

**Application Number: 22/10714** Full Planning Permission

**Site:** LITTLE TESTWOOD FARM, SALISBURY ROAD, CALMORE,  
TOTTON SO40 2RW

**Development:** Development of a Class E foodstore (1,890sqm); associated  
access; car parking and landscaping; Class B2/B8 employment  
unit (1,848sqm) with parking and landscaping

**Applicant:** Aldi Stores Limited

**Agent:** Planning Potential

**Target Date:** 15/09/2022

**Case Officer:** James Gilfillan

**Extension Date:** 30/11/2022

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## **1 SUMMARY OF THE MAIN ISSUES**

The key issues are:

- 1) The principle of the proposal
- 2) The impact on town centre viability and provision of employment  
development
- 3) The impact on the character and appearance of the area
- 4) The impact on highway and pedestrian safety

This application is being brought to Committee at the discretion of the Executive Head of Planning, Regeneration and the Economy.

## **2 SITE DESCRIPTION**

The site is on the east side of Salisbury Road on the north edge of the built-up area of Totton. It is adjacent to the sports pitches and stadium used by AFC Totton and Totton and Eling football clubs.

The site is allocated for employment development by the Local Plan part 1 and a site specific policy for employment development in the Local Plan part 2.

The site is flat, although there is a stream running through a ditch across the southern part of the site. The site has been prepared for development and secured. The site is covered by a Tree Preservation Order, albeit that there are only a few trees located to the edge of the site. To the east is Testwood Lakes, a former gravel extraction site that is now public open space with education facilities, managed by Hampshire and Isle of Wight Wildlife trust and designated as a Site of Interest for Nature Conservation.

The site is accessed from Salisbury Road via the drive serving the football club. There are bus stops on Salisbury Road immediately to the south of the existing access junction.

To the north is Little Testwood Farmhouse, a residential property and a caravan site available to gypsies and travellers, although there appears to be a form of construction material reclamation and sales being undertaken. Beyond that is a large industrial warehouse used for commercial storage and distribution, adjacent to which is Little Testwood House, a Grade II listed building that is now used as offices.

Opposite, across Salisbury Road are residential properties on Cooks Lane, including Laurel Bank care home. Land surrounding that site and extending north and west of it is Strategic Site SS1, which is allocated in the Local Plan for at least 1000 homes, with circa 5ha of employment and a local centre.

### 3 PROPOSED DEVELOPMENT

The proposal comprises the development of a Class E foodstore (1,890sqm) with associated access, car parking and landscaping; and a Class B2/B8 employment unit (1,848sqm) with parking and landscaping.

### 4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status	Appeal Description
21/11254 Permanent change of use to hand car wash, with associated storage, office and canopy, to replace temporary planning permission (NFDC Ref:18/10939)	12/01/2022	Granted Subject to Conditions	Decided	
20/10109 Development of industrial units with use B1c, B2 and B8 with ancillary trade counter uses; parking; service yards; landscaping; acoustic timber security fence (Amendment to previous permission 18/11691)	01/10/2020	Granted Subject to Conditions	Decided	
19/11368 Two-storey side extension to allow creation of a 'healthy living centre' (Use Class E) and extension to existing stand to provide additional seating (Outline application with details only of access, appearance, layout & scale)	24/06/2021	Granted Subject to Conditions	Decided	
18/11691 Development of 4 Industrial units with use B1c,B2 & B8 & ancillary counter uses; parking; service yards; landscaping; acoustic timber security fence .	22/11/2019	Granted Subject to Conditions	Decided	
18/10939 Hand car wash; storage unit and canopy	25/09/2018	Granted Subject to Conditions	Decided	
07/90292 Use of land as recreational to provide sports pitches; floodlighting; clubhouse; four stands (one with changing facilities) equipment store; parking	13/09/2007	Refused	Appeal Decided	Appeal Allowed with Conditions

## 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 STR6: Sustainable economic growth

Policy STR8: Community services, Infrastructure and facilities

Policy STR9: Development on land within a Minerals Safeguarding Area or Minerals Consultation Area

Policy ENV3: Design quality and local distinctiveness

Policy ENV4: Landscape character and quality

Policy ECON1: Employment land and development

Policy ECON2: Retention of employment sites and consideration of alternative uses

Policy ECON5: Retail development and other main town centre uses

Policy IMPL2: Development standards

Policy CCC2: Safe and sustainable travel

Strategic Site 1: Land to the north of Totton

### **Local Plan Part 2: Sites and Development Management 2014**

DM2: Nature conservation, biodiversity and geodiversity

TOT10: Land at Little Testwood Farm caravan site

TOT12: Land at Little Testwood Farm

### **Supplementary Planning Guidance And Documents**

SPD - Air Quality in New Development. Adopted June 2022

SPG - Landscape Character Assessment

SPD - Parking Standards

### **Relevant Legislation**

Planning (Listed Buildings and Conservation Areas) Act 1990

S.66 General duty as respects listed buildings in exercise of planning functions

### **Relevant Advice**

NPPF 2021

### **Constraints**

NFSFRA Fluvial

NFSFRA Surface Water

Small Sewage Discharge Risk Zone - RED

SSSI IRZ All Consultations

Aerodrome Safeguarding Zone

Tree Preservation Order: 33/07/A1

### **Plan Policy Designations**

Open Spaces, Sport and Recreation

Built-up Area

Employment

Private/Education Recreational Land

## 6 PARISH / TOWN COUNCIL COMMENTS

**Totton & Eling Town Council:** Recommend Permission but would accept a delegated decision

The proposed footpath improvements and access arrangements mean the site could be reached on foot by nearby residents.

