

Application Number: 15/11745 Full Planning Permission

Site: FOREST GATE BUSINESS PARK, WELLWORTHY WAY,
RINGWOOD

Development: Retail food store; parking and landscaping

Applicant: Lidl UK GmbH

Target Date: 10/03/2016

1 REASON FOR COMMITTEE CONSIDERATION

Discretion of the Executive Head of Economy, Housing and Planning and contrary to Town Council view (in part).

2 DEVELOPMENT PLAN AND OTHER CONSTRAINTS

Built up area

3 DEVELOPMENT PLAN, OBJECTIVES AND POLICIES

Core Strategy

Objectives

- 1. Special qualities, local distinctiveness and a high quality living environment
- 4. Economy
- 5. Travel
- 6. Towns, villages and built environment quality

Policies

Local Plan Part 1 (Core Strategy) 2012:

- Policy CS2 - Design quality
- Policy CS4: Energy and resource use
- Policy CS9: Settlement hierarchy
- Policy CS10: The spatial strategy
- Policy CS17: Employment and economic development
- Policy CS20: Town, district, village and local centres
- Policy CS24 - Transport considerations

Local Plan Part 2 (Sites and Development Management DPD) 2014

- DM5: Contaminated land
- DM19: Small local shops and public houses
- RING1: Land east of Christchurch Road - employment land allocation

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

SPD - Ringwood Local Distinctiveness
SPD - Ringwood Town Access Plan
SPD - Parking standards (NFDC 2012)
Ringwood Town Centre Strategy Study

6 RELEVANT PLANNING HISTORY

- 6.1 Construct buildings for industrial, storage and business use, new roundabout (Use Classes B1, B2 and B8) Outline application with details only of access (97377) Granted August 2013
- 6.2 Various approved Reserved Matters Applications for office, business and storage development throughout the site.

7 PARISH / TOWN COUNCIL COMMENTS

Ringwood Town Council:

Recommendation of **PERMISSION (1)**, subject to the Highways improvements including a controlled pedestrian crossing of Christchurch Road (and not an uncontrolled crossing as stated in the letter from HCC Highways dated 7th March 2016), and the Town Council being consulted on the detail of this and other proposed improvements.

Members were content that previous concerns had now been addressed, and made the decision based on the knowledge that approval of this application would not set a precedent for any further retail development on the Forest Gate Business Park, and that the addition of a Lidl store in the town would give shoppers a greater choice.

8 COUNCILLOR COMMENTS

None

9 CONSULTEE COMMENTS

- 9.1 Hampshire County Council Highway Engineer: No objection subject to a legal agreement and condition
- 9.2 Environmental Health (historic land use): No objection subject to condition
- 9.3 Environmental Health (Pollution): No objection subject to condition
- 9.4 Environmental Health (Commercial): Concerned regarding the close proximity of the access for deliveries and pedestrians in the car park.
- 9.5 Policy: No policy objection
- 9.6 Urban Design Officer: No objection subject to condition
- 9.7 Retail Consultant: No Policy objection
- 9.8 Employment and Tourism Manager: No objection

- 9.9 Ecologist: No objection
- 9.10 Wessex Water: No objection
- 9.11 New Forest Access for All: Made comments in relation to access to the building and facilities within it.

10 REPRESENTATIONS RECEIVED

- 10.1 10 letters of objection concerned that there are enough food stores and comments as follows:

Will impact significantly on the vitality and viability of the town centre; the retail assessment is out of date; fails to satisfy the sequential test and the applicant has not carried out a sufficiently thorough assessment of potentially preferable sites; the application site is on an allocated employment site and the plan makes no allocation or provision for additional convenience goods floor space; the proposal would result in the loss of employment contrary to policies RING1 and CS17 precedent for retail stores on the industrial/ business estates; concern over the impact on the already busy Christchurch Road and traffic generally, together with the lack of car parking; poor design; and lack of landscaping.

- 10.2 1 letter observing that adequate provision is needed for cycles, access and parking.
- 10.3 1 letter of support for the Lidl store which would offer a range of low cost products.

11 CRIME & DISORDER IMPLICATIONS

No relevant considerations

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.

Concerns were initially raised in relation to the proposed layout, lack of landscaping, the siting of the building and highway issues. Amended plans have been submitted which have addressed these concerns and the Highway Authority's objection has been addressed.

