement to secure
 - £24,104.00 towards mitigating the impact on New Forest Habitats;
 - £2,888.00 towards the Bird Aware Solent mitigation scheme;
 - £680.00 towards Air Quality Monitoring.
- ii) the imposition of the conditions set out below.

Proposed Conditions:

1. Approval of the landscape proposals ("the reserved matters") shall be obtained from the Local Planning Authority before any of the development is commenced. The development shall only be carried out in accordance with the details which have been approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission. Development shall then be implemented within 2 years of approval of the Reserved Matters.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3. The Outline matters hereby approved shall be carried out in accordance with the following approved plans:

Proposed Location/Site Plan Ref:C20/086.02 rev A received 08/04/21
Proposed GF plan Ref:C20/086.03 Rev A received 08/04/21
Proposed FF plan Ref:C20/086.04 Rev A received 08/04/21

Proposed Roof Plan Ref:C20/086.05 Rev A received 08/04/21
Proposed South(Front) Elevation Ref:C20/086.06 rev A received 08/04/21
Proposed Side elevations Ref:C20/086.07 Rev A received 08/04/21
Proposed North Elevation Ref:C20/086.08 rev A received 08/04/21

Reason: To ensure satisfactory provision of the development.

4. Prior to the commencement of development details of a scheme to raise the pavement and make good the kerb, as required along the frontage of the site and details of the construction, drainage and surfacing of the access in to the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented and available for use prior to first occupation of the development hereby approved.

Reason: In the interests of highway and pedestrian safety.

5. Any application for discharge of condition 1 shall be supported by a survey, undertaken by an appropriately qualified person, of the buildings for the presence of bats. A report of the findings of the survey any mitigation required shall be submitted to and approved in writing by the Local Planning Authority. The agreed mitigation shall then be implemented prior to first occupation of the development hereby approved.

Reason: Due to the nature of the existing buildings and in accordance with DM2 of the New Forest District Local Plan Part 2: Sites and DM policies 2014.

6. Any application to provide Landscape details, required by condition 1 of this permission, shall be supported by an ecological assessment of the existing site and demonstrate how the proposed landscape scheme delivers bio-diversity net gain.

Reason: In the interests of delivering bio-diversity net gain in accordance with Policy STR1 of the New Forest District Council Local Plan Part 1: Planning Strategy 2020 and the NPPF 2021

7. Prior to their use, samples or exact details of the facing and roofing materials to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure an acceptable appearance of the building in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park

8. Prior to first occupation of the flats hereby approved, the bin and bike stores, as shown on the approved plans, shall be provided and available for their respective use and thereafter retained for such purposes.

Reason: In the interests of encouraging cycling and to avoid refuse being left outside the building or on the highway and in accordance with Policies STR1, CCC2 and ENV3 of the New Forest District Council Local Plan Part 1: Planning Strategy 2020.

9. The development hereby permitted shall not be occupied until the spaces shown on the approved plan for the parking of motor vehicles have been provided.
The spaces shown on the approved plan for the parking of motor vehicles shall be retained and kept available for the parking of motor vehicles for the dwellings hereby approved at all times.

Reason: To ensure adequate parking provision is made in the interest of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

10. The development hereby permitted shall not be occupied until:

A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; all measures necessary to meet the agreed waste water efficiency calculation must be installed before first occupation and retained thereafter;

A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by, the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European Sites by the development when fully occupied and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and

The mitigation package shall include a timetable for implementation and measures for retention and maintenance of that mitigation package, which shall thereafter be implemented.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation for is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

11. Prior to the commencement of development hereby approved, details of the sustainable drainage strategy of surface water, including its maintenance and management responsibilities, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented and maintained in accordance with the agreed strategy.

Reason: In order to ensure sufficient drainage is delivered and to prevent off site surface water flood risks and in accordance with Policy ENV3 of the New Forest District Council Local Plan Part 1: Planning Strategy 2020.

12. The scheme shall be implemented in accordance with the Finished Floor Levels indicated on the approved plans and in the Flood Risk Assessment (Design and Access Statement).

Reason: In the interests of protecting the development in the event of flooding and in accordance with the NPPF 2021.

Further Information:

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New Forest DISTRICT COUNCIL

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PLANNING COMMITTEE

August 2021

93 - 95 COMMERCIAL ROAD
TOTTON
SO40 3AF
21/10106

Scale 1:1250

N.B. If printing this plan from
the internet, it will not be to
scale.