The amount of car parking exceeds the parking standards, which is positive. One area of concern is football match days and management of possible unauthorised parking.

Bicycle parking would be provided with bus stops in close proximity; however, an increase in vehicle movements is inevitable due to the expected frequency of visitors to and from the site. It would be strongly advisable for the speed limit to be changed from 40mph to 30mph along the stretch of road leading to the site, also bearing in mind future housing developments on Salisbury Road.

Overall, the development is positive, providing a further choice of supermarket to serve the community within Totton, as well as the proposed housing developments in the local vicinity, alongside this providing employment opportunities for local residents.

## **7 COUNCILLOR COMMENTS**

No comments received

## **8 CONSULTEE COMMENTS**

Comments have been received from the following consultees:

**NFDC Ecology:** Recognises biodiversity net gain can't be achieved on site due to value of existing landscape on site; however, a condition could secure off site mitigation. Designated habitat sites could be protected by way of a Construction Environment Management Plan. On site landscape and ecology needs review and protection.

**NFDC Environmental Health (Contaminated Land):** Previous site surveys have identified contaminants in the ground that require further assessment to confirm their extent and secure appropriate remediation. No objection subject to appropriate conditions.

**NFDC Environmental Health (Pollution):** On receipt of additional noise assessment and operation details, has no objection subject to conditions, to cover hours of operation, external activities and deliveries, lighting design and construction management plans.

**NFDC Planning Policy:** Initial shortcomings in marketing evidence and sequential site testing have been overcome. No objection.

**NFDC Tree Team:** No Objection Subject to Condition(s)

**NFDC Landscape Design:** Object to the failure to maintain landscape design standards of extant scheme, engineered solution to re-aligned stream and lack of size and scale of landscape setting within the proposed layout to deliver an attractive scheme.

**HCC Highways:** Recognising the extant industrial consent, the scheme would not increase peak time vehicle movements to a degree that would prejudice highway safety or capacity. The previously approved access design can accommodate the proposed development. No objection subject to conditions and securing a travel plan.

**HCC Surface Water:** No objection subject to a condition securing implementation and future maintenance of the proposed surface water drainage strategy.

## 9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received.

3 letters of support:

- Positive support for an affordable food store
- A benefit for the local community

1 letter of objection:

- Concerns regarding congestion and safe access for vehicles, cyclists and pedestrians
- Conflict with town centre viability, failure to address sequentially preferable and allocated sites and loss of employment site.

## 10 PLANNING ASSESSMENT

### Principle of Development

The site is in the built-up area of Totton and allocated for industrial development by Local Plan Part 2 policy TOT12, and would contribute to the employment needs of the district identified by policy STR6 of Local Plan part 1, sub paragraph i) a). It is subject to an extant consent for circa 5,800Sq.m of B1, B2 and B8 employment floorspace across 3 buildings.

The new application seeks consent for 2 buildings: one to be provided as a retail food store (class E) and the second to provide accommodation within the B2 General Industrial use class or B8 storage and distribution use class.

The above referenced policies seek to preserve the site for economic growth generating employment uses, as secured by the 2020 permission.

Approximately half of the proposed scheme would be provided as a Class E food store for the applicant Aldi. The remainder would be an industrial unit available for uses within class B2 (General Industrial) or B8 (Storage and Distribution). The second building is being proposed as a single unit of circa 1,850Sq.m. As such, the inclusion of retail development within the scheme would not be entirely in accordance with provisions of Policy STR6 that seek to preserve existing and allocated employment land for employment use, albeit that the policy does not limit sustainable economic growth to traditional office, manufacturing, industrial and storage uses.

The Local Plan does recognise the needs of other uses that may be compatible with existing industrial development, or which rely on larger sites or the configuration of industrial buildings to operate from, or which can only be met on traditional industrial/employment sites. Adopted policy ECON2, whilst principally seeking to protect employment sites, does allow for alternative uses to occupy them should evidence be presented and criteria met.

In this instance, the applicant acquired the site after it had been marketed for its approved industrial uses for over a year without successfully securing occupiers. The proposal is therefore considered to comply with sub-paragraph ii) b) of adopted Policy ECON2.

Whilst comments from the Council's Policy Officer originally queried the age of the marketing, it has been confirmed that advertising hoardings were retained on site throughout much of 2021. Furthermore, it is accepted that it would be unreasonable to expect an owner to continue to market their newly acquired land holding in case a competitor or alternative use raised an interest. In this case, a pre-application enquiry was presented to the Local Planning Authority in October 2020 and concluded in February 2021. Therefore, it is not considered the applicant has unreasonably withheld the site from the market.

When considering the applicant's evidence, it should also be noted that had the extant consent been completed, there would have been no impediment to any B1 occupation (now class E) subsequently becoming another use within use class E, including a food store.

The principle of the loss of the land for growth generating employment development can therefore be accepted.

Adopted policy ECON5 seeks to prioritise the renewal of and investment of town centres. It directs retail development towards the identified shopping frontages or other appropriate commercial locations within town centre boundaries.