14 ASSESSMENT

14.1 The site and location

14.1.1 This full planning application seeks consent for a Lidl food store (a discount food store, retail, Class A1), landscaping and car parking on part of the former Wellworthy site, now known as Forest Gate Business Park, along Christchurch Road in Ringwood. The site is currently vacant and enclosed by metal fencing and occupies a prominent location on the corner of Christchurch Road, Yeoman Road and Wellworthy Way.

14.1.2 Outline consent was originally granted on the former Wellworthy site for a new roundabout and access and employment uses to include Classes B1, B2 and B8. The roundabout and internal road, now known as Wellworthy Way and Yeoman Road have been constructed and several reserved matters applications have been approved to develop parts of the site, some of which have been implemented or are under construction and some plots remain unchanged.

14.1.3 The character of the immediate area is very mixed, but predominantly contains employment uses. To the south of the site, adjacent to Christchurch Road, is New Forest District Council's Depot. On the opposite side of the roundabout, to the west, is an industrial estate. New employment uses are being constructed to the north of the site, fronting onto Christchurch Road.

14.2 The proposal

14.2.1 The proposed building would be rectangular, measuring approximately 33 metres wide by 75 metres long that would be set back from Christchurch Road and Wellworthy Way. A total of 107 car parking spaces would be provided and laid out between the front of the building and the three roads. New landscaping and tree planting would be provided around the perimeter of the site. The main entrance to the building would be from the south west corner, with a new pedestrian access from Wellworthy Road and deliveries would be made to the east of the site.

14.2.2 Visually, the proposed building would have a simple mono pitch roof with the elevation to Christchurch Road and in part to Wellworthy Way being glazed. The south elevation to Wellworthy Way would comprise rendered walls painted white on the lower section and metal grey cladding on the upper section with an element of glazing. The building would essentially be single storey with the ground floor of the building comprising a sales area, a lobby, bakery, storage area, freezer and chillers and delivery area. On the first floor the building would comprise offices, staff room/ canteen and toilets.

14.3 Policy

14.3.1 There are several relevant local and national planning policies. Local Plan Policy Ring 1 relates to Land East of Christchurch Road. The policy allocates the whole of the Former Wellworthy site for employment development in accordance with Policy CS17 of the Core Strategy. This policy seeks to retain existing employment sites where they are capable of continuing or providing in employment use. Clearly, the site is capable of continuing in employment use. However, in many circumstances, an alternative commercial scheme would be acceptable where the proposed use would be appropriate to the location. Under subheading 2.85 of the Local Plan Part 2, it states that uses which are appropriate on employment sites includes industrial, office, business, storage and distribution, and other uses which are compatible with those listed and which also generate employment include leisure, hotel and retail development. Moreover, the total loss of 0.73 hectares of B Class employment land at this site is insignificant and the proposal to create a foodstore would make a positive contribution amongst the remainder of the business park. The proposal would therefore accord with these policies.

14.3.2 In terms of the retail impact, paragraph 26 of the National Planning Policy Framework indicates that the impact of retail developments is only required for retail developments outside a town centre and over 2,500 square metres gross or more, where there is no locally set floor space threshold within an up to date development plan. The application site is an out of centre location and is outside the edge of town centre, and accordingly consideration should be given as to whether the site is located in an accessible location. The proposed foodstore is 2,432 square metres gross and is only just below the NPPF threshold, but significantly above the Councils set threshold of 1000 square metres gross which post dates the NPPF and this has been considered in greater detail below.

14.3.3 Core Strategy Policy CS20 outlines the requirement for major shopping developments outside of town centres to comply with the Sequential Test for site selection, which prioritises development in existing centres, then edge of centre sites and only then out of centre sites which are accessible by a choice of means of transport. In essence, the purpose of the Sequential Test is to steer major shopping and commercial developments towards town centres, so that only if there are no reasonably available sites within the town centre or on the edge of the town centre should out of town centre sites normally be considered.

14.3.4 The application has been accompanied by a detailed retail impact assessment in respect of which the Council instructed a retail consultant to carry out a retail critique. The applicants report has considered two

areas in detail, namely the sequential test and the retail impact, comprising the impact on the town centre vitality, viability, local customer choice and trade in the town centre and wider area and impact on existing and committed and planned investment in centres within the catchment areas.

