

Planning and Rights of Way Panel 12th September 2023
Planning Application Report of the Head of Transport and Planning

Application address: 271 Winchester Road, Southampton			
Proposed development: Subdivision of the existing retail unit into 2 x retail units with new first floor mezzanine to create additional retail space associated external alterations, erection of 2.5m high acoustic fence, reconfiguration of car park and landscaping works (amended after validation to include acoustic fence)			
Application number:	22/01710/FUL	Application type:	FUL
Case officer:	Anna Coombes	Public speaking time:	5 minutes
Last date for determination:	29.09.2023 Extension of time	Ward:	Shirley
Reason for Panel Referral:	Five or more letters of objection have been received.	Ward Councillors:	Cllr Quadir Cllr Kaur Cllr Winning
Referred to Panel by:	n/a	Reason:	n/a
Applicant: Aldi Stores Limited		Agent: Mr Jack McLean, Planning Potential	

Recommendation Summary	Delegate to the Head of Transport and Planning to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021). Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP15, SDP16, SDP17 and REI8 of the City of Southampton Local Plan Review (Amended 2015) and CS3, CS6, CS7, CS13, CS18, CS19, CS20, CS22 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached

1	Development Plan Policies	2	Planning History
3.	Parking Survey		

Recommendation in Full

1. Delegate to the Head of Transport and Planning to grant planning permission subject to (a) the planning conditions recommended at the end of this report and (b) the completion of a S.106 Legal Agreement to secure:
 - i. Either the developer enters into an agreement with the Council under s.278 of the Highways Act and/or undertakes a scheme of works or provides a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site including junction improvements, an additional turning lane and improved pedestrian crossings/environment around the existing junction in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted Developer Contributions SPD (April 2013).
 - ii. Submission of a highway condition survey (both prior to and following completion of the development) to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
2. That the Head of Transport and Planning be given delegated powers to add, vary and/or delete relevant parts of the Section 106 agreement and/or conditions as necessary.
3. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Transport and Planning be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. The site and its context

- 1.1 The application site comprises a large existing retail unit next to Shirley Retail Park, which is a small retail park located approximately 870m to the northeast of Shirley Town Centre. The site forms part of a group of 5 adjacent retail units of varying sizes with associated car parking fronting Winchester Road. This application relates to the largest of the 5 units, to the north-east of the retail park, which is currently occupied by Wickes, a building materials supplier. The unit has a gross internal floorspace at ground floor of 4,384sq.m with an additional 245sq.m GIA at first floor. The Council owns the freehold of this building, but is not the applicant.
- 1.2 There are neighbouring residential properties to the northwest of the site (on the opposite side of Winchester Road) and to the northeast and east of the site (immediately adjoining the site boundary). To the rear of the site are the sports courts and playing fields of Upper Shirley High School, with a new sports hall under construction close to the rear site boundary.

- 1.3 The application site has a dedicated entrance from Winchester Road, forming part of a signalised junction. The main car park is to the front of the unit with additional parking to the northeast and an enclosed servicing, delivery and goods storage yard behind this. The main customer entrance is currently to the southwest corner of the building and the trade entrance is to the northeast corner.
- 1.4 The front boundary is formed of a low wall with mature trees and shrubs in a large planting bed behind. There are existing tree pits forming a central spine through the front car park and additional trees and shrubs forming a barrier between the additional parking area and the servicing / goods yard to the northeast of the unit.

2. Proposal

- 2.1 The proposed development comprises the subdivision of the existing Wickes retail unit into 2 units, with the new retail unit to be used as a discount food store operated by Aldi, the applicant. Ordinarily the subdivision of an existing retail store (Class E use class) for an additional retailer wouldn't require planning permission, but in this case the existing Wickes building has a restrictive Planning condition in respect of food retailing and this triggers the application so that impact can be properly assessed. There are associated internal and external alterations including the installation of a new mezzanine floor to the retained Wickes unit and changes to the shopfronts to incorporate the new store entrances for the retained Wickes unit and the new discount food store unit.
- 2.2 The external site changes include reconfiguration of the car park to provide additional parking, a 2.5m high acoustic fence around the servicing yard at the north-eastern corner of the site, and landscaping works. The proposal increases the total number of onsite parking spaces from 131 to 172, with an offer of 4 active electric vehicle charging points.
- 2.3 Servicing and deliveries for both units will remain within the existing yard in the northeastern corner of the site. The trees forming the central spine through the front car park will now be retained following negotiation. The 3 existing trees currently separating the smaller car parking area and the servicing yard to the northeast will be removed to accommodate the reconfiguration of the car park, however there are planting and landscaping improvements along the front boundaries to offset this loss.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**. These policies are supported by the National Planning

Policy Framework and an established approach to dealing with retail impacts upon established centres. This issue is dealt with fully below with input from SCC Planning Policy.

- 3.2 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 A full planning history for this site is included in **Appendix 2**. The most recent planning record relates to an appeal decision in 2009, which allowed variation of conditions 05 and 06 of previous planning permission ref. 06/00306/VC to allow the delivery of goods to the premises, use of the personal address system and external use of fork lift trucks between the hours of 0700 and 19.00 Monday to Saturday and 10.00 and 17.00 on Sundays and Bank Holidays. This application was originally refused in October 2008 under ref: 08/01169/VC, but was then subsequently allowed at appeal in March 2009.
- 4.2 The warehouse building itself was granted consent in 1987 under ref: 860110/W (outline) and 870225/W (reserved matters) for non-food retailing. Since then, there have been various permissions granted for advertisement signage, minor external alterations to the building and re-configuration of the car park and service area.
- 4.3 Also of note, there have been previous consents for variation to the consented opening hours in 2006, allowing opening 7am – 8pm Monday to Saturday including public holidays (06/00306/VC) and for a hot food takeaway van sited in the car park (07/01711/FUL).

5. Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice (13.01.2023). At the time of writing this report **13 individual objections and 1 supporting comment** have been received from surrounding residents (some residents submitted multiple comments in objection and where this has happened they have been counted as one objection).
- 5.2 Local residents were again notified on 15.06.2023 for 14 days to comment on the amended plans received, and the amended description (to include 2.5m acoustic fence). The following is a summary of the points raised:
- 5.3 ***It will be very useful to local residents to have a budget-friendly retail shop in the area. I see no reason that food deliveries would be any noisier than***

trade / DIY deliveries.

Response

Supporting comments are noted.

- 5.4 ***Overdevelopment of the site – the site is not large enough to provide parking and servicing necessary for two large retail units.***

Response

The submitted plans show amendments to the existing parking and servicing layout to accommodate the new retail unit. The Council's Highways Officer is satisfied that the proposal can provide sufficient parking and servicing space to serve both the existing and proposed retail units, subject to a condition to secure a servicing and delivery management plan.

- 5.5 ***Retail Impact – There are already enough food retailers in the local area, including Aldi and Lidl shops nearby, we don't need another.***

Response

The retail impact of the new food retail unit has been considered and discussed in detail with the Council's Policy Team, and further market evidence was sought from the applicant. The Policy Team are now satisfied to withdraw their previous objection regarding the retail impact of the new unit and the proposal is considered acceptable in principle.

- 5.6 ***Highway safety – The additional traffic caused by customers and HGV lorries to the new retail unit will exacerbate existing problems with safety and congestion at the Winchester Road / Bladon Road junction. Residents request 4-way traffic light controls and yellow box junction markings.***

Response

The concerns from neighbours around highway safety and congestion are noted. The Highways Officer has raised no objection to the impact of the development on highway safety, subject to a Section 106 legal agreement to secure a scheme of works to make improvements to the junction, and subject to conditions to secure a servicing and delivery plan and travel plan for the development. Junction improvements will include a right turn lane, and four new traffic light controlled pedestrian crossings.

- 5.7 ***Parking – There are existing parking problems due to hospital staff and local retail staff parking in surrounding residential roads. Public transport along Winchester Road is poor. There is insufficient parking provided for customers and staff of the new unit.***

Response

Residents' concerns regarding parking are noted. The Council's Highways Officer has no objection to the level of parking provision as part of this application. They note that the level of parking is under the maximum standards set out in the Council's Parking SPD when considering the site as a whole, however a parking survey for the existing site, and additional data from Parking Eye have been provided by the applicant to demonstrate Aldi's parking demand based on existing Aldi stores including one in Southampton (Bursledon Road). The submitted data suggests that the level of parking provided is reasonable and sufficient to accommodate both unit's demand.

- 5.8 **Noise Impact – Concerns for the impact of noise due to an increase in the number of HGV delivery lorries and the extension of delivery times to include earlier mornings and later evenings, beyond those currently allowed by planning conditions for Wickes. Concerns for the location of air source heat pumps and gas cooler equipment adjacent to the rear boundary near residential properties.**

Response

The existing external storage space at Wickes will become the service yard for the building. To ensure the control of noise and disturbance due to HGV movements, and the external air source heat pumps and gas cooler equipment, a 2.5m high acoustic fence around the side and rear boundaries of the servicing yard has been specified within the submitted noise report and shown on an amended site plan. Justification for the location of the air source heat pumps and gas cooler equipment was sought from the applicant, including why the equipment could not be sited elsewhere, and was found acceptable to the Environmental Health Officer. The acoustic fence will be secured via condition, along with full details of a servicing and management plan to manage disturbance from HGV movements.

- 5.9 **Noise Survey - Concerns that the noise survey gives false readings due to nearby construction noise from the school sports hall & due to reflected noise issues once the sports hall is constructed.**

Response

Following concerns raised by residents about the effects of the construction of, and reflected noise from, the new sports hall being constructed in the playing fields of Upper Shirley High School, the Council's Environmental Health Officer sought further evidence from the applicant's noise consultant to demonstrate that these effects had been taken into consideration. An amended noise survey was submitted including confirmation that these additional impacts have been considered and accounted for within the noise assessment. The Environmental Health Officer is satisfied with these conclusions and the noise environment is deemed to be within acceptable tolerances.

- 5.10 **Air pollution – The increase in customer car trips and HGV lorry deliveries will increase air pollution in the local area, harming residents and local wildlife.**

Response

The application site is not located within an Air Quality Management Area (AQMA) itself, but there are AQMA's nearby (500m to the northeast at the junction with Hill Lane and 1.1km to the southwest at the junction with Romsey Road). An Air Quality Assessment was submitted by the applicant at the request of the Council's Air Quality Officer. The impact of the new retail unit on local air quality has been considered in detail by the Air Quality Officer and further information was sought from the applicant. The Air Quality Officer is now satisfied that the development will not have a harmful impact on local air quality.

- 5.11 **Residents in Pentire Avenue were not consulted on this application.**

Response

Properties on Pentire Avenue were not consulted initially, however following concerns raised by residents, a new full 3 week consultation was commenced

for the 4 closest neighbouring residents on Pentire Avenue, so they had equal time to consider and comment on the application.

