
APPLICATION NO.	23/00558/FULLS
APPLICATION TYPE	FULL APPLICATION - SOUTH
REGISTERED	27.02.2023
APPLICANT	Mr S Morton
SITE	Woodcot, Yokesford Hill, Romsey, SO51 0PF, ROMSEY TOWN
PROPOSAL	Change of use from residential (Class C3) to religious/community (Class F2)
AMENDMENTS	Received on 07.08.2023: <ul style="list-style-type: none">• Transport Statement. Received on 25.07.2023: <ul style="list-style-type: none">• Amended vehicle tracking diagrams and visibility splay drawing. Received on 28.04.2023: <ul style="list-style-type: none">• Planning statement addendum.
CASE OFFICER	Mr Graham Melton

Background paper (Local Government Act 1972 Section 100D)

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1.0 INTRODUCTION

1.1 The application is presented to Southern Area Planning Committee because it is contrary to the provisions of an approved Development Plan, adverse third party representations have been received and the recommendation is for permission.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The application site is a single storey detached property located on the south side of Yokesford Hill, opposite the entrance to Yokesford Hill Estate.

3.0 PROPOSAL

3.1 The proposal is for the change of use from a residential dwelling to a religious and community facility.

4.0 HISTORY

4.1 None.

5.0 CONSULTATIONS

5.1 **Highways** – No objection subject to conditions (following receipt of additional information). Most recent response is set out below:

- The Highway Authority has previously provided comments raising no in-principle objections however a number of concerns were raised, and subsequent information submitted was deemed satisfactory to overcome technical details in regard to vehicle tracking and visibility splays.
- The Highway Authority requested a Transport Statement be submitted which has subsequently been forthcoming which is welcomed.
- Following review, the applicant has cited a similar application within Hampshire that was refused at committee level on highways grounds.
- The refusal was overturned at appeal.
- Following review of this similar application, whilst the Highway Authority continues to have significant concerns regarding the likelihood of vehicle occupancy and its resultant potential impact upon on-street parking in this location being at a potential detrimental impact upon highway safety it is considered that there would be no defensible grounds for objection.
- The submitted assessment has been based upon 32 persons with an associated vehicle occupancy rate of 4 persons per vehicle.
- In line with the above, the Highway Authority raises no objections subject to a condition being applied that will limit the use to 32 persons.

Case officer note: Since the receipt of the above consultation response, the Highways officer has confirmed through an exchange of emails a condition (no.4) limiting the total allocated meeting hall space is an acceptable alternative to the suggested limit on the number of people.

6.0 **REPRESENTATIONS** Expired 05.05.2023

6.1 **Romsey Town Council and Romsey Extra Parish Council** – Objection (summarised).

Principle of development

- There is a concern at the loss of an existing dwelling.

Highways

- Highways have highlighted the difficulty in manoeuvring cars on the site with the potential disturbance to the neighbours.

Impact on the amenity of neighbouring property

- The impact on neighbouring property Greenbank could be significant with vehicle movements early on Sunday morning.

6.2 **4 letters from various addresses** – Support (summarised).

- Plymouth Brethren Christian Church have been a significant part of the local community in Romsey, including providing food parcels to Romsey Primary School and Nursery as well as other schools within the area.
- Support religious beliefs and gatherings.

Highways

- The traffic will be very minimal and won't make any difference to the residents in the road or general road users.

Impact on the amenity of neighbouring property

- Experience of living very close to an existing Plymouth brethren church in Kings Road, Eastleigh is that it is very difficult to tell if the building is ever used as the congregations are only twice weekly with a very small number of vehicles.
- Suggest that neighbouring properties should welcome the proposed change of use as the experience from the Kings Road meeting hall is the noise and vehicle movements is less than those generated by an average household.
- Experience of the Plymouth Brethren's use of the Kings Road meeting hall has been a delightful and very courteous neighbour as well as very good stewards of the building.
- Noise is likely to be very minimal as the gathering is small.

6.3 **4 letters from various addresses** – Objection (summarised).

Principle of development

- Inappropriate location in a residential area.
- There is an acute shortage of small bungalows in the area, inappropriate to remove this type of property from much needed housing stock.