- 14.3.5 In assessing the retail impact, the Council's Retail Consultant states that the impact on other town centres (Fordingbridge, Verwood and Ferndown) would not be significant, given that nearly all of the trade diversion would come from other large stores. The impact on Ringwood town centre would be insignificant and more than offset by expenditure growth between 2015 and 2020. The report concludes that the Sainsbury store in Ringwood is currently trading below the company average by around 17%, however there is no evidence to suggest that the store is likely to close. Turnover levels of between 20% and 30% below company levels are not uncommon. It is unlikely that the impact on small convenience goods shops would result in a significant number of shop closures and this sector accounts for a small proportion of occupied units within the town centre. Moreover, it is also considered that the reports are up to date and also rely on the Local Plan Part 2, which was adopted in 2014, and that there have been no material changes over the last 10 years.
- 14.3.6 In relation to the sequential test, the Council's retail consultant has considered the four potential sites within or on the edge of Ringwood town centre, which include the former Cinema, Market Place; The Furlong Car Park; Blynkbonnie Car Park, Christchurch Road and the former Council Offices. In relation to Blynkbonnie Car Park and the Former Council Offices in Christchurch Road, both these sites are not appropriate. The former Council Offices have now been developed for retirement flats and Blynkbonnie Car Park is too small and is not an appropriate site for the proposed development. Concerning the former Cinema and area of land between the Furlong Shopping Centre and the Market Place, the overall size of the land extends to 0.25 hectares. It is considered that the size of the site is too small and irregular in shape, which would not be appropriate for a Lidl store. The owner of the land claims to have a longstanding desire to redevelop the area to provide an extension to the shopping centre. Moreover, there are a number of constraints which include retaining the existing cinema building and the close proximity to a number of listed buildings and while not a reason alone to not consider the site for a potential Lidl store, it does add to the weight that this is not an appropriate site.
- 14.3.7 In terms of The Furlong car park, this area comprises the short and long stay car park within the town centre. Policy RING4.1 identifies the site for primarily retail uses, although other uses may be acceptable as part of a mixed use scheme on upper floors. Retail development on the identified sites, together with extra retail floorspace created by extensions to existing shops, would provide for the additional retail provision identified in Policy CS20 of the Core Strategy. The development of a Lidl store would take up a significant proportion of the allocation and potentially compromise the Council's strategy for the town centre, which is to improve its comparison offer. Moreover the site is owned by this Council and is not being marketed and therefore not currently available for a Lidl store.

14.3.8 Having regard to all of the available evidence, including that submitted by the applicant, and the comments from the Council's Retail Consultant, it is considered that the proposal would, on balance, pass the sequential test. It is considered that there are currently no other sites which are clearly available within the town centre that could accommodate the retail element of the proposed development or indeed the development as a whole within a reasonable period of time. Importantly, the development would not be of a scale or character that would harm the vitality and viability of Ringwood town centre.

14.4 Design matters

14.4.1 In assessing the impact on the character and appearance of the area, it is evident that a building of this size and scale would have a significant impact on the context of the area. Indeed, the application site is one of the more prominent sites within the business park, being the gateway into the estate and lying adjacent to Christchurch Road.

14.4.2 Visually the proposed building is a simple 'box' structure under a mono pitched roof which rises in height to the two principle elevations. The elevation to Christchurch Road would be completely glazed whereas the long elevation to the car parking and Wellworthy Way would consist of a mixture of render, glazing and metal cladding. Throughout the employment site, development proposals have included simple boxes with good quality cladding, consistent with brick for lower plinth sections of wall and elements of office type design with an enhanced use of brick where buildings are more visible.

14.4.3 The views from Christchurch Road would be onto the principle glazed front elevation, in which part of the glazing turns the south east corner of the building, which is considered to be the most appropriate design approach. The building would be reasonably set back from Christchurch Road and the building would be of a height (approximately 7.5 metres tall) that would not appear obtrusive in its setting. It is unfortunate that the south east elevation facing onto the car park and Wellworthy Way does not offer additional design features to break up the long and relatively unrelieved elevation, however, the combination of the materials used including glazing, render and metal cladding improve the quality of the design.

14.4.4 The treatment and quality of the soft landscaping is fundamental to how the building will blend into this context and good quality tree species that pick up the large trees along Christchurch Road and along Wellworthy Way will be important. The proposed layout will provide new tree planting around the perimeter of the site which will help soften the appearance of the building and car park. Although the type of tree species shown on the submitted plans are not suitable and there is scope for more tree planting along the frontage of the site, it is considered that this could be dealt with by a suitably worded landscaping condition.

14.4.5 Overall it is considered that the proposed development would be acceptable in this location and would not adversely impact on the character and appearance of the area.