The site is outside the identified Town Centre of Totton and thus its primary shopping area. As a retail use, the foodstore element of this application would be a use that would be expected to be in a town centre. Furthermore, it is acknowledged that the size of the foodstore is in excess of that which policy allows to be delivered in small local shopping frontages.

The application is supported by a retail impact assessment which considers the impact of the proposed store on Totton Town centre, Southampton city centre and nearby local centres. The retail impact assessment includes a sequential test assessment of alternative sites in the Totton town Centre that are identified in the site specific policies for Totton, in Local Plan part 2. Under direction from Policy Officers, it also reviews the feasibility of using part of Eling Wharf (Policy TOT11).

The Council has no evidence to counter the conclusions of the retail impact assessment: namely, that the impact of the proposed store on Totton Town Centre and other centres would not be significant and would be within acceptable parameters. Furthermore, there are no concerns regarding the approach of the assessment undertaken, which is considered proportionate and related to local circumstances. It is accepted that demand for food retailing in the town will grow in the medium term as the land allocated north of Totton (SS1) delivers new homes in close proximity to the application site. The representations received from local residents and the Town Council supporting the application add weight to the recognised benefit of an alternative food store.

In respect of the sequential test assessment, the principal conclusion in most cases is that the small size of the identified sites is not comparable to the size of the site being delivered in this case. In other words, other available town centre sites are not large enough to accommodate retail development of the scale that is proposed. Whilst the Eling Wharf site would be large enough it is equivalent to the application site in terms of being outside the town centre. Eling Wharf is primarily intended for employment development of higher value jobs, and although alternative uses are accepted in principal, these are directed to smaller scale retail, commercial and leisure uses, potentially as part of a mixed use scheme with some residential to take advantage of the waterfront location. This does not readily match the scale of this application proposal, retail development of this scale would not be the best land use

for this waterfront site. As such, there would be no overriding policy expectation that the proposal should be located on the Eling Wharf site in preference to the application site.

It is considered that the sequential test has adequately identified and assessed other sites that would be sequentially preferable within the catchment of Totton, which the application seeks to provide for. Having demonstrated they are not appropriate, available or suitable for the development proposed, the sequential test is passed.

In addition to these policy considerations, it is important to recognise that the retail aspect of the scheme would still bring employment opportunities to a currently underused site in the urban area. The applicant suggests between 30-50 jobs would be created, with career opportunities and training within the company. Such employment levels are likely to be greater than those delivered by Storage and Distribution businesses occupying the site. These economic benefits weigh materially in favour of the scheme.

Based on the 'town centre' first approach to the NPPF and Local Plan Policies, as well as the desire to see a local centre delivered on Strategic Site SS1 and the benefits of using allocated sites in Totton, it is considered appropriate to impose a condition preventing conversion of unit 1, the foodstore, to other Class E uses without the benefit of planning permission.

The delivery of development in the urban area, on land allocated for development, has environmental benefits. Whilst the extant scheme (without any retail element) is more closely aligned to adopted policies, including site allocation, it has not been delivered for such development. The food store would be within walking distance of new and existing residential areas, reducing the need to drive to the site. The scheme would bring economic benefits, both during construction and through on site employment once the site is occupied. Whilst much of the employment may not be in higher value jobs, there is still an important place for service sector employment to provide a range of job opportunities, to mirror growth in the population locally and to deliver employment not currently being provided by the site.

Overall, the principle of the scheme has clear merit and has been demonstrated to comply with policies ECON2 and ECON5 and in part policy STR6 of the development plan. The use of land for employment related purposes is clearly in accordance with policy. Whilst the new retail foodstore would be outside of an existing town centre, it is felt that the siting of a new store of the scale proposed would be justified and appropriate in this location, having regard to the identified retail impact of the development, the lack of availability of sequentially preferable sites, and the economic and social benefits of providing new food retail opportunities in an area where there is expected to be significant growth over the next few years to meet the requirements of the Local Plan.

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

The site is currently cleared of built form. It has been levelled and any landscape features have been removed. As such, it makes little contribution to the townscape arrival into the urban area or to the wider character of the area.

The design of the foodstore is largely typical of many similar foodstore developments, especially those delivered by Aldi, and retail warehouses in general. It has a heavily glazed entrance feature wrapping around the most prominent corner of the building adjacent to the entrance to the site from the service road. Glazing extends to the height of the building and continues across the west elevation facing into the car park. This gives clear legibility to the elevations and engages with customer areas on the site. The remaining three elevations are largely blank, two of

which would abut the site boundaries. The service yard is located at the east end of the site at the rear of the building, largely obscured from views from the public realm along Salisbury Road or when entering the site or when visiting the adjoining sports facilities.

The building would have a mono-pitch roof sloping down towards the northern boundary to add some interest to the skyline.

The design and appearance of the industrial building is equally typical of such a form of development, and shares the appearance of the buildings approved in 2020. As with the foodstore, it would include detailing to identify the entrance to the building for staff and visitors. Large roller shutter doors would be included in the rear, east elevation, accessed directly from the service yard. Glazing would rise up the building and serve first floor rooms at the west end of the building to give a degree of interest and surveillance.

Materials would be largely similar across the two buildings, consisting of insulated panels, metal cladding and a standing seam roof. The industrial building would use cedar cladding.

