

Application Number: 14/11763 Full Planning Permission

Site: Land at, EMBANKMENT WAY, RINGWOOD

Development: Industrial building

Applicant: Burry and Knight Ltd

Target Date: 06/03/2015

1 REASON FOR COMMITTEE CONSIDERATION

Contrary to Town Council view

2 DEVELOPMENT PLAN AND OTHER CONSTRAINTS

Built-up area
Industry/Business
Cycleway Improvement

3 DEVELOPMENT PLAN, OBJECTIVES AND POLICIES

Core Strategy

CS1: Sustainable development principles
CS2: Design quality
CS4: Energy and resource use
CS5: Safe and healthy communities
CS6: Flood risk
CS10: The spatial strategy
CS17: Employment and economic development
CS18: New provision for industrial and office development and related uses
CS23: Transport proposals
CS24: Transport considerations
CS25: Developers contributions

Local Plan Part 2 - Sites and Development Management Development Plan Document

RING2: Land south of Castleman Way
RING6.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way

National Planning Policy Framework - Achieving Sustainable Development

NPPF Ch. 1 - Building a strong, competitive economy
NPPF Ch. 4 - Promoting sustainable transport
NPPF Ch. 7 - Requiring good design

4 RELEVANT LEGISLATION AND GOVERNMENT ADVICE

Section 38 Development Plan
Planning and Compulsory Purchase Act 2004
National Planning Policy Framework

5 RELEVANT SUPPLEMENTARY PLANNING GUIDANCE AND DOCUMENTS

Hampshire County Council's Transport Contributions Policy (Oct 2007)
Parking Standards SPD (Oct 2012)
Ringwood Local Distinctiveness SPD

6 RELEVANT PLANNING HISTORY

- 6.1 No pre-application advice was sought from the Planning Authority on the form of development proposed.
- 6.2 08/91782 - 10 office units - approved May 2008
- 6.3 07/90605 - 10 office units - Withdrawn January 2007

7 PARISH / TOWN COUNCIL COMMENTS

RINGWOOD TOWN COUNCIL - Recommend REFUSAL - Although welcoming the economic benefits of attracting a large company to the town, Ringwood Town Council recommends REFUSAL for the proposed development for the following reasons:

1. Contrary to Ringwood Local Distinctiveness SPD. The SPD states that Endeavour Park (has) one or two much larger buildings that are at odds with the town's roofscape and the valley landscape. While these may currently appear in isolation, a continuation of such imposing skylines would inevitably have a dramatic impact on the character of this part of Ringwood. Whilst the massing of the structure has been reduced and landscaping improved since the original submission, the height of the proposed building continues to be a concern in this location as it is out of context with the character of the area and will have a significant impact on views from the south across open fields. The proposal is therefore contrary to the Ringwood Local Distinctiveness SPD.
2. Noise and Air Pollution - The applicant's Air and Noise pollution report is inadequate and does not address the Environmental Health Officer's initial objection to the proposal. The impact of the increase in HGV movements particularly has not been assessed. There is concern that this could have a detrimental impact on residents living to the north of Castleman Way (off Waterloo Way).
3. Traffic - The Highways Officer has not taken into account either the nature of the proposed business or the type of traffic that it will generate. Although the proposal will generate fewer traffic movements than the extant permission for office use, consideration needs to be given to the following:
 - i) The business will be in operation 24 hours a day 7 days a week
 - ii) There will be a significant number of HGV movements during the day and night Monday to Saturday (up to 60 during the day and 12 at night, in addition to up to 33 van movements).

Existing businesses in Embankment Way and Pullman Way do not have sufficient parking on site for all employees. As a result of this, cars are parked either side of Castleman Way during office hours, reducing the width of the carriageway to one lane and creating hazardous driving conditions, particularly at the Waterloo Way junction. The location of the development

site is such that HGVs will need to travel along roads that are not fit for purpose. As no Traffic Assessment has been produced, it is not possible to assess this impact. No consideration has been given to the applicant's aspiration to increase the number of employees from 160 to 280 in the long term.

4. Impact on Castleman Trailway - The proposed development provides for the continuation of the Castleman Trailway adjacent to the site, which will in turn link up with the section from Bickerley Road westwards. The combination of the existing issue of cars parked in Castleman Way and the number of HGV movements proposed would create a conflict between vehicles and pedestrians and cyclists, creating an unsafe environment.