14.5 Highway matters

- 14.5.1 In terms of highway related matters, the application is accompanied by a Transport Assessment and Travel Plan together with additional information to support the proposal. Vehicular access to the site would be from an existing access formed onto Wellworthy Way, which is a recently constructed industrial estate distributor road. Wellworthy Way is linked to the local highway network some 70 metres to the west of the access to the site at the roundabout with the B3347 Christchurch Road.
- 14.5.2 The Highway Authority consider that the proposed development for a retail store would generate additional trips compared to the consented outline permission for the wider business park (which was for B1, B2 and B8). However, the highway network has been assessed and is suitable to accommodate additional traffic. The site is reasonably well served by both pedestrian and cycle infrastructure within the business park and adjacent highway. Moreover, the site is located within 400 metres of a bus stop which serves the local residential areas within Ringwood and the neighbouring towns.
- 14.5.3 The application has adequately demonstrated that an articulated delivery vehicle can access the site, manoeuvre for delivery and then egress the site. Concerning the proposed car parking provision, based upon the floor areas proposed and the recommended provision set out in the Councils adopted Supplementary Planning Document, the proposed development meets these requirements. The guidance indicates that 101 car parking spaces should be provided together with 5% disabled spaces which in this case equates to 6 spaces. The proposed layout achieves 107 spaces which accords with the SPD.
- 14.5.4 Overall the Highway Authority does not raise any objections to the proposal subject to a Section 106 Agreement to secure the Travel Plan and a financial contribution towards highway improvements to include additional signage on some of the routes to warn road users of the increased pedestrian and cycle movements that will be generated by the development, together with improvements to the pedestrian crossing at the junction of Christchurch Road and access to Millstone Trading Estate. Although the Town Council seek a controlled pedestrian crossing at Christchurch Road, the Highway Authority state that they cannot insist for a signal crossing, but that is a possibility that can be considered. Based upon the Highway Authority's assessment, an uncontrolled crossing would be acceptable.

14.6 Residential amenity

- 14.6.1 With regard to the impact on residential amenity, there are no residential properties that bound the application site. The nearest residential properties are located more than 50 metres away (Monmouth Close) and more than 80 metres (Christchurch Road). The building itself would not give to any unacceptable impact on neighbouring properties. The main issue is the impact of noise and disturbance from the proposed use, which could include its activity, deliveries, freezer and chiller units etc. A noise assessment has been submitted and the Environmental Health Officer does not raise any objections.
- 14.6.2 It is anticipated that two deliveries will be made during the day, which would be wholly appropriate in this location on an allocated employment site. (A condition would need to be imposed to ensure deliveries take place only during the day). The level of noise and disturbance would be

no worse than if the site was developed for other employment uses. The use of the building requires several chillers and plant rooms. A condition would need to be imposed for delivery vehicles to take place only during the day.

14.7 Conclusion

14.7.1 Overall, the proposed development is considered to be consistent with Core Strategy policy and objectives. Subject to appropriate conditions, the proposal would not harm town centre vitality, and there are considered to be no reasonably available sequentially preferable sites in the town centre where the different components of the proposed development could be accommodated at the current time. The proposal would have an acceptable impact on highway safety and would be of an acceptable design quality. It is felt that the development could be implemented without adversely affecting the amenities of the wider area. As such, the application is recommended for permission.

14.7.2 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

That the Executive Head of Economy, Housing and Planning be **AUTHORISED TO GRANT PERMISSION** subject to:

- i) the completion, by the 30th July 2016, of a planning obligation entered into by way of an Agreement pursuant to Section 106 of the Town and Country Planning Act 1990 to secure the Travel Plan and associated set-up and monitoring fees and bond; and a financial contribution of £152,000 towards transportation improvements.
- ii) the imposition of the conditions set out below.

Conditions to be attached to any consent:

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: PR-004 Rev D, PR-002 Rev D, SK-003, PR-011 Rev C, PR-003 Rev C, PR-001 Rev A.

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: 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.

4. Before development commences, the proposed slab levels in relationship to the existing ground levels set to an agreed datum shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with those details which have been approved.

Reason: To ensure that the development takes place in an appropriate way in accordance with policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

5. In accordance with the submitted strategic landscape details under plan PR-011 Rev C, the following additional details shall be submitted to and approved in writing by the Local Planning Authority:

- (a) a specification for new planting (species, size, spacing and location);
- (b) areas for hard surfacing and the materials to be used;
- (c) other means of enclosure;
- (d) 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 all planting; seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner. Any trees or plants which within a period of 10 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size or species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the development takes place in an appropriate way and to prevent inappropriate car parking to comply with Policy CS2 of the Core Strategy for the New Forest District outside the National Park.

6. No delivery activity shall take place on the site in connection with the approved use other than between the hours of 8:00am and 21:00 Monday to Fridays, and 8:30 am and 17:00 on Saturdays not including Sundays or recognised public holidays.