Consultation Responses

5.12	Consultee	Summary of Comments
	Planning Policy	<p>No objection following further evidence and information submitted by the applicant.</p> <p>The cumulative convenience impact of the Aldi proposals is predicted to be 38.5% on the Shirley Lidl, and 11.1% on Shirley town centre overall.</p> <p>I have previously noted that this is the impact on total turnover / trade, not just a percentage of stores' profit margins; that the supermarkets in the town centre are likely to draw people in who then go on to shop in other stores, and so there is likely to be some 'knock on' effect on the centre's wider trade; and that convenience trade plays an important part in the centre's overall role. The applicant has previously noted that this is just the impact on the convenience trade, the impact on the overall trade in the centre will be lower (predicted to be 6.5%). It is also worth noting that Shirley town centre will still act as its own draw, and so a range of the trips to the centre may still occur even if not linked to the Lidl. The centre is in reasonably good health and is supported by a large urban catchment.</p> <p>Critically, further evidence has been provided by the applicant, and checked by the Council. This indicates that where an out of centre Aldi and another discount store has opened with similar predicted cumulative impacts on the nearby town centre, that centre has continued to trade successfully supported by a range of convenience stores and with low overall vacancies. The applicant has also provided 3 other examples where two out of centre Aldi / discount stores operate in urban areas with the nearby centre continuing to operate successfully (the Council has been able to check one of these).</p> <p>The threshold for what constitutes a significant adverse effect is an 'on balance' judgement. Whilst no two set of circumstances are precisely the same, the extra evidence provided by the applicant regarding other locations indicates that the predicted cumulative impact of the current proposal is less likely to represent a significant adverse impact on Shirley town centre overall. Whilst there will inevitably be some impacts and risks, on balance it is considered that</p>

		Shirley as an overall town centre is likely to continue to trade successfully.	
Highways		<p>No objection subject to a Section 106 legal agreement to secure improvements to the existing junction at the entrance to the site, and subject to securing a Servicing and Delivery Plan and Travel Plan via condition.</p> <p>These mitigation measures are required in order for the application to be supported, due to the significant level of traffic and poor connectivity for non-vehicular modes. It is felt that such mitigation measures could be feasibly designed and provided here which would help alleviate the development impact.</p> <p><u>Location and principle</u> The proposed development is situated within an area of mixed uses. There are bus services along Winchester Road and is within walking distance to many residential catchment areas. In principle, the proposal is considered acceptable but is subject to addressing points raised below.</p> <p><u>Access</u> The site is accessed off an existing signalised junction on Winchester Road which is an important arterial route and subject to high volume of traffic throughout the day. The pedestrian crossing across this junction is not controlled. It is envisaged that the use will generate a lot of walking trips to the site, so should consider introducing a pedestrian controlled crossing which would have an impact on the signal phasing.</p> <p>Officer Note <i>This is being sought via Section 106 legal agreement, in negotiation with the Highways Officer – see recommendation above.</i></p> <p>The geometry of the signalised junction and site access allows for easy turning of larger vehicles and should accommodate the needs of the development. However, it is noted that with the western arm of Winchester Road, traffic turning right into the site, if queuing, may impact on the 'straight ahead' traffic (eastbound).</p> <p>Officer Note <i>A dedicated right turn lane is sought via S106 legal agreement, in negotiation with the Highways Officer – see recommendation above.</i></p> <p>Car Parking</p>	

The proposal will revise the current car parking layout and will be shared between the existing Wickes and proposed Aldi store. The level of parking is under the maximum standards set out in the Council's Parking SPD when considering the site as a whole. A survey was conducted to gauge the current parking demand for Wickes site to ensure sufficient parking is allocated. Additional data sourced from Parking Eye has also been provided to demonstrate Aldi's parking demand based on existing Aldi stores including one in Southampton (Bursledon Road). The submitted data suggests that the level of parking provided is reasonable and sufficient to accommodate both unit's demand.

4no. Electric vehicle charging points are provided but should be increased to meet the Council's standard approach whereby 15% of total spaces should be active (installed ready to be used) and the rest to be passive (infrastructure installed such as ducting/conduits so future connection points can be easily and readily installed).

Officer Note

Additional Electric Vehicle charging spaces will be secured via condition and the applicant has the right to appeal the condition if they feel that more than the 4 spaces offered is unreasonable.

Cycle Parking

The proposed level of cycle parking is under the policy requirements. Justification seems to be that this is simply replicating other store's standard approach. This is not considered to be sufficient justification to not meet Council policy standards and therefore would request that provision is increased including long stay staff cycle parking. There is no mention of cycle parking for Wickes and the same should be applied.

Officer Note

Additional cycle parking is being sought via condition and the applicant has the right to appeal the condition if they feel that more cycle parking than that offered is unreasonable.

Servicing

The servicing yard is shared between Wickes and Aldi which raises concerns over management and keeping turning areas clear. The tracking diagram shows that the Aldi delivery lorry would need most of the service yard to be able to turn on site. If servicing is required for Wickes at the same time, this could cause problems where the lorry would get obstructed and as a worst case scenario, result in the lorry having to reverse out through the car park and onto Winchester Road.