Highways

- Traffic generation, parking and safety.
- The provision of parking is inadequate for the proposed use, the stated attendance is 25 people and six spaces suggests there will be overflow.
- Insufficient parking provision has been allocated for proposed congregation numbers, issues if the congregation expands.
- There is no public parking in the vicinity of the application site and parking on the road will not only pose a danger to passing traffic but also impact visibility for residents leaving their property.
- Proposal will result in vehicles parking on the service road serving neighbouring properties and on the existing grass verges.
- The access is on a bend.

Impact on the amenity of neighbouring property

- Noise.
- The times of operation include very early on a Sunday morning and there will inevitably be noise associated with the arrival of vehicles and movement/interaction of people.
- Slamming of car doors will disturb neighbouring residents during a very quiet time.
- The disturbance to neighbouring properties would be unfair and unacceptable.

- The local industrial estates area already subject to time limitations to reduce impact to neighbours and the proposal falls outside of these timings.

Impact on the character and appearance of the area

- Design, character of area.
- The area is already overdeveloped with ACE liftway and Wynford Farm.

Other matters

- The Planning Application has not been displayed outside of the property.

Case officer note: The planning agent emailed photographs to the Local Planning Authority demonstrating that a site notice had been posted on the 2nd March on the hedgerow at the property frontage. At the time of the subsequent site visit undertaken by the case officer, it was noted that the site notice was still in place.

7.0 POLICY

7.1 Government Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

7.2 Test Valley Borough Revised Local Plan (2016) (TVBRLP)

Policy SD1: Presumption in Favour of Sustainable Development
Policy COM1: Housing Provision 2011-2029
Policy COM2: Settlement Hierarchy
Policy E1: High Quality Development in the Borough
Policy E5: Biodiversity
Policy E8: Pollution
Policy LHW4: Amenity
Policy T1: Managing Movement
Policy T2: Parking Standards

8.0 PLANNING CONSIDERATIONS

8.1 The main planning considerations are:

- Principle of development
- Highways
- Impact on the amenity of neighbouring property
- Impact on the character and appearance of the area
- Ecology
- Other matters
- Planning balance

8.2 Principle of development

Local Plan
Policy COM2

The application site is located on land outside of a settlement boundary and therefore is designated as countryside by Policy COM2 of the TVBRLP. Policy COM2 of the TVBRLP states that development outside the boundaries of settlements will only be permitted if:

- a) *It is appropriate in the countryside as set out in the RLP Policy COM8 – COM14, LE10, LE16 – LE18; or*
- b) *It is essential for the proposal to be located in the countryside*

8.3 In this instance, none of the policy exceptions listed under criterion (a) of Policy COM2 are applicable. Therefore, the proposed scheme falls to be assessed against criterion (b) and whether a countryside location for the proposal has been demonstrated as essential.

8.4 The application proposes a religious/community use. Such uses are regularly accommodated within designated settlement boundaries and not reliant on a countryside setting to function. Therefore, it is not considered that a countryside location is essential in this instance.

8.5 As a result, the application is contrary to Policy COM2 and the development framework of the TVBRLP.

8.6 *Policy COM1*

Policy COM1 sets the minimum housing provision for the Borough over the Local Plan period. This strategy is reliant on the retention of the existing housing stock as well as the delivery of additional housing to ensure the delivery of a 5 year housing land supply. The proposed scheme would result in the change of use of the existing dwelling to a religious/community facility and therefore the loss of an existing dwelling from the current housing stock. Consequently, the application is in conflict with Policy COM1 of the TVBRLP.

8.7 *Conclusion on the Local Plan*

The proposed scheme will result in the loss of an existing dwelling from the current housing stock contrary to Policy COM1 and does not accord with the development framework of the TVBRLP, contrary to Policy COM2.

8.8 Other material considerations

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, an assessment is required as to whether there are other material considerations that would outweigh the development plan conflict identified above.

8.9 In support of the proposal the planning statement and subsequent addendum statement sets out the search undertaken by the applicant to identify an alternative meeting hall premises, since the closure of a previous location in Kings Somborne. This search exercise was undertaken with a view to identifying a new replacement meeting hall as an alternative to the current arrangement, whereby members of the Plymouth Brethren travel to existing meeting hall at Chestnut Avenue in Eastleigh.