8 COUNCILLOR COMMENTS

None

9 CONSULTEE COMMENTS

- 9.1 Ecologist - Given the previous survey and translocation, further survey work in order to determine presence/absence and impact at application stage isn't essential, subject to a condition to ensure that adequate reptile mitigation is implemented.
- 9.2 Hampshire County Council Archaeologist - No archaeological concerns are raised as the site was wholly occupied by gravel extraction when any archaeological features would have been removed.
- 9.3 Environment Agency - The site is located in Flood Zone 1, defined as having a low probability of flooding.
- 9.4 Land Drainage Engineer - The applicant has submitted a Preliminary Drainage Philosophy Statement (December 2014) which states that surface water flows on site will be managed on site using a flow control device, attenuation tank and if final design levels dictate a pumping station. It is stated that surface water for all attenuated flows for the 1 in 30 years + 10% climate change will be stored below ground and for the extreme events of 1 in 100 years + 30% the excess flows may be stored underground or over ground in profiled external paved areas or a combination of both methods. Also state that Wessex Water has stated that there is capacity in the public surface water sewer for 50 l/s. Recommend approval subject to surface water condition.
- 9.5 Environmental Health (Pollution) - object: The application does not provide details on the potential impact of the local air quality from vehicles accessing and exiting the development site, if the number of vehicles associated with the development is determined to be significant, or any mitigation measures to reduce the impact on local air quality. Furthermore the application does not provide details on the potential impact of noise on the local amenity for example from heavy goods vehicles on site and external plant such as air conditioning units, or any mitigation measures to reduce the impact of noise on the local amenity
- 9.6 Environmental Health (Contaminated Land) - The previous application for the site (08/91782) saw submission of a ground investigation report undertaken by Wilson Associates which has been re-submitted with this application. Environmental Protection comments previously requested further ground gas monitoring which was carried out and resulted in us

being satisfied that the proposal would not pose risks to human health.
No objections

9.7 Tree Officer - no objections

9.8 Hampshire County Council Highway Engineer - No objection subject to informative note and conditions to ensure the Castleman Trail link is provided and to ensure appropriate car parking is provided for use by visitors to the site:

9.9 Wessex Water - The developer has been working with Wessex Water to review waste services required to serve this new development and in this instance we have no further comments to make.

9.10 Natural England - no objections

10 REPRESENTATIONS RECEIVED

10.1 Ringwood Society - welcome the employment opportunities this development will bring. We note that there will be approx. 80 employees working on a 14 /24 hour shift system. It is likely that most will drive to the premises from the Christchurch area where the present company is located. Car parking will be provided for 73 vehicles which may be sufficient at the present time but as the anticipated employment growth will be 160 rising to 280 we are concerned about parking in the future as there is no spare capacity on the Industrial estate and there are already parking issues.

10.2 Objections have been received from two parties on grounds of traffic generation and loss of highway safety.

10.3 One letter of support received on grounds of improvements offered to the Castleman Trail by the development.

11 CRIME & DISORDER IMPLICATIONS

None

12 LOCAL FINANCE CONSIDERATIONS

Local financial considerations are not material to the decision on this application

13 WORKING WITH THE APPLICANT/AGENT

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework and Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, New Forest District Council take a positive and proactive approach, seeking solutions to any problems arising in the handling of development proposals so as to achieve, whenever possible, a positive outcome.

This is achieved by

- Strongly encouraging those proposing development to use the very thorough pre application advice service the Council provides.
- Working together with applicants/agents to ensure planning applications are registered as expeditiously as possible.

- Advising agents/applicants early on in the processing of an application (through the release of a Parish Briefing Note) as to the key issues relevant to the application.
- Updating applicants/agents of issues that arise in the processing of their applications through the availability of comments received on the web or by direct contact when relevant.
- Working together with applicants/agents to closely manage the planning application process to allow an opportunity to negotiate and accept amendments on applications (particularly those that best support the Core Strategy Objectives) when this can be done without compromising government performance requirements.
- Advising applicants/agents as soon as possible as to concerns that cannot be dealt with during the processing of an application allowing for a timely withdrawal and re-submission or decision based on the scheme as originally submitted if this is what the applicant/agent requires.
- When necessary discussing with applicants/agents proposed conditions especially those that would restrict the use of commercial properties or land when this can be done without compromising government performance requirements.