		<p>Tracking and information on servicing needs for Wickes should be provided to ensure that the service yard would be large enough for both units and allow for turning areas to be kept clear. Ideally, each unit's service yard could be segregated to make managing it easier. The car park data provided suggests less parking would still be able to accommodate both unit's demands.</p> <p>Officer Note <i>A Servicing and Delivery Plan is being sought via condition.</i></p> <p><u>Trip Impact assessment</u> The traffic addendum report provided some updated trip rates for the Aldi store. It was noted that the methodology changed from the original TA which used the standard TRICS approach whereas the addendum has used Parking Eye data. Whilst there are differences between Parking Eye and TRICS data, a worst-case scenario should be considered, and we consider that the right turn movements into the site are still significant. As such, a new right turn lane will likely be required as a priority.</p> <p>Junction surveys have been carried out as requested. The surveys have come back suggesting that although the proposed Aldi will increase the level of traffic, the junction appears to still be operating within its capacity.</p> <p>Due to the poor pedestrian and cycle environment, we would consider it imperative that pedestrian crossings (all red phase) would be needed at this junction. This would likely have an impact on the capacity further but is considered necessary given the high level of non-vehicular trips the proposed Aldi store would generate.</p> <p>Officer Note <i>This is being sought via Section 106 legal agreement, in negotiation with the Highways Officer – see recommendation above.</i></p>	
	<p>SCC Design team</p>	<p>No objection, however the existing trees along the central spine of parking to the front of the unit should be retained.</p> <p>Officer Note <i>The amended site and landscaping plans now show these trees retained.</i></p>	

Environmental Health	<p>No objection following additional information provided by the applicant regarding placement of the air source heat pumps and refrigeration plant, noise impacts from the new sports hall in the grounds of Upper Shirley High School, and impacts of external lighting proposed. They requested that the additional noise impact details be included in an updated noise assessment, agreeing that they demonstrate that the noise impacts would not be excessive and could be attenuated sufficiently by the acoustic wall if suitably located, fitted and maintained. Condition requested:</p> <ul style="list-style-type: none"> • Construction Management Plan <p><u>Officer Note</u> <i>The requested condition has been included below and the recommendations of the noise assessment, the 2.5m acoustic fencing, and the external lighting plan will be secured via further conditions.</i></p>	
Air Quality	<p>No Objection. Officers are satisfied with the methodology used in the submitted Air Quality Assessment, and the conclusions made using it.</p> <p>Construction phase - There is potential for air quality impacts due to construction, if unmitigated, so officers recommend a condition to secure mitigation via a Construction Environment Management Plan.</p> <p>Operational phase - While it's recognised that the development is unlikely to result in a significant risk to compliance with Air Quality Objectives, officers request a precautionary approach is taken and mitigations should be considered. Recommend a condition to secure a Servicing and Delivery Management Plan. The plan should require all HGVs to be Euro VI diesel as a minimum. It should also include a plan for reducing congestion associated with the development by planning routes and timings of vehicles and involve investigating and utilising a Sustainable Distribution Centre, if viable.</p> <p>Officers would also support the requirement for new electric vehicle charging points on site, to include a minimum of two 'rapid' charge points and a management plan which sets out how the charge points will be utilised fully.</p> <p><u>Officer Note</u> <i>The requested conditions have been included below.</i></p>	
SCC Tree Officer	<p>No Objection following receipt of amended Arboricultural Impact Assessment and landscaping plan.</p>	

The new AIA shows removal of 3 trees instead of 9. This is welcome, although the suggestion of changing the car parking area to the Northeast to retain those trees (G4) has not been considered, in particular the biggest tree, as you see it when you drive in. If this cannot be achieved, then the loss of just 3 trees is much better and allows for the retention of trees within the actual site rather than just along borders. The landscaping proposal would mitigate against the loss of the 3 trees.

A Tree Protection Plan is required to protect tree canopies from damage from large plant and machinery. A specification of proposed canopy works is required regarding group G5 - Some of these trees are protected by the TPO.

Conditions requested:

- o Tree Protection Plan - Pre commencement
- o Landscaping condition to secure current plan
- o Schedule of works to facilitate access etc
- o Landscaping maintenance condition.

Comments following receipt of updated Landscaping and Site Plans to reflect the new layout within the AIA:

Minor changes requested to the Soft Landscape Proposals plan, and Landscape Management Plan as follows.

- The 3no. Quercus cerris species shown on the Soft Landscape Proposals plan shall be replaced with an equal number of a species that has the greatest capacity to improve air quality, such as common alder, field maple or silver birch.
- Item 5.1 of the Landscape Management Plan shall be updated to specify a 5-year post-planting replacement period, in line with our standard conditions.
- Section 6 of the Landscape Management Plan shall be updated to read:

Subject to prevailing weather conditions it will be necessary to make provision for more frequent attendance. All plants shall be watered following 10 days without rain and then weekly until natural rainfall during June – August.

New trees to be watered regularly, especially over the summer months. New trees to receive at least 50 litres of water per week during the summer months for the first 3 years after planting.

	<p>The air source heat pumps and cooling units are located beneath the adjacent trees and may be subject to debris falling. Any request to heavily prune or remove the trees would likely be refused, so the applicant should consider either relocating the plant, or protecting it from falling debris.</p> <p><u>Officer Note</u> <i>The requested conditions have been included below. It has been demonstrated that the location of the external fixed plant equipment cannot be easily relocated, so the applicant will need to consider appropriate protection from debris.</i></p>
Sustainability	No objection. As the additional floor area is under 500m ² , no conditions are required.
CIL Officer	The development appears to be CIL liable as over 100 sq. m of new retail floor area is being created by the mezzanine in combination with other works. With an index of inflation applied the retail CIL rate is £68.15 per sq. m (from 01/01/2023), to be measured on the Gross Internal Area floorspace of the building.

6.0 **Planning Consideration Key Issues**

6.1 The key issues for consideration in the determination of this planning application are:

- The principle of development;
- Impact on air quality;
- Design and effect on character;
- Residential amenity;
- Parking highways and transport and;
- Impact on protected trees.

6.2 **Principle of Development**

6.2.1 The proposal is in an out of centre location and provides a retail unit with greater than 750 sq m gross floor area. In accordance with policy CS3, the NPPF (e.g. paras. 87 – 91) and associated NPPG, the key tests for this application relate to the sequential test and any significant adverse impacts.