- 8.10 The supporting statements set out that this search began in December 2016 with the search results identifying a potential 26 locations over a six year period. These potential locations range from existing religious buildings or dwellings, land adjacent to existing buildings or open countryside fields. Following the applicant's enquiries, a refusal to sell or declining of the applicant's offer by the site owner was the most common outcome (circa 66%) with onsite constraints, development costs and issues with a site's location also preventing the applicant being successful.
- 8.11 In response to a query raised by the case officer regarding the criteria used by the applicant to inform the search undertaken, the planning agent has submitted an addendum statement clarifying the applicant's intention to use the application site as a local meeting hall, rather than a city meeting hall such as the one at Chestnut Avenue, Eastleigh. The intended use as a local meeting hall enables the applicant to use an existing building of modest proportions as the number of attendees is significantly less to congregations using city meeting halls. As such, whilst the search undertaken by the applicant has encompassed a wide range of potential alternative sites, the modest size of the existing dwelling is well suited to the applicant's intended use as a local meeting hall.
- 8.12 The proposed change of use of the existing dwelling will be delivered without the requirement for any significant changes to the appearance of the existing dwelling, with the exception of the limited associated driveway changes as set out in further detail within the highways and character and appearance sections below. As a result, the proposed use will not result in any visual or physical encroachment of countryside land or serve to harm the character of the area. Consequently, it is considered that the existing building and layout of the application site is appropriate for the applicant's intended use and by primarily re-using an existing building, the proposal will not undermine the strategic objectives of the TVBRLP which seeks to prevent unnecessary development of countryside land.
- 8.13 The proposed use will generate trips by private car as discussed in the Highways section below. However, the vehicular trips are already generated by the travelling of congregation members to the existing premises at Eastleigh, with the evidence submitted within the supporting statements demonstrating the congregation members live in and around the Romsey area. Furthermore, the current use of the application site as a residential dwelling is likely to trigger a comparable level of vehicular movements as the existing baseline. Therefore, it is not considered the proposal will trigger a significant amount of vehicular movements in excess of the level already generated by the currently permitted use, and is likely to reduce the distance travelled by congregation members accessing the alternative premises at Eastleigh.
- 8.14 The proposed scheme will result in the delivery of a religious/community meeting hall following the closure of the previous premises at Kings Somborne which is considered to be a social benefit of moderate weight given the length of time taken to identify a suitable alternative site within the locality. In addition, limited economic benefits in the form of construction work associated with the parking layout alterations and limited environmental benefits in the form of onsite biodiversity enhancements will be delivered.

8.15 Consequently, it is considered that the supporting evidence in this instance justifies the selection of the application site and the proposed scheme will result in material benefits of an economic, social and environmental nature.

8.16 Conclusion on the principle of development

The proposed scheme will result in loss of an existing dwelling from the current housing stock and conflicts with the development framework of the TVBRLP, which seeks to prevent the unnecessary development of countryside land. Given in this instance the loss to the housing stock will be a single dwelling, and the proposal will avoid significant physical encroachment of countryside land or increase in trips by private car when compared to the existing use, it is considered that the material harm arising from the conflict with the TVBRLP is limited.

8.17 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 it is considered in this instance that there are other material considerations which serve to outweigh the limited conflict identified. In particular, the social benefit of delivering a religious/community meeting hall within the local area following the closure of the previous King Somborne site after an extensive search period, is considered to be a significant benefit. Other limited economic and environmental benefits as noted above will also be delivered.

8.18 As a result, the principle of development is considered acceptable subject to compliance with the other relevant policies of the TVBRLP. An assessment against these policies is set out below.

8.19 **Highways**

In response to the initial concerns raised by the Highways officer a Transport Statement (Nick Culhane consultants) has been submitted, in addition to a visibility splay diagram and vehicle tracking drawings for the proposed parking layout.

8.20 Access

The proposed scheme will utilise the existing vehicular access without the requirement for any significant alterations. Following a review of the current access arrangements and the submitted visibility splay diagram the Highways officer confirmed that the current layout provides sufficient visibility to avoid any highway safety harm, despite an error with the drafting of the applicant's submitted visibility splay drawing. As such, it is considered the use of the existing vehicular access is acceptable. Whilst the request from the Highways officer for a new visibility splay diagram to be drafted is noted, given that no alterations are required and the conclusion that the existing layout is acceptable, then it is not considered necessary for a revised visibility splay diagram to be provided.