There is little by way of reference for the design of the buildings in the surrounding built form near the site, especially given the variety of uses and characteristics of those buildings and sites. The design of the two buildings are entirely functional to their respective needs and uses, are not materially at odds with the 2020 extant scheme and would preserve the character of the area.

The layout of the site places the food store in the north-east corner, which is the rear of the site, with the customer car park in front of it. As such, the site would be dominated by the parking. However, it would retain a greater openness to the streetscene rather than the dominant rear elevation of a large industrial warehouse close to the edge of the site, considered acceptable by the extant scheme. It is also acknowledged that the shape of the site and the position of the access limits the flexibility to position the building closer to the front of the site while still maintaining an active frontage that engages with its customer car park and Salisbury Road, and which can still be efficiently serviced.

Unit 2 would sit forward of the food store. It would also be taller, so more visible than the food store. This would have no greater impact on the character of the area than considered acceptable by the extant scheme.

The scheme proposes less built form than the extant scheme, both in terms of floorspace and bulk. As such, it has a looser grain and would not be as dominant in longer views of the site and would preserve an openness across the frontage. This achieves a degree of transition from the urban character to the south along Salisbury Road and the open countryside to the north. Preservation of an open ditch for the stream on the site would contribute positively to the layout, creating a substantial landscape space around the southern edge of the site. Whilst this limits space for a landscape setting through the centre of the development, it provides a space where landscape planting has a more realistic chance of establishing rather than narrow strips commonly dotted vulnerably throughout such sites.

Both buildings illustratively show the inclusion of adverts and signs. These do not form part of this application and would need to be subject to an application for advertisement consent in due course.

Overall, it is considered that the proposal strikes an acceptable balance between the operating needs of the forms of development proposed, the character and



appearance of the area and the constraints of the site.

#### Landscape impact and trees

The revised design of the food store car park presents greater opportunity for the provision of a landscape setting at the front of the site and throughout the car park. This presents better screening along the roadside frontage and provides vertical layers of landscape separation across the car park.

The site is covered by an area Tree Preservation Order. However, the majority of the trees are located to the edges of the site, or outside it. Some trees planted on the access road serving the sports facility are young, forming part of the landscape scheme for that site.

It is these latter trees that require removal to facilitate the revised access drive to serve the proposed development. There is no objection to this as their loss can be adequately be compensated for.

An Ash and Goat Willow T6 & T5 respectively are proposed for removal to facilitate the development, but are reported as being outside the site, so their removal may not be in the gift of the applicant. Whilst their removal would not be resisted, should ownership prevent their removal, this would not be an issue for the implementation or acceptability of the development.

The scheme makes provision for new landscaping across the site, including circa 15 trees, positioned throughout the food store customer car park and along the new route of the stream. This would adequately compensate for the loss of the trees indicated for removal. A condition would be used to ensure the landscaping scheme is revised to reflect revisions to the layout of the buildings and is then implemented, managed and maintained.

The stream crossing the site is another significant landscape feature. In response to the implemented scheme, Ordinary Watercourse consent has been given to re-route it, including a section of culvert where it passes below the widened access road. Whilst this erodes its landscape quality, it forms part of the implemented scheme so there would be limited justification to resist this solution. The revised route would be graded and landscaped to accommodate a variety of wet and water tolerant plant species. This would be secured by the same condition as the trees referred to above.

The landscape officer objects to the failure to achieve the same quality and extent of landscape setting across the site as the extant scheme. Ultimately, this should not render this scheme unacceptable; it is just not as successful in this particular respect. The different layout has a quite different impact on the wider landscape, whereby the smaller buildings of the proposed scheme would neither require the extent of screening nor dominate the landscape in longer distance views as the approved scheme would, especially from the east where the entire east edge of the site is filled with built form.

Overall, the scheme would achieve an acceptable landscape setting and preserve features of the landscape and the wider landscape character of the area.

#### Listed Buildings

There is a listed building at Testwood House, to the north of the site. There is already a very large industrial building positioned abutting the listed building.

The proposed scheme would have no direct impact on the fabric or structure of the Listed Building. Considering the extant scheme, the allocation of the site for

industrial development, coupled with the intervening distances and uses between the listed building and the buildings subject to this application, it is considered there would be no harm to the significance of the Listed Building, and its setting would be preserved.

#### Highway safety, access and parking

The access from Salisbury Road, as previously designed and as proposed by this development, adequately accommodates the volumes, nature and size of vehicles likely to be visiting this site, such as to preserve highway safety along Salisbury Road.

Two refuges are proposed for Salisbury Road to enhance the safety of pedestrians crossing. It is highly likely that there would be an increase in visitors or staff accessing the site on foot and bike from the new residential community likely to be delivered to the west of Salisbury Road. Furthermore, this would be of benefit for visitors to the football club and would enhance the attractiveness of travelling on foot or by bike.

A 'right turn' lane would be provided on Salisbury Road, for vehicles entering the site. This was designed for the extant scheme, capturing the scale of large vehicles generated by those proposals. It would therefore be sufficient for this scheme.

Hampshire CC as Highway Authority have indicated these works are required to make the scheme acceptable in highway safety terms. They would require the benefit of a S.278 agreement and could be conditioned to ensure delivery before either proposed building is occupied.