In this case officers have worked closely with the applicant to secure amendments to the proposal and additional information seeking to overcome the initial concerns raised by officers and notified parties. The proposal will secure economic benefits for the town and locality and on balance the amendments and additional information are considered sufficient to make the proposal acceptable.

14 ASSESSMENT

14.1 The Site

14.1.1 The site lies within the built up area of Ringwood in a commercial area, although it is currently undeveloped and vacant land. The south eastern part of Embankment Way which adjoins the site follows on from the disused railway, a right of way (Castleman Trail). The site has been recolonised by scrub vegetation to its peripheries, although there are some individual trees on the site's boundary with Crow Arch Lane. It is a relatively level site although there are steeper areas close to the site's boundary with Crow Arch Lane, which is at a higher level and crosses the Castleman Trail via the bridge adjoining the south east corner of the site. The Development Plan formally designates the site and surrounding land for employment purposes. The area is predominantly commercial in nature. The site is accessed directly from Castleman Way to the north west.

14.2 The Proposal

14.2.1 The plans relate to provision of a Class B1/B2/B8 (predominantly warehousing) unit, arranged in a single block pushed towards the site's north and west boundaries, with access, parking and turning provision located adjacent to and fronting Embankment Way. The unit would be occupied by Harvest Fine Foods who seek relocation from a site in Christchurch. The unit would be constructed of goosewing grey composite wall and roofing panels. Accommodation would be provided primarily at ground floor level, but with some first and second floor office and ancillary

accommodation. The floorspace applied for totals 4435 sq.m. The eaves height of the buildings would be about 11 metres with a ridge height of approximately 13.2 metres.

14.3 The Principle of Development

14.3.1 The site is designated for employment development under Policy RING2. Policies CS17 and CS18 of the Core Strategy refer to employment and economic development and new provision for industrial and office development and related uses. The thrust of Policies CS17 and CS18 is supportive of industrial development and in principle, the type of development proposed is acceptable, subject to other material planning considerations outlined below.

14.4 Character Impacts

14.4.1 Policy CS2 of the Core Strategy and the guidance offered by the Ringwood Local Distinctiveness SPD relate to design quality and, among other things, seek to ensure that development does not impact adversely on the character of the area. Visually, the proposed building is much larger than other buildings in the locality, in terms of footprint and scale and it should be considered whether this would be seen in context with the character of the area.

14.4.2 The character of the area is informed largely by two storey office buildings, with landscaped buffers onto Embankment Way, although it should be acknowledged that the site is set at a much lower level than the adjoining Crow Arch Lane. Following discussions between the Council and applicant, the design and scale of the proposed building has been amended, seeking to address the initial concerns of officers and notified parties. To this end the roofing arrangement of the building has been altered to lower the structure in places and offer a more articulated form of roofline. The proposal now offers more in terms of a landscape setting, following receipt of amended plans showing more substantial planting alongside the Crow Arch Lane embankment which will facilitate establishment of heavy standard tree stock and soften the appearance of a building of the 'reduced' scale now proposed. The use of heavy standard tree specimens will be a requirement throughout the site, but particularly on the Crow Arch Lane boundary. Full details of landscaping may be ensured by condition, should permission be granted. The quality of the working environment is now considered, with incorporation of an amenity area in the southern corner of the site. This is well related to the line of the Castleman Trail offering opportunity for landscaping and passive surveillance of the right of way and linking into the landscaping for the frontage of the site with Embankment Way.

14.4.3 While the building will be admittedly large and would have a strong impact on the northern arm of Crow Arch Lane in particular, on balance it is considered that the amendments made to the original submission and incorporation of significantly enhanced landscaping arrangements have overcome initial concerns over the design and impact of the form of development proposed. The amended proposal is considered to comply with the design and character related provisions of Policy CS2 and the Local Distinctiveness Document.