8.21 Trip Generation

The submitted transport statement refers to a national database of vehicle movements (TRICS), identifying the number of vehicle movements generated by the proposed use as a religious institution based on the proposed allocated meeting hall area (36sqm). This analysis identifies a total of 12 daily vehicle

movements likely to be generated by a religious meeting hall of the size proposed. Following a review of the submitted transport statement, the Highways officer has not raised any concern that the identified 12 daily vehicle movements will result in capacity of the local road network to be exceeded, or that the identified level of vehicle movements generated will result in an adverse highway safety impact.

- 8.22 It is noted the total footprint of the existing dwelling is approximately 92sqm and as a result, there is potential for the size of the meeting hall to increase through internal alterations that do not require a separate grant of planning permission. However, for the rationale set out in the parking section below, a condition has been imposed to limit the allocated meeting hall size to 80sqm at any one time. Any potential increase to the meeting hall size will therefore be modest and the associated potential increase in vehicle movements is offset at least in part, by the current baseline of vehicle movements generated by the permitted residential use. Consequently, it is not considered that any potential subsequent increase to the currently proposed meeting hall space will generate a materially significant amount of additional vehicle trips beyond the level identified within the submitted transport statement.
- 8.23 The timings and profile of vehicle movements associated with the proposed religious and community use will in all likelihood result in a different period of movements than those generated by the existing residential dwelling use, with shorter periods of relatively higher spikes of vehicle movements generated by particular meetings or events. However, it is unlikely that these periods will be during peak travel hours with the supporting information identifying the applicant's intent to use the application site during early Sunday mornings and Monday evenings. As a result, it is not considered that the likely change in profile movements associated with the proposed use will result in any harm to the highway safety.
- 8.24 Parking
Annexe G of the TVBRLP sets out a parking standard of 1 space per 10sqm of open hall floor space in use as a Place of Worship, Church Hall or Community Hall. However, in this instance, the applicant has provided bespoke data on the anticipated number of vehicles based on the experience of the applicant's use of other alternative premises. The submitted bespoke data indicates the proposed meetings will be attended by approximately 25 people typically arriving in 6-8 cars.
- 8.25 Reference is drawn within the submitted transport statement to a previous planning application for a similar proposal in Grayshott, East Hampshire (application reference: 27202/35) with the local highways authority raising no objection to the bespoke travel pattern of 4 people per vehicle. Within the subsequent appeal (appeal reference APP/M1710/W/19/3229918), the Planning Inspector also accepted this approach as set out in the following commentary at paragraph 7 of the appeal:

Whilst it is regrettable that Sunday services would be unlikely to coincide with convenient public bus services, I am persuaded that the high estimated vehicle occupancy rates would be achievable given that family groups of worshipers are likely to travel together in a single vehicle.

- 8.26 On the basis of this previous example the Highways officer has raised no objection to the proposed parking provision of 8 spaces onsite, as informed by the bespoke travel pattern of 4 people per vehicle. In confirming this position, the Highways officer requested the imposition of a condition limiting the proposed use to 32 people at any one time. Whilst this request is noted, it is considered that such a condition would be difficult for the Local Planning Authority to enforce and monitor effectively.
- 8.27 As an alternative, and in order to account for any potential subsequent increases to the meeting hall size through internal alterations not triggering a separate grant of planning permission, a condition has been imposed limiting the size of the allocated meeting hall space to be no larger than 80sqm at any one time. With this limitation imposed the allocated meeting hall space will not exceed the proposed parking provision when calculated at the parking standard set out in Annexe G of the TVBRLP (1 space per 10sqm) at any one time, in the event the end user of the application site changes in the future. The Highway officer has subsequently confirmed through an exchange of emails that this alternative approach is acceptable.
- 8.28 With regard to the potential impact from the current applicant increasing the allocated meeting hall space beyond the current intended limit of 36sqm, it is noted there is currently a degree of additional capacity available with only approximately 25 people expected to use the application site should permission be granted. Given the relative proximity of the congregation members to the application site as set out in the submitted planning statement, it is also considered that 1 or 2 individual groups may choose to travel by public transport or by walking on occasion. As such, it is considered that sufficient scope is available to the applicant to manage the application site and prevent any increase in meeting hall space up to 80sqm triggering the requirement for vehicles to park offsite. Consequently, it is considered the proposed limitation of a meeting hall space totalling 80sqm is sufficient to ensure that any significant pressure for on street parking is avoided. As a result, the application is in accordance with Policy T2 of the TVBRLP.
- 8.29 **Impact on the amenity of neighbouring property**
Impact on Green Bank
The neighbouring property known as Green Bank is located directly adjacent to the south-east boundary of the application site. The proposed parking layout demonstrates the front garden area adjoining the shared boundary with Green Bank will be resurfaced to accommodate the parking of 5 vehicles onsite.