Sufficient parking is provided on site to meet the needs of the respective developments, including the use of Unit 2 for uses in class B2 or B8. Dedicated disabled, 'parent & child' spaces are proposed, as well as spaces provided with charging facilities for electric vehicles. Sheltered cycle racks are included for both buildings.

Concerns raised by the Town Council regarding the car parking being used by visitors/spectators to the neighbouring sports pitches are a management issue for the operator of the respective sites. The success of the respective teams/clubs occupying the neighbouring site is the most likely influence over parking demand, a matter that the clubs would need to address in any event.

Access and manoeuvring space within the site is sufficient for the type of vehicles likely to visit. HGVs would undertake servicing and deliveries at the east end of the site away from customers visiting on foot or by bike, minimising potential conflicts with safety.

An employee travel plan can be secured by condition, including any mechanisms for monitoring and review in conjunction with HCC Highway Officers.

The Town Council's representation suggests the speed limit on Salisbury Road should be reduced to 30mph. Whilst this would inevitably have highway safety benefits, it is not in the gift of the applicant to deliver this, and is not a matter that has been raised by the Highway Authority. The point where the speed changes from 50mph to 40mph, approaching Totton, is already proposed to be changed, moving it further away from the site. As such, it is anticipated that vehicles will be driving at 40mph for a significantly greater distance than existing, consequentially reducing the speed at which they would approach the site.

The scheme would meet its transportation needs and preserve highway and pedestrian safety.

### Residential amenity

The nearest residential neighbours to the site are the house at Little Testwood Farmhouse, those staying at the Gypsy and Traveller caravan site adjacent to the north and the residential care home to the west, across Salisbury Road.

The two proposed buildings would not give rise to any overbearing impact, overshadowing or loss of privacy or outlook to the care home residents, nor to the amenity of occupiers of Little Testwood Farmhouse, due to the respective position of the proposed and existing buildings.

The proposed food store would give rise to some shading onto the caravan site and a reduced visual outlook. At the time of the case officer's site visit, it was not readily possible to place caravans close to the common boundary of the 2 sites where any impact would be most likely to occur. It is not, in any event, readily possible to fully assess the principal outlook from a caravan that can be oriented on any axis, as best suits the occupier/owners preference. Nor have pitches been marked out across the site. The proposed foodstore is considerably smaller, especially in height, compared to the extant scheme, which was considered to preserve the amenity of occupiers of the caravan site.

The shape of the mono-pitch roof form of the proposed foodstore and its separation from the common boundary would preclude any materially harmful shading or loss of outlook from caravans on the adjoining site, irrespective of the presence of material storage adjacent to the common boundary. A staff room and meeting room would have windows in the north elevation, looking towards the caravan site. However, being at ground floor level they would not allow views over the existing boundary treatment. As such, neighbouring occupiers would have sufficient, privacy, light and outlook to meet their needs.

The proposed uses do have the potential to generate noise at levels and times of day that would affect residential amenity. This would be from fixed plant and equipment associated with chillers in the foodstore, the manoeuvring and undertaking of deliveries to both sites and potentially external activities occurring at unit 2.

A noise assessment has been undertaken, which confirms the likelihood that noise from the identified sources would exceed background noise levels. For the proposed foodstore it is possible to enclose plant and equipment and the delivery bay with acoustic enclosures to limit the effect of the noise on the amenities of the neighbours. However, as the nature of the business occupying unit 2 is not known at this time, a more precautionary approach to prevent noise disturbance would be appropriate, such as limiting external activities and the timing of deliveries.

A plan indicating the levels and spread of external lighting proposed for the site has been provided. This demonstrates that the amenity of nearby residential neighbours would not be affected by illumination.

### Ecology

There is no evidence of any protected habitats or species inhabiting the site or relying on it for support.

Due to the presence of the stream crossing the site, feeding the protected habitats in the River Test, Solent and Southampton Water and the proximity of the habitats created at Testwood Lakes, close to the site, a Construction Environment Management Plan is advocated by the Council's Ecologist.

The supporting Preliminary Ecological Appraisal indicates it would be appropriate to include a Landscape and Ecological Management Plan to deliver, manage and maintain landscape and ecology on the site with the implementation of the development.

Since clearance and ground works commenced on the extant scheme, recolonisation has occurred. It would not be possible to achieve sufficient biodiversity net gain on site as a result of the quality of the baseline. A condition could be used to secure sufficient enhancement in accordance with the presented metric calculation.

The commercial and industrial nature of the development would not give rise to overnight stays or additional recreational pressure on protected New Forest and Solent habitats. As such, in accordance with Policy ENV1, the development is screened out of causing adverse impacts on the integrity of those habitats.

#### Other matters

The stream crossing the site is proposed to be diverted to enable delivery of the southern development parcel. This was accepted by the extant scheme and consent has been received, by the applicant, from Hampshire County Council for such Ordinary Watercourse Consent works.

An acceptable drainage strategy has been designed to maintain current surface water run off rates. Not only is the ground potentially contaminated but it is not sufficiently free draining to rely on soakaways for drainage. Attenuation tanks would be provided on site and water released to the stream crossing the site at greenfield rates. This would avoid impacting on flooding up or down stream.

The majority of the site is in flood zone 1. Whilst at present part of the site is at risk of fluvial flooding, culverting and re-routing the stream would move that area to the southern portion of the site. The elevations of plot 2 give indication to the ground sloping away to the south-east corner of the site, ensuring the buildings are not at risk of fluvial flooding.