6.2.2 Sequential Test - The sequential test requires that new developments should first consider locations within an existing town centre or other defined retail centre. If no suitable locations are available, they are then guided to edge of centre locations, followed by out of centre locations that are ideally well connected and accessible. This principle is to protect the vitality and viability of existing centres. The applicant has provided sufficient evidence to demonstrate that alternative sites have been considered, and why they have been discounted. As such, officers are satisfied that this application has passed the sequential test.

- 6.2.3 Significant Adverse Impact Threshold - The applicant's retail assessment sets out the cumulative convenience impact of this proposal (with the Aldi already permitted at Tebourba Way) on Shirley town centre. This is predicted to be 38.5% on the Lidl and 11.1% on the town centre overall. The discussion and consideration have focussed on whether these impact figures reach the policy threshold of a 'significant adverse impact' on Shirley town centre.
- 6.2.4 At the Council's request, the applicant has provided further information relating to examples in other locations. First, examples where out of centre Aldi stores have been permitted with similar levels of predicted cumulative impact. Second, and more generally, examples where two out of centre discount stores are already trading in proximity to a town or district centre within a wider urban area. This data has been considered and checked by the Council's Planning Policy Team and indicates that, where an out of centre Aldi and another discount stores have opened with similar predicted cumulative impacts on the nearby town centre, that centre has continued to trade successfully supported by a range of convenience stores and with low overall vacancies.
- 6.2.5 The Council's Policy Officer has advised they are now content not to raise a policy objection, explaining: *"The threshold for what constitutes a significant adverse effect is an 'on balance' judgement. Whilst no two set of circumstances are precisely the same, the extra evidence provided by the applicant regarding other locations indicates that the predicted cumulative impact of the current proposal is less likely to represent a significant adverse impact on Shirley town centre overall. Whilst there will inevitably be some impacts and risks, on balance it is considered that Shirley as an overall town centre is likely to continue to trade successfully"*. These comments, taking within the context of both local and national retail Planning policy are afforded significant weight in this recommendation.
- 6.2.6 The site is still recorded as being safeguarded for general industry and warehouse uses under saved Local Plan policy RE10, however it already has planning permission for a long-established alternative retail use, and it is unlikely to be put back into general industrial use. Permission was granted in 1987 for a non-food retail warehouse (the existing Wickes building) under application refs: 860110/W (outline) and 870225/W (reserved matters). Subsequent applications then granted consent to add the sale of discount clothing and the sale of alcoholic gift packs to the list of retail uses.
- 6.2.7 Saved policy RE10 states that *"redevelopment proposals for similar employment uses may be acceptable, providing they are not harmful to existing industrial or warehousing users on the safeguarded site"*. There are no other industrial or warehousing uses remaining within this safeguarded site and the existing consented retail use is a material planning consideration. As such, the proposed subdivision of the existing unit, and creation of a new retail unit would be acceptable in principle.

6.3 Impact on air quality

6.3.1 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

6.3.2 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.

6.3.3 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive -up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

6.3.4 The application site itself is not located within an Air Quality Management Area (AQMA), but there are AQMA's nearby (500m to the northeast at the junction with Hill Lane and 1.1km to the southwest at the junction with Romsey Road). An Air Quality Assessment was submitted by the applicant at the request of the Council's Air Quality Officer. The conclusions of this report and the impact of the new retail unit on local air quality were considered in detail by the Air Quality Officer and further information was sought from the applicant. Upon receipt of the additional information, and subject to requested conditions, the Air Quality Officer is now satisfied that the development will not have a harmful impact on local air quality.

6.4 Design and effect on character

6.4.1 The proposal utilises an existing large retail unit and the external changes proposed are relatively minor in the context of the surrounding retail area. Regarding the existing building on site, there would be additional signage for the new retail unit, along with reconfigured entrances for both the existing and new retail units. Given the relatively minor scale of these proposed changes, they would not appear out of character with the local area.

6.4.2 Regarding the areas surrounding the building, the existing parking areas and service yard will be reconfigured to provide additional parking and ancillary

objects such as trolley bays, with some changes to the front fencing enclosing the service yard and the addition of a 2.5m high acoustic fence around the northeastern side and rear boundaries of the service yard. Landscaping changes involve the loss of 3 trees near the service yard, however there is additional planting along the front boundary to either side of the site entrance and more along the side boundaries of the site. Officers are satisfied that, whilst the loss of existing trees is regrettable, no objection is raised in terms of visual impact, given the additional planting proposed.

6.4.3 Overall, the changes would be in keeping with the character and layout of the surrounding retail area and the proposed development is not considered to adversely affect the visual amenity of the local area.

6.5 Residential amenity

6.5.1 The main impacts on the amenity of neighbouring residents centre on the noise, air quality, lighting and parking impacts of the development. In terms of noise, the main impact comes from the increase in the number of HGV lorry movements on site, the extended delivery hours from 7am to 11pm, and the external fixed heating and cooling plant equipment. The proposal is supported by a noise assessment report which recommends suitable mitigation measures to control these impacts to a level that would be in line with WHO limits and would not result in significant harm for neighbouring residents.

6.5.2 The conclusions and recommendations of the noise assessment report, including a 2.5m high acoustic fence surrounding the side and rear of the service yard, a servicing and delivery management plan, and a condition to control noise levels of the fixed plant equipment, are agreed by the Council's Environmental Health Officer and will be secured via condition. On this basis, whilst there will be an impact on neighbouring residential properties in terms of noise, this impact is not considered to be significantly harmful when assessed against current guidelines.