- 8.30 Currently this part of the shared boundary is demarcated with an approximately 1m high mature hedgerow, which will serve to provide a significant level of screening from any light spill generated by vehicle lights when parking and manoeuvring onsite. To ensure that this screening effect is achieved, a condition has been imposed securing the retention of the existing boundary hedgerow. With regard to the potential noise disturbance generated by vehicles arriving and egressing the application site, a condition has been imposed to secure the use of a bonded material for the proposed parking area to ensure any significant noise disturbance is avoided.
- 8.31 From the site visit undertaken it was observed that the area of the neighbouring plot located directly adjacent to the proposed parking area for the application site is in use as a driveway and parking area, with the neighbouring dwellinghouse itself located in an offset position approximately 9m away. Consequently, whilst the proposed use will result in vehicles entering and egressing the application site during the hours of early Sunday morning and Monday evening, this part of the application site will not be in close proximity to an area of high amenity value to the occupants of the neighbouring dwelling. As a result, it is considered the measures to use a bonded driveway surface material and retention of existing boundary treatment will be sufficient to ensure that a materially significant impact on the amenity and living conditions for Green Bank is avoided.
- 8.32 Impact on the amenity other neighbouring properties
The neighbouring property known as Yokesford lies in close proximity to the other side (north-west) boundary of the application site. However, unlike the directly adjacent relationship with Green Bank, this neighbouring dwelling is separated from the application site by the private access track serving Yokesford and a belt of mature vegetation. Consequently, it is not considered that the proposal will trigger any materially significant harm to the living conditions of this neighbouring property.
- 8.33 It is noted that third party representations have been received from current occupants of other neighbouring properties that are not directly adjacent to the application site but align Yokesford Hill (Sylvan, Dolgoch, Monkswood and Hillbrow). Whilst these concerns are noted, given the intervening distance between the application site and these other neighbouring properties, in addition to the provision for hard surfacing material to minimise disturbance of vehicles parking onsite, it is not considered that any disturbance or adverse impact on the residential amenity of the area will be materially significant.
- 8.34 It is also noted that third party representations have raised concerns that the proposal will generate noise pollution through the slamming of car doors but this is a potential consequence from any type of use of the application site including its current use as a residential dwelling. As such, it is not considered that this forms a reasonable basis for refusing the application. Therefore, the application is in accordance with Policy LHW4 of the TVBRLP.

8.35 Impact on the character and appearance of the area

The existing property is positioned on elevated ground and set back from the carriageway of Yokesford Hill in a similar arrangement to the neighbouring dwellings. At present, the front (north) boundary of the application site is demarcated by a mature hedgerow, with clear views limited to the vehicle access point.

8.36 The proposed scheme will result in the extension of the existing driveway area in the north-east corner of the plot, behind the existing hedgerow positioned on the front (north) boundary of the application site. As a result, during times the application site is in use, the vehicles parked on the additional driveway area will not be visually prominent when viewed from the public realm. Consequently, it is considered the proposal will not result in any visual detriment to the existing street scene or character of the area and as such, the application is in accordance with Policy E1 of the TVBRLP.

8.37 Ecology

With the exception of the associated resurfacing of the existing driveway area, the proposed scheme does not include any alterations to the existing property and a condition has been imposed to secure the submission of any external lighting to be installed, which would include its full specification. Therefore, it is not considered that the proposal will trigger any adverse impact on protected species or habitats onsite. To ensure that there is an overall net gain in onsite biodiversity, a condition has been imposed to secure the submission and subsequent implantation of biodiversity measures. As a result, the application is in accordance with Policy E5 of the TVBRLP.

8.38 Other Matters

A third party representation has been received raising concern that a site notice has not been posted for the application. As noted above, the planning agent emailed photographs of a site notice attached to the existing hedgerow at the property frontage and during the site visits undertaken, it was noted that a site notice was in this position. Therefore, it is considered the necessary publicity requirements have been met.