Contaminated land conditions were imposed on the extant scheme. Initial investigations were undertaken and identified the presence of contaminants in the ground that required remediation. A remediation scheme was submitted and approved. However, from the documentation presented to the Local Planning Authority on the application it is not clear that such work was completed or if verification was ever produced. It would be appropriate to impose conditions to ensure such works are completed and verification submitted.

Subject to a Construction Management Plan being secured, incorporating a dust management plan, there would be no material impact on air quality, especially from the operational phase of the development. Should a future occupier of the industrial unit undertake activities or processes that give rise to levels of fumes or dust that require chimneys, stacks or mechanical ventilation or filtration, then the merits of those proposals would be assessed at that time. Environmental permits or enforcement by Environmental Health Officers could require such features should occupation give rise to impacts on air quality.

The application is supported by a BREEAM pre-assessment of the sustainability credentials of the respective buildings to demonstrate compliance with Local Plan policy IMPL2 and that an 'Excellent' rating can be achieved. A condition could be used to ensure that this rating is achieved and demonstrated.

It is noted that the site falls within a minerals safeguarding area. Upon consultation for the extant scheme, Hampshire County Council advised the site was too small to justify consideration.

Developer Contributions

None required for this form of development.

## 11 CONCLUSION

The proposed retail use has been demonstrated to comply with relevant policies relating to the use of the site. The minor conflict with STR6 arising from inclusion of the retail unit is outweighed by the benefits it delivers. Unit 2 would be consistent with adopted policies. The scheme would have economic, environmental and social benefits, preserving the character and appearance of the area. The amenity of local residents, including those residing at the adjoining caravan site can be preserved. Improved pedestrian accessibility would be secured and highway safety maintained.

## 12 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:

Site Location Plan Drg No.1000 Rev P6, received 16/06/22  
Proposed Site Plan Drg No.1300 Rev P15, received 05/12/22  
Proposed Foodstore Floor Plan Drg No.1301 Rev P2, received 16/06/22  
Proposed Foodstore Roof Plan Drg No.1302 Rev P2, received 16/06/22  
Proposed Unit 2 Floor Plan Drg No.1350 Rev P4, received 16/06/22  
Proposed Unit 2 Roof Plan Drg No.1351 Rev P2, received 16/06/22  
Proposed Foodstore Elevations Drg No.1400 Rev P5, received 16/06/22  
Proposed Unit 2 Elevations Drg No.1450 Rev P3, received 16/06/22  
Proposed Site Sections Drg No.1501 Rev P10, received 16/06/22  
Proposed lighting strategy Drg No.P186-721-A, received 20/09/22

Reason: To ensure satisfactory provision of the development.

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 as amended and the Town and Country Planning (General Permitted Development) (Amendment) Order 2015 or any subsequent re-enactments thereof, the development indicated as "Aldi Foodstore" on the plans hereby approved shall only be used as a Supermarket, primarily for the sales of food stuffs and for no other use purposes, whatsoever, including any other purpose in Class E of the Town and Country Planning (Use Classes) Order 1987 as amended or any subsequent re-enactment thereof, without express planning permission first being obtained.

Reason: To recognise the particular circumstances justifying the proposed use and to preserve the vitality and viability of town and local centres and in accordance with STR3, ECON5, ECON6 of the New Forest District Local Plan Part 1: Planning Strategy 2020 and TOT15 of the New Forest District Local Plan Part 2: DM policies and Sites 2014.

4. The respective buildings hereby approved shall not be occupied until the access, manoeuvring space, servicing provisions and parking spaces shown on the approved plans for the parking of vehicles and cycles, associated with that part of the development have been provided. The manoeuvring and parking spaces shown on the approved plans shall be kept free from obstruction 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.

5. Before first occupation of the respective buildings hereby approved, charging points for electric vehicles and infrastructure for future installation of charging stations, as shown on the approved plans, shall be installed and made available for use.

The equipment shall then be maintained in accordance with the manufacturer's instructions and thereafter be retained.

Reason: In the interests of sustainability and to ensure that provision is made for electrical charging points in accordance with Policy IMPL2 of the Local Plan Part 1 Planning Strategy for the New Forest (outside of the National Park).

6. Prior to the commencement of use of the development hereby approved, the access from Salisbury Road, the visibility splays, footways, the crossing refuges and right turn lane on Salisbury Road, all as shown in principle on the plans hereby approved, shall have been completed in accordance with details as agreed by a S.278 agreement with the Local Highway Authority and made available for use.

Reason: In the interests of highway and pedestrian safety, in accordance with STR1 and CCC2 of the New Forest District Council Local Plan Part 1: Planning Strategy 2020.

7. Prior to commencement of development above Damp Proof Course of the first building to reach that stage, revised details of the scheme of landscaping of the site shall be submitted and approved 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 planting (species, size, spacing and location);
  - (c) areas for hard surfacing and the materials to be used;
  - (d) treatment of the boundaries of the site and other means of enclosure;
  - (e) a method and programme for its implementation and the means to provide for its future maintenance.

The approved scheme of landscaping shall then be implemented in accordance with the programme for implementation and thereafter maintained as agreed.