6.5.3 As noted further above, the air quality impacts of the development have been assessed by the Council's Air Quality Officer, following submission of an Air Quality Assessment. As such, officers are satisfied that the proposed development will not result in a harmful impact on the amenity of local residents in terms of air quality.

6.5.4 There is additional external lighting proposed as part of this development, as shown on the submitted external lighting site plan. Additional details were sought from the applicant regarding the lighting proposed and the Environmental Health Officer is satisfied that, as the lighting will be low level and on an as-needed basis, it is unlikely to result in light nuisance or light pollution. As such, whilst there will be an impact on the amenity of neighbouring residents in terms of additional lighting on site, this impact is not considered to be significantly harmful.

6.5.5 Parking is a significant concern for neighbouring residents and has been considered in detail by the Highways Officer. As discussed further below, the

proposed parking provision is considered acceptable and, whilst there may be an impact on the amenity of local residents in terms of parking, this impact is not considered to be significantly harmful.

6.5.6 In terms of the visual impact of the development on neighbouring residents, the proposed changes are relatively minor in scale. The most significant structure is the 2.5m high acoustic fence, which would run close to properties on Fuchsia Gardens and Pentire Avenue, however given the space retained between this structure and the boundaries of neighbouring residential properties and the intervening mature vegetation, the acoustic fence will not result in harmful overshadowing or overbearing impacts for neighbouring residents.

6.6 Parking highways and transport

6.6.1 The existing access to the site is unchanged. The parking layout has been reconfigured to provide an additional 41 parking spaces on site, including the applicant's offer of 4 no. electric vehicle charging spaces, additional disabled parking bays and click and collect parking bays for both the existing and proposed retail units.

6.6.2 The Highways Officer has confirmed they have no objection to the proposed parking provision of 172 spaces in total. The combined maximum parking standard for both the new and existing retail units is 234 parking spaces overall (106 spaces for the new retail unit and 128 spaces for the existing unit) as set out in the Parking Standards SPD. Whilst the proposed parking provision is lower than the maximum standard, the Parking Standards SPD explains that a lower provision may be acceptable, if the developer can demonstrate that this is sufficient by way of a parking survey. As such, the applicant has provided a parking survey of the current Wickes site, and of comparable ALDI retail units, within the Transport Statement Addendum, which demonstrates that the proposed 172 parking spaces would be sufficient, suggesting "a reasonable operating margin of 18% spare" parking spaces. A copy of this parking survey is included as **Appendix 3**. Given the above, the parking provision is considered acceptable.

6.6.3 The applicants have offered 4no. active electric vehicle charging points (EVCPs). The Council's approach to EVCPs is to seek 15% of the total parking spaces as active EVCPs with the rest being passive spaces with cables or trunking infrastructure in place, but no active upstand. In this particular case, the Highways Officer has offered a compromise of 15% of just the peak parking uptake for Aldi (89 parking spaces) as identified in the submitted parking survey, which would equate to 13 EVCPs. A condition will be imposed to secure this level of EVCP parking.

6.6.4 8 short stay cycle parking spaces are currently shown to the front of the new retail unit on 4 sheffield-type stands, and further staff long stay cycle parking spaces are referenced as being internal to the store in the Transport Statement Addendum, however the number and location of proposed staff long stay spaces are not identified. Further cycle parking spaces are required to meet our cycle parking standards and the Highways Officer has requested a bank of 10

sheffield-type stands for short-stay cycle parking. Further details of both long and short-stay cycle parking spaces can be secured via condition.

6.6.5 The Highways Officer notes that the shared HGV servicing and delivery area is tight and that a robust servicing and delivery management plan will be required to ensure the area is managed to maintain HGV turning space and avoid conflict between users. This would include measures such as co-ordinating delivery times such that arrivals are staggered, and banksmen to marshal HGVs during manoeuvres. A condition to secure a servicing and management plan is recommended further below.

6.6.6 In terms of trip generation, the Highways Officer notes that the proposal will generate a significant increase in traffic in the local highway network and at the signalised junction. The current modelling and 5 year assessment of the junction provided within the Traffic Statement Addendum show that the junction currently operates within capacity, but would be near capacity in 5 years without mitigation. As such, improvements to the junction are being sought via a section 106 legal agreement including provision of a dedicated right-turn lane and a formal pedestrian crossing with its own phase of the lights. Subject to securing these mitigation measures, the trip impacts of the development are considered acceptable.

6.7 Impact on protected trees

6.7.1 The Arboricultural Impact Assessment and landscaping plans were updated during the course of this application to secure retention of all existing trees within tree pits in the central spine of parking across the front of the building, as requested by the Council's Tree Officer.

6.7.2 The request to retain 3 existing trees within group G4 near the service yard could not be accommodated, however, due to the required alterations to the parking and servicing layout. Whilst the loss of these trees is regrettable, the Trees Officer notes that the proposed new planting to either side of the site entrance and planting to both the northeastern and southwestern side boundaries is in excess of our standard 2 for 1 replacement ratio, and would offer improvements to the streetscene to offset the loss of trees elsewhere.

6.7.3 The Tree Officer has requested some minor changes to the amended Soft Landscaping Proposal plan to swap the proposed 3x *Quercus cerris* for another species due to air quality impacts; to update point 5.1 of the management plan to state trees will be replaced within a 5 year period, rather than a 1 year period; and to specify a more frequent watering schedule for plants and trees in dry weather. The above details can be secured via conditions, along with the requested condition to secure an Arboricultural Method Statement including a Tree Protection Plan and specification of any tree works to facilitate the development.