8.39 Planning balance

The application site is located within land designated as countryside by Policy COM2 and none of the policy exceptions listed under criterion (a) apply to the proposed religious/community use. In addition, it is not considered essential for the development to be located on countryside land and therefore, the proposal does not comply with criterion (b). Consequently, the application is contrary to the development framework of the TVBRLP. Furthermore, the proposal will result in the loss of a single dwelling from the existing housing stock, contrary to Policy COM1.

8.40 However, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), an assessment against the other material considerations has been undertaken. In this instance, evidence has been submitted demonstrating that the selection of the application site has arisen from a long running and wide ranging search exercise to identify a suitable premises.

- 8.41 No other conflict with the policies of the TVBRLP has been identified and it is not considered that the proposal will result in any other material harm.
- 8.42 In the overall planning balance set out above, it is considered the proposal will result in the delivery of social benefits of moderate weight and limited economic and social benefits, which are considered to outweigh the conflict with Policies COM1 and COM2 of the TVBRLP.
- 8.43 As a result, permission is recommended subject to the conditions and notes set out below.

9.0 CONCLUSION

- 9.1 In this instance, it is considered that the other material considerations particular to the development proposal justify the granting of planning permission despite an identified conflict with the policies of the TVBRLP.

10.0 RECOMMENDATION

PERMISSION subject to:

1. **The development hereby permitted shall be begun within three years from the date of this permission.**
Reason: To comply with the provision of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. **The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:**
Site Location Plan
Site Layout (WPYB/01A)
Reason: For the avoidance of doubt and in the interests of proper planning.
3. **The use of the building hereby approved shall only be used as a place of worship and religious instruction or a hall and meeting place for the principal use of the local community, and for no other purpose, including any other purpose in Class F2 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that class in any statutory instrument revoking or re-enacting that Order without modification.**
Reason: In order that the Local Planning Authority can exercise control in the locality and in the interest of residential amenity, in accordance with Policies COM2 and LHW4 of the Test Valley Borough Revised Local Plan (2016).
4. **The development hereby permitted shall be limited to the existing building with no more than 80 square metres (gross internal floor space) of the building subject of this permission shall be used as a meeting hall at any one time.**
Reason: To ensure sufficient off-street parking has been provided in accordance with Policies T1 and T2 of the Test Valley Borough Revised Local Plan (2016).

- 5. The development hereby permitted shall not be brought into use until 8 car parking spaces and associated turning space has been provided in accordance with the layout shown on the approved drawing reference Site Layout (WPYB/01A). The parking and turning shall be finished in a bonded material with provision for the drainage of surface water run-off. The area of land so provided shall be retained at all times for this purpose.**

Reason: To ensure sufficient off-street parking has been provided in accordance with Policies T1 and T2 of the Test Valley Borough Revised Local Plan (2016).
- 6. The existing hedgerow in the north-east corner of the application site, from the boundary with the footway to the front (north) elevation the building, on the approved Site Layout (WPYB/01A) plan shall be retained and maintained at a minimum height of 1 metre and any plants which die within a five year period shall be replaced in the next planting season after their failure, unless otherwise agreed in writing by the Local Planning Authority.**

Reason: To ensure maintenance of adequate screening of the allocated parking area from neighbouring properties to protect residential amenity in accordance with Policy LHW4 of the Test Valley Borough Revised Local Plan (2016).
- 7. The development hereby permitted shall not be brought into use until a scheme of biodiversity enhancement measures is submitted to and approved in writing by the Local Planning Authority. The approved measures shall be installed prior to first use and retained thereafter.**

Reason: To ensure the development achieves an enhancement of onsite biodiversity in accordance with Policy E5 of the Test Valley Borough Revised Local Plan (2016).
- 8. No external lighting shall be installed until details have been submitted to and approved in writing by the Local Planning Authority. The details shall include plans and details sufficient to show the location, type, specification, luminance and angle of illumination of all lights/luminaires. The external lighting shall be installed in accordance with the approved details.**

Reason: To ensure the favourable conservation status of bats in accordance with Policy E5 of the Test Valley Borough Revised Local Plan (2016).

Note to applicant:

- 1. In reaching this decision Test Valley Borough Council (TVBC) has had regard to the National Planning Policy Framework and takes a positive and proactive approach to development proposals focused on solutions. TVBC work with applicants and their agents in a positive and proactive manner offering a pre-application advice service and updating applicants/agents of issues that may arise in dealing with the application and where possible suggesting solutions.**
-