Reason: To safeguard the amenities of nearby residential properties in accordance with Policy CS2 of the Core Strategy for the New Forest District outside the National Park.

7. The retail store hereby approved shall not operate other than between the hours of 0700 and 2200 Monday to Saturdays and 1000 and 1600 on Sundays.

Reason: To safeguard the amenities of nearby residential properties in accordance with Policy CS2 of the Core Strategy for the New Forest District outside the National Park.

8. Before any development commences (involving the commencement of work on the building hereby approved), a detailed option appraisal and remediation strategy together with remediation verification plan must be prepared giving full details of the remediation measures required and how they are to be undertaken. This must demonstrate that the development at the site can be brought 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, including protection of controlled waters. The remediation options appraisal and remediation strategy are subject to the approval in writing of the Local Planning Authority, and must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The remediation strategy must consider that no infiltration of surface water drainage into the ground or foundation design using penetrative methods (e.g. piling) is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. A verification plan is required to demonstrate how the remediation strategy will be verified as being effective. This must provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete, and identify any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme must ensure that the development 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 and shall be implemented as approved.

Reason: To protect controlled waters and 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 policies CS5 and CS6 of the Core Strategy for the New Forest District outside the National Park.

9. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. The approved remediation scheme must be carried out in accordance with its terms. Following completion of measures identified in the approved remediation scheme, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also

include any plan (a long term monitoring and maintenance plan) for longer term monitoring of pollutant linkages maintenance and arrangements for contingency action as identified in the verification plan and for the reporting of this to the local planning authority. The long term monitoring and maintenance plan shall be implemented as approved.

Unless otherwise agreed in writing by the Local Planning Authority, the verification report must be completed and approved in writing by the Local Planning Authority either:

- prior to the commencement of development, other than that required to carry out remediation, or
- if the development is required to carry out the remediation, it must be carried out prior to the occupation of any buildings or use of the land as the proposed end use

Reason: To protect controlled waters and 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 CS5 and CS6 of the Core Strategy for the New Forest District outside the National Park.

10. If during development contamination not previously identified is found to be present, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the developer and approved by the Local Planning Authority until the developer has submitted and obtained approval from the Local Planning Authority for recommencement of development. An investigation and risk assessment must be undertaken, and if this finds remediation to be necessary, a remediation strategy and verification plan must be provided detailing how this unsuspected contamination shall be dealt with and approved by the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and with the same considerations as detailed within Condition 89. The remediation shall be implemented and verified with the same consideration as detailed within Condition 9, and approved by the Local Planning Authority.

Reason: To protect controlled waters and 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 policies CS5 and CS6 of the Core Strategy for the New Forest District outside the National Park.

11. The development hereby permitted shall not be occupied until the spaces shown on plan PR-002 Rev D for the parking of motor vehicles and cycles have been provided. The spaces shown on plan PR-002 Rev D for the parking of motor vehicles and cycles shall be retained and kept available for the parking of motor vehicles and cycles for the dwellings hereby approved at all times.

Reason: To ensure adequate parking provision is made in the interest of highway safety and in accordance with Policy CS2 and CS24 of the Local Plan for the New Forest outside of the National Park (Core Strategy).

12. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractors parking, construction traffic access, the turning of delivery vehicles within the confines of the site, lorry routeing and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interest of highway safety and in accordance with Policies CS2 and CS24 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any subsequent re-enactment thereof, no additional floor space by way of the creation of a mezzanine floor shall be formed within the building hereby approved.

Reason: To safeguard the amenities of the area, in the interests of highway safety and to comply with policy CS2 of the Core Strategy for the New Forest District outside the National Park.

14. Before development commences, details of the proposed external lighting shall be submitted to and approved by the Local Planning Authority. Development shall only take place in accordance with those details which have been approved.

Reason: To ensure that the development takes place in an appropriate way in accordance with policy CS2 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.

Concerns were initially raised in relation to the proposed layout, lack of landscaping, and the siting of the building. Concerns were also expressed from the Highway Authority. Amended plans have been submitted which

have addressed these concerns and the Highway Authority's objection has been addressed.

2. This decision relates to amended / additional plans received by the Local Planning Authority on the 26th February 2016.

Further Information:

Major Team

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DISTRICT COUNCIL

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**Planning Development
Control Committee**
April 2016

Item No: 3e
Forest Gate Business Park
Wellworthy Way
Ringwood
15/11745
SU1404

Scale 1:2000

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