14.5 Amenity Impacts

- 14.5.1 Policy CS2 places emphasis upon protecting the amenity of adjoining occupiers, who may be affected by new development proposals. The Environmental Protection Section have raised concerns over the potential noise and air quality impacts of a significant number of HGVs accessing the site on a 24 hour basis, particularly in relation to residential properties on the north side of Castleman Way. They also raise concerns over the potential impact of plant, equipment and operations at the premises on nearby occupiers.
- 14.5.2 A rudimentary noise and air quality assessment was submitted with the application, which suggests that vehicular noise impacts will be limited, as the proposal would involve fewer vehicle movements than the extant permission for business units. However, the Environmental Health Officer (EHO) points out that it is the nature of the type of vehicle to be used (HGVs) that raise concerns in respect of noise disturbance and air quality. However, it is important to note that this site is located within an established industrial estate where the use proposed is entirely appropriate.
- 14.5.3 The proposed building is unlikely to directly impact upon the amenity of residential properties, by virtue of its siting within a commercial area, which is allocated for employment generating purposes and is well separated from the nearest dwellings to the north west by intervening buildings and a distance of 91m. However, the EHO has suggested that a condition be imposed to require the submission of a scheme to control noise from the development in order to minimise the potential for nuisance.
- 14.5.4 With regard to air quality, the EHO has recommended that a condition should be imposed to require an air quality assessment to be undertaken.

14.6 Highway Considerations

- 14.6.1 The site benefits from an extant permission, 08/91782, that would provide 3,444sqm of office, B1 (a), floor space, whilst the current application would result in 4,435sqm, consisting of 544sqm of B1 (a) (office); 152sqm of B2 (general industrial) & 3,739sqm of B8 (storage). This site has been zoned for commercial development and, therefore, the adjacent estate infrastructure would have been designed to accommodate any future commercial development upon it. The Highway Authority notes that based upon floor areas the approved development would generate in the order of 645 multi-modal trips, whilst the proposed development with its mixed uses would generate in the order of 465 multi-modal trip rates. On this basis the proposed development would have less of an impact upon the local highway network than the extant approval.
- 14.6.2 The County Highway Authority notes concerns raised by third parties regarding under-provision of parking, especially having regard to the existing problems, but given that the guidance provided within the parking SPD sets recommended average provision the highway authority does not object on the basis of under-provision. The NFDC document 'Parking Standards Supplementary Planning Document (SPD) provides recommended car parking provisions for commercial developments of 1 space per 30sqm of B1 (a) floor area; 1 space per 45sqm of B2 floor area

& 1 space per 90sqm of B8 floor area. Based upon the floor areas proposed the current scheme would generate a requirement for 63 spaces, plus an additional 3 disabled spaces, which results in a recommended provision of 66 spaces. The scheme as submitted would result in the provision of 60 off-street parking spaces. Given that the parking SPD provides a recommended provision and does not seek to set minimum/maximum standards the highway authority consider that an objection based upon an under-provision of parking would be neither appropriate nor sustainable. The parking SPD provides standards for cycle, motorcycle and disabled parking. The applicant has addressed these requirements by providing the requisite number of spaces.

14.6.3 Policy RING 6.4 seeks to facilitate use of the former railway line on the south east boundary of the site as an off-road cycle route. This route continues the existing "Castleman Trailway" route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also policy RING3). As part of the extant permission a Section 38 Agreement dated 08 March 2012 has been entered into to secure the provision of a shared footway/cycleway along the frontage of the site. The proposal incorporates this route along the southwest boundary of the site, separated from the operational area of the site by landscaping. In order to secure the provision and adoption of the proposed route the highway authority seek the imposition of an appropriately worded condition to ensure that the existing Castleman Trail connects to the adopted highway, Embankment Way.

14.7 Other Matters

14.7.1 A reptile survey of the site has been submitted, which the Ecologist is satisfied with, subject to the imposition of a condition to secure adequate reptile mitigation and compensation measures.

14.7.2 Policy CS4 of the Core Strategy requires the building to be constructed to BREEAM 'excellent' standard in the interests of sustainable development. This can be secured by a condition.

14.8 Conclusion

14.8.1 The benefits of the proposal in relation to employment generation are acknowledged and need to be balanced against the matters raised by consultees and notified parties in respect of noise generation, air quality, parking, visual impacts and traffic generation. Amended plans and additional information have been received which address these matters and the County Highway Authority raise no objections to the highway impacts of the development. As a result permission is recommended,

14.8.2 In coming to this recommendation, consideration has been given to the rights set out in Article 8 (Right to respect for private and family life) and Article 1 of the First Protocol (Right to peaceful enjoyment of possessions) of the European Convention on Human Rights. Whilst it is recognised that there may be an interference with these rights and the rights of other third parties, such interference has to be balanced with the like rights of the applicant to develop the land in the way proposed. In this case it is considered that the protection of the rights and freedoms of the applicant outweigh any possible interference that may result to any third party.