Reason: To ensure that the development takes place in accordance with the revised site plan and in an appropriate way and to comply with Policies ENV3 and ENV4 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 scheme hereby approved, the drainage strategy proposed by document Ref:12036w002a, received on 13/07/22, shall be completed. It shall thereafter be maintained in accordance with the maintenance schedule included therein and retained.

Reason: In the interests of ensuring sufficient sustainable drainage is provided that would not contribute to existing flood risk and in accordance with ENV3 and CCC1 of the New Forest District Local Plan Part 1: Planning Strategy 2020.

9. Prior to construction above Damp Proof Course, a scheme for the delivery of Biodiversity Net Gain and a Monitoring and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Methods for delivering at least a 10% increase in existing BNG of the site in accordance with the most up to date Natural England biodiversity metric;
- Responsibilities for delivering BNG
- Description of the habitats to be managed;
- Ecological trends and constraints on site that might influence management;
- Clear timed and measurable objectives in the short, medium and long-term for BNG;
- Appropriate management options and actions for achieving aims and objectives;
- A commitment to adaptive management in response to monitoring to secure the intended biodiversity outcomes;
- Preparation of a work schedule;
- Details for a formal review process when objectives are not fully reached;
- Key milestones for reviewing the monitoring;

- The establishment of a standard format for collection of monitoring data to make it repeatable and consistent;
- The identification and definition of set monitoring points (representing the key habitats on site) where photographs can be taken as part of monitoring to record the status of habitats on site.

The BNG monitoring report shall be produced by a suitably qualified and experienced ecologist and shall include the following for the target habitats:

- Credentials of the ecologist undertaking the monitoring
- An assessment of habitats against the objectives defined in the management plan;
- Any presence recorded of target species;
- Date stamped photos accompanied by detailed site notes on extent of growth and condition using indicators in the management plan with any other notes of interest;
- If the target species /habitat is not present, detailed site notes on factors that are / could hinder growth or establishment;
- Detailed specific recommendations (where appropriate) on management actions to promote growth /establishment of target species / habitats including timescales for undertaking actions and marked site plans to show the actions;
- Photographs from the fixed monitoring points detailed in the management plan using high quality images.

The agreed methods of delivering BNG shall then be implemented in accordance with agreed timetable and thereafter managed and monitored as agreed.

Reason: In order to ensure appropriate delivery of biodiversity net gain and in accordance with policies STR1 of the New Forest District Local Plan Part 1: Planning Strategy 2020 and DM2 of the New Forest District Local Plan part 2: Sites and DM policies 2014.

10. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until condition No's 11, 12 and 13 have been complied with.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 14 relating to the reporting of unexpected contamination has been complied with in relation to that contamination.

Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and Policy DM5 of the Local Plan For the New Forest District outside the National Park. (Part 2: Sites and Development Management).



11. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's technical guidance, Land Contamination Risk Management (LCRM).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

12. Where contamination has been identified, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other

offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

13. Where a remediation scheme has been approved in accordance with condition 12, the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason : To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

14. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition ....(*insert condition number*), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition....(*insert condition number*), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition....(*insert condition number*).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

15. No development shall take place, (including any works of demolition), until a Construction Environmental Method Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall include scaled drawings illustrating the provision for:
- 5) The parking of site operatives' and visitors' vehicles;
  - 6) Loading and unloading of plant and materials;
  - 7) Management of construction traffic and access routes;
  - 8) Details of construction access and construction vehicle tracking;
  - 9) Storage of plant and materials used in constructing the development;
  - 10) Details of the method of cleaning wheels and chassis of all HGVs, plant and delivery vehicles leaving the site and the means of keeping the site access road and adjacent public highway clear of mud and debris during site demolition, excavation, preparation and construction;
  - 11) A Dust Management Plan, including means to minimise dust disposal entering the stream on site;
  - 12) Tree Protection measures in accordance with BS5837 for the trees indicated for retention;
  - 13) Hours of construction operation.

The agreed CEMP shall then be adhered to for the duration of construction of the development hereby permitted.

Reason: In the interests of the environment and protected habitats near the site, residential amenity and Highway safety, in accordance with the provisions of policy ENV3 of the New Forest District Local plan Part 1: Planning Strategy 2020 and DM2 of the New Forest District Local Plan Part 2: Sites and DM policies 2014.

16. No deliveries shall be received or dispatched from the site, nor external activities carried out in the rear service yard to unit 2, as shown on the approved plans, other than between the hours of 07:00-23:00.

Reason: In the interests of residential amenity and in accordance with Policies ENV3 & CCC1 of the New Forest District Local Plan Part 1: Planning Strategy 2020

17. Prior to commencement of construction of the foodstore above damp proof course, designs and specifications of the acoustic enclosures for the plant and equipment, and delivery bay, as shown on the approved plans, shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate, in accordance with BS 4142:2014+A1:2019, that the noise levels at the nearest sensitive receptor shall be no more than 35dBA between 23:00 and 07:00hrs.

The agreed details shall then be implemented prior to first use of the foodstore and thereafter maintained and retained.