7. Summary

7.1 The principle of subdividing the existing retail unit to provide a new retail unit,

and an additional mezzanine floor to the existing unit, is considered acceptable. It has been demonstrated that the proposal passes the sequential test for retail impact and would not result in a significant adverse impact on Shirley town centre. In addition, the application site already has a long-established permission for retail use and the proposal would provide additional local jobs.

- 7.2 The Council's Highways Officer is satisfied that the highways impacts of the development can be sufficiently mitigated to a point that the development would not cause harm the local highway network and that the site has the capacity to accommodate servicing and deliveries to both units, subject to adequate management. In addition, it has been demonstrated that sufficient parking is provided and further detail on electric vehicle and cycle parking can be secured via condition.
- 7.3 The Council's Air Quality and Environmental Health Officers are satisfied that the air quality, noise and lighting impacts of the development can all be sufficiently mitigated to a point that would not cause significant harm to the amenity of local residents or to the wider environment, subject to suitable recommended conditions.
- 7.4 The Council's Tree Officer is satisfied that, subject to conditions, the protected trees on site can be adequately protected during construction and operation of the development, and that a suitable level of replacement planting has been provided to replace trees to be lost. In addition, the proposed new retail unit and reconfigured parking and servicing areas would not be out of character with the local area.

As such, the proposed development is deemed to satisfy the requirements of the Development Plan, with favourable commentary by key consultees and the application is recommended for approval accordingly.

8. Conclusion

- 8.1 It is recommended that planning permission be granted subject to a Section 106 agreement to secure site-specific highway contributions and surveys, and subject to the conditions set out below.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (d) (f) 4. (g) (vv) 6. (a) (b) 7. (a)

Anna Coombes for 12.09.2023 PROW Panel

PLANNING CONDITIONS to include:

01. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

02. Details of building materials to be used (Pre-Commencement Condition)

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. Development shall be implemented only in accordance with the agreed details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

03. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below.

Reason: For the avoidance of doubt and in the interests of proper planning.

04. Construction Environment Management Plan (Pre-Commencement)

Prior to commencement of the development hereby approved, a Construction Environment Management Plan (CEMP), including a Construction Traffic Management Plan, shall be submitted to and approved in writing by the Local Authority. The CEMP should include:

- Detail on how the mitigation measures listed in Appendix E of the submitted Air Quality Assessment will be implemented, monitored and enforced.
- Details of how the CEMP will be monitored and enforced. A monitor which can monitor PM10 should be installed for at least the duration of construction. The monitoring equipment chosen, and monitoring approach, should be agreed with the Council's Air Quality Officer prior to installation and should include use of a reasonably reliable monitor and open access to data from the council.
- The traffic management plan should include the requirement for Euro VI diesel HGVs as a minimum and should include provision for reducing congestion associated with the development through planning routes and timings of movements.

The CEMP shall also include details of:

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) details of cranes and other tall construction equipment (including the details of obstacle lighting)
- (d) details of temporary lighting
- (e) storage of plant and materials, including cement mixing and washings, used in constructing the development;

- (f) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- (g) measures to be used for the suppression of dust and dirt throughout the course of construction;
- (h) details of construction vehicles wheel cleaning; and,
- (i) details of how noise emanating from the site during construction will be mitigated.

The approved Construction Environment Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: To ensure residual dust impacts are compliant with the nPPF and nPPG and are non-significant. In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area, and the local environment and highway safety.

05. Arboricultural Method Statement (Pre-Commencement)

No development associated with the newly created retail unit shall take place until a site specific Arboricultural Method Statement has been first submitted to and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works associated with the newly created retail unit on site. The Method Statement will include the following:

- (i) A specification for the location and erection of protective fencing around all vegetation to be retained;
- (ii) Specification for the installation of any additional root protection measures;
- (iii) Specification for the removal of any built structures, including hard surfacing, within protective fencing areas;
- (iv) Specification for the construction of hard surfaces where they impinge on tree roots;
- (v) The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
- (vi) An arboriculture management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
- (vii) Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

The Arboricultural Method Statement shall be fully adhered to throughout the course of the development associated with the newly created retail unit.

Reason: To ensure that provision for trees to be retained and adequately protected throughout the construction period has been made.

06. Landscaping scheme (Pre-Commencement Condition)

Prior to commencement of the development hereby approved, a plan of hard surfacing materials to be used, an amended Soft Landscape Proposals plan, and

amended Landscape Management Plan shall be submitted to and approved in writing by the Local Authority. These plans shall include the following:

- The 3no. *Quercus cerris* species shown on the Soft Landscape Proposals plan shall be replaced with an equal number of a species that has the greatest capacity to improve air quality, such as common alder, field maple or silver birch.
- Item 5.1 of the Landscape Management Plan shall be updated to specify a 5-year post-planting replacement period.
- Section 6 of the Landscape Management Plan shall be updated to read:

Subject to prevailing weather conditions it will be necessary to make provision for more frequent attendance. All plants shall be watered following 10 days without rain and then weekly until natural rainfall during June – August.

New trees to be watered regularly, especially over the summer months. New trees to receive at least 50 litres of water per week during the summer months for the first 3 years after planting.'

The approved hard and soft landscaping scheme (including parking) for the application site shall be carried out prior to occupation of the newly created retail unit or during the first planting season following the full completion of building works associated with the newly created retail unit, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

The tree planting shall be retained for the lifetime of the development. Any new trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the operator of the newly created retail unit in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The operator of the newly created retail unit shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

07. No storage under tree canopy (Performance Condition)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

Reason: To preserve the said trees in the interests of the visual amenities and character of the locality.

08. Parking and Access (Performance Condition)

The car parking spaces and access shall be provided in accordance with the plans hereby approved before the newly created retail unit first comes into use and thereafter shall be retained as approved for use in connection with the store hereby approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

09. Electric Vehicle Charging Points (Pre-Use Condition)

Before the newly created retail unit hereby approved first comes into use, parking spaces with charging facilities for a minimum of 13 electric vehicles shall be provided in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. The charging points shall be thereafter retained and maintained as approved.

Reason: To combat the effects of climate change and reduce the emission of pollutants in accordance with policy CS20

10. Management of Trolleys (Pre-Use Condition)

Before the newly created retail unit hereby approved first comes into use, a scheme for the storage and management of supermarket trolleys shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include measures to ensure that trolleys are returned to appropriate collection points and storage positions and not otherwise left or abandoned. The approved scheme shall operate from the first opening of the store and thereafter adhered to at all times. The effectiveness of the scheme shall be reviewed in accordance with a programme to be included in the scheme and such changes to the scheme as are necessary and approved by the Local Planning Authority shall be introduced in accordance with an agreed timescale.

Reason: To protect the character of the area and to avoid circulation problems which might otherwise be caused by abandoned trolleys.

11. Cycle storage (Pre-Use Condition)

Before the newly created retail unit hereby approved first comes into use, secure and covered storage for bicycles for both employees and customers shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. A minimum of 10 sheffield style stands for customer cycle parking spaces should be provided and should be covered and secure. Separate staff cycle parking should be positioned within a secure and weatherproof storage area. All cycle facilities should be located within areas that benefit from natural surveillance. Lockers shall also be provided for staff. The approved scheme shall be thereafter retained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To encourage cycling as an alternative form of transport.

12. Refuse & Recycling (Pre-Use Condition)

Before the newly created retail unit hereby approved first comes into use, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development first comes into use and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

Reason: In the interests of visual amenity, the amenities of nearby properties and in the interests of highway safety.

13. Litter Bins (Pre-Use Condition)

Before the use of the newly created retail unit hereby approved commences, litter bins shall be provided in accordance with a scheme to be first submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be retained and managed during the lifetime of the development.

Reason: To ensure that adequate facilities are provided for the collection and disposal of litter likely to be generated by this development.

14. Servicing and Delivery Management Plan (Pre-Use Condition)

Prior to the newly created retail unit hereby approved first coming into use, a servicing and delivery management plan for both the new retail unit and the amended existing retail unit, currently occupied by Wickes, shall be implemented in line with a document to be first submitted to and approved in writing by the Local Planning Authority. This management plan shall incorporate measures for mitigating noise and disturbance to neighbouring residents. Deliveries and servicing shall subsequently be carried out in accordance with the approved plan.

The plan should, as a minimum, require all HGVs servicing the site to be Euro VI diesel. It should also include a plan for reducing congestion associated with the newly created retail unit by planning routes and timings for vehicles.

Reason: In the interests of residential amenity and highway safety, and to improve efficiency of freight movements, to help mitigate the risk of non-compliance with the Air Quality Standards Regulations.

15. Travel Plan (Pre-Use Condition)

Prior to the newly created retail unit hereby approved first coming into use, a travel plan for the newly created retail unit shall be implemented in line with details to be first submitted to and approved in writing by the Local Planning Authority. This travel plan shall incorporate measures for encouraging alternative modes of transport. The newly created retail unit shall subsequently operate in accordance with the approved travel plan.

Reason: To encourage alternative forms of transport, in the interests of local parking amenity and highway safety.

16. Hours of Use & Delivery (Performance Condition)

The newly created retail unit hereby approved shall not operate outside of the hours hereby set out:

- 7am and 10pm (Monday to Saturday) and
- 10am and 5pm Sundays, Bank and/or Public Holidays

No deliveries shall be taken or despatched outside the hours hereby set out:

- 7am - 11pm (Monday - Sundays and recognised public holidays)

Reason: In the interests of existing and proposed residential amenity

17. Noise Mitigation Measures (Performance)

The noise mitigation measures including the approved 2.5m high acoustic fence, shall be provided in accordance with the submitted Noise Assessment hereby approved before the newly created retail unit first comes into use/occupation and shall thereafter be retained for the lifetime of the development.

The rating level of the sound emitted from fixed plant equipment shall not exceed 40 dBA between 0700 and 2300 hours and 34 dBA at all other times. The sound levels shall be determined by measurement or calculation at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014+A1:2019.

Reason: In the interests of residential amenity

18. Hours of work for Demolition / Clearance / Construction (Performance Condition)

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

19. Lighting scheme (Performance Condition)

The external lighting scheme shall be installed in accordance with the plans hereby approved before the use of the newly created retail unit first commences and thereafter retained as approved. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and to ensure a safe and secure development

20. Boundary Treatment (Performance Condition)

Before the newly created retail unit hereby approved first comes into use, the boundary treatment of the site shall be provided in accordance with approved plans. The boundary treatment shall thereafter be retained as approved.

Reason: In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property

21. Active frontages (Performance Condition)

Notwithstanding the provisions of Class 12 of Schedule 3 of the Class 12 of Schedule 3 of the Town and Country Planning (Control of Advertisements) Regulations 2007, or any Order amending, revoking or re-enacting these Regulations, the occupiers of the newly created retail unit hereby approved shall retain clear glazing on the ground floor along the majority of the length of the north west elevation of the new retail unit hereby approved (without the installation of window vinyl, shutters or equivalent) unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of retaining a lively and attractive streetscene without obstruction and to improve the natural surveillance offered by the development

POLICY CONTEXT

Core Strategy (as amended 2015)

CS3	Town, District and Local Centres
CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review (as amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
REI8	Shopfronts
REI10	Industry and Warehousing

Supplementary