15. RECOMMENDATION

Grant Subject to Conditions

Proposed 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. The development permitted shall be carried out in accordance with the following approved plans: 5356-101-D13, 5356-102-D8, 5356-103-D4, 5356-104-D6, 5356-105-D5, 5356-106-D4, 5356-107-D1, 5356-108-D1 and 5356-109-D3.

Reason: To ensure satisfactory provision of the development.

3. Before development commences, 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: A pre-commencement condition is required as precise details of materials were not submitted with the application, to ensure an acceptable appearance of the building in accordance with policy CS2 of the Core Strategy for the New Forest District outside the National Park and the Ringwood Local Distinctiveness Document.

4. Before development commences, details of the means of disposal of surface water from the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with the approved details.

Reason: A pre-commencement condition is required as precise details of drainage arrangements were not submitted with the application, in order to ensure that the drainage arrangements are appropriate and in accordance with Policy CS6 of the Core Strategy of the New Forest District Local Plan First Alteration and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks.

5. Details of the width, alignment, gradient and type of construction proposed for the footway/cycleway to be adoptable standard shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. The development shall not be occupied until the proposed footway/cycleway has been constructed and made available to the public and thereafter maintained and retained in perpetuity.

Reason: A pre-commencement condition is required as precise details of the footway/cycleway construction were not submitted with the application, to ensure the footway/cycleway is constructed to a standard which will enable it to be taken over as highway maintainable at the public expense and to ensure that the existing Castleman Trail connects to the adopted highway, Embankment Way, in accordance with Policy RING 6.4 of the Local Plan Part 2 - Sites and Development Management Development Plan Document.

6. Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason: To ensure adequate on-site car parking provision for the approved development.

7. The development hereby permitted shall not be occupied until the arrangements for the provision of cycle parking facilities within the curtilage have been implemented in accordance with a scheme to be agreed by the Local Planning Authority. These parking spaces shall be kept available for their intended purposes at all times.

Reason: To ensure adequate cycle parking provision is made in the interests of highway safety.

8. Prior to development commencing, including vegetation clearance, details of a reptile mitigation and compensation plan shall be submitted and agreed, and the development shall be implemented in accordance with the details unless otherwise agreed.

Reason: A pre-commencement condition is required as precise details of reptile mitigation and compensation were not submitted with the application, which need to be approved prior to works commencing on site, to safeguard protected species in accordance with Policy CS3 of the Local Plan for the New Forest District outside the National Park (Core Strategy) and Policy DM2 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

9. The building hereby approved shall achieve the BREEAM 'excellent' standard and shall not be occupied until the requisite certificate has been submitted to and approved in writing by the Local Planning Authority certifying that the building has achieved the BREEAM 'excellent' standard.

Reason: In the interests of sustainable development, including resource use and energy consumption, in accordance with Policy CS4 of the Core Strategy for the New Forest District outside the National Park.

10. Before development commences a scheme of landscaping of the site shall be submitted for approval in writing by the Local Planning Authority. This scheme shall include :
- (a) the existing trees and shrubs which have been agreed to be retained;
 - (b) a specification for new tree and other planting (showing tree pit design including available rooting volume, 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: A pre-commencement condition is required as precise details of landscaping arrangements were not submitted with the application, to ensure that the development takes place in an appropriate way and to prevent inappropriate car parking to comply with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy) and the Ringwood Local Distinctiveness Document.

11. All external works (hard and soft landscape) shall be carried out in accordance with the approved plans and details within one year of commencement of development and maintained thereafter as built and subject to changes or additions (including signage) only if and as agreed in writing with the Local Planning Authority. Any trees or landscaping that are removed, die or become, in the opinion of the Local Planning Authority seriously damaged or defective within five years of planting shall be replaced with specimens of similar size and species as originally planted.

Reason: To ensure the achievement and long term retention of an appropriate quality of development and to comply with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy) and the Ringwood Local Distinctiveness Document.

12. Before development commences a scheme to control noise from the development shall be submitted to and approved by the Local Planning Authority prior to the building first coming into use. Any mitigation shall be implemented, retained and maintained in accordance with the approved scheme.