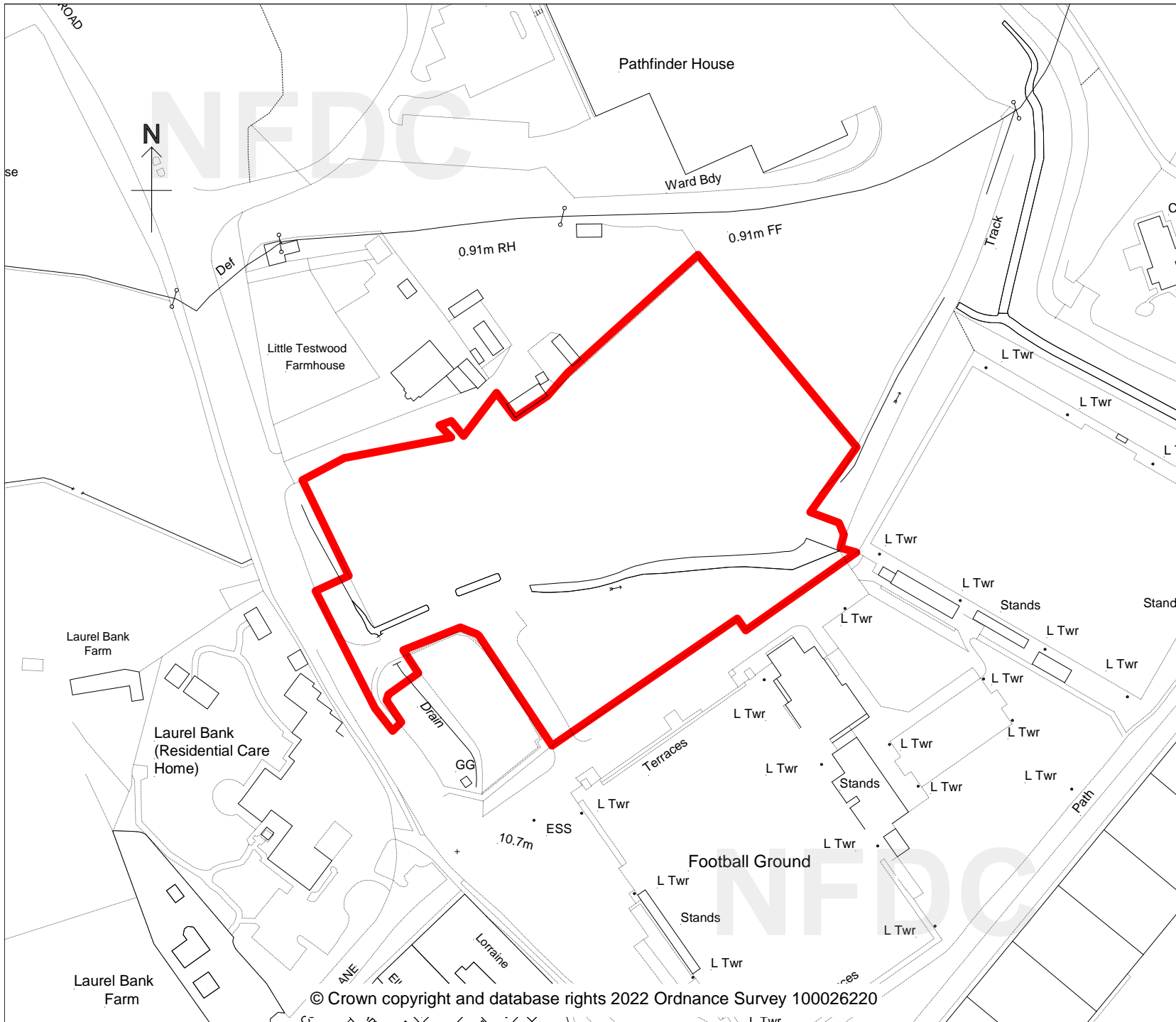
Reason: In the interests of the amenity of nearby residents and in accordance with ENV3 & CCC1 of the New Forest District Local Plan Part 1: Planning Strategy 2020.

18. Within six months of occupation of a building on the site, a final BREEAM certificate shall be submitted to and approved in writing by the Local Planning Authority certifying that the building has achieved a BREEAM 'Excellent' standard.
- Reason: In the interests of sustainable development, including resource use and energy consumption, in accordance with Policy IMPL2 of the Local Plan Part 1 for the New Forest District outside the National Park.
19. Prior to occupation of a building, a Full Travel Plan for that building, based on the principles set out in the Draft Travel Plan received 16/06/22 shall be submitted to and approved in writing by the Local Planning Authority. It shall include measures for future monitoring and review. The intentions, measures and requirements of the Travel Plan shall then be implemented upon occupation and in accordance with the timescales included therein.
- Reason: To ensure that sustainable modes of travel are duly promoted.
20. Prior to the commencement of development above Damp Proof Course, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for implementation, review and monitoring. The scheme shall then be implemented and maintained in accordance with the approved timescales.
- Reason: In the interests of ecology and in accordance with STR1 of the New Forest District Local Plan Part 1: Planning Strategy 2020 and DM2 of the New Forest District Local plan Part 2 Sites and DM policies 2014

**Further Information:**

James Gilfillan

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# New Forest

DISTRICT COUNCIL

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 Regeneration and Economy  
 New Forest District Council  
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 Lyndhurst  
 SO43 7PA

## PLANNING COMMITTEE

December 2022

Little Testwood Farm  
 Salisbury Road  
 Calmore, Totton  
 22/10714

Scale 1:1800

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