Reason: A pre- commencement condition is required in order to protect the amenity of the area in accordance with Policy CS5 of the Core Strategy for the New Forest District outside the National Park.

13. Before development commences an air quality assessment shall be undertaken, submitted and approved by the Local Planning Authority if development has the potential to significantly change vehicle flows on the roads in the local area. Should mitigation be required by the approved air quality assessment, measures shall be implemented, retained and maintained in accordance with the assessment.

Reason: A pre- commencement condition is required in order to protect the amenity of the area in accordance with Policy CS5 of the Core Strategy for the New Forest District outside the National Park.

Notes for inclusion on certificate:

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework and Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, New Forest District Council takes a positive and proactive approach, seeking solutions to any problems arising in the handling of development proposals so as to achieve, whenever possible, a positive outcome by giving clear advice to applicants.

In this case officers have worked closely with the applicant to secure amendments to the proposal and additional information seeking to overcome the initial concerns raised by officers and notified parties. The proposal will secure economic benefits for the town and locality and on balance the amendments and additional information are considered sufficient to make the proposal acceptable.

2. The County Highway Authority advises the applicant of the requirement to apply to the highway authority for the appropriate licence in respect of the works within the limit of the adopted highway.
3. The Council's Land Drainage Section advise that the applicant will need to submit a Flood Risk Assessment assessing the flood risk to the site (in accordance with the District Council's Strategic Flood Risk Assessment (Clause 103 - not increasing flood risk elsewhere) and New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks (September 2007) Clause 10.3 (Proposed Development within Zone 1 where development is less than one hectare) and any flood risk to be caused by the proposed construction works. Under the National Planning Policy Framework all developments should be undertaken in a sustainable manner and under the National Standards for Sustainable Drainage Systems (December 2011) the following destinations must be considered for surface runoff in order of preference:
 1. Discharge into the ground
 2. Discharge to a surface water body
 3. Discharge to a surface water sewer
 4. Discharge to a combined sewer

Currently any surface water from what is currently a greenfield site makes its way to the Avon slowly through the ground, and any increase in rate of flow to the Avon will increase the flood risk that already exists along the Avon where several properties have flooded.

The following clauses are from the Council's Strategic Flood Risk Assessment and should be complied with:

SUDS techniques will be required for most, if not all, proposed land allocations. The attenuation to 'greenfield' (undeveloped condition) discharge should be the norm and the method adopted will depend on the

individual circumstances. SUDS may improve the sustainable management of water for a site by:

1. Controlling or reducing peak flows to watercourses or sewers and potentially reducing the risk of flooding downstream;
2. reducing volumes of water flowing directly to watercourses or sewers from developed sites;
3. improving water quality, compared with conventional surface water sewers, by removing pollutants from diffuse pollutant sources;
4. reducing potable water demand through rainwater harvesting improving amenity through the provision of public open space and wildlife habitat;
5. replicating natural drainage patterns, including the recharge of groundwater so that base flows are maintained.

Any reduction in the amount of water that originates from a given site is likely to be small. However, if applied across a catchment, the cumulative affect from a number of sites could be significant. Any increase above greenfield runoff rate from the site would therefore be detrimental to the aims of the Strategic Flood Risk Assessment in reducing flood risk. The applicant will need to submit the final Drainage Strategy which will include a fully detailed drainage design and the Flood Risk Assessment must show the Applicant has considered flood risks from all sources and demonstrated how flood risk will be managed for the lifetime of the development taking climate change into account. If soakaways are proposed the Flood Risk Assessment is to include a full report on the permeability and suitability of the ground at appropriate locations in the site

4. In relation to condition 13, significant changes to local traffic flows include an increase in light duty vehicles (<3.5t gross vehicle weight) of more than 500AADT and/or an increase in heavy duty vehicles (>3,5t gross vehicle weight) of more than 100AADT, as advised in the document *Land-Use Planning & Development Control: Planning for Air Quality. Environmental Protection UK, Institute of Air Quality Management (May 2015 v1.1)*

Further Information:

Major Team

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DISTRICT COUNCIL

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**Planning Development
Control Committee**
August 2015

Item No: 3a

Land at
Embankment Way
Ringwood
14/11763
SU1504

Scale 1:1250

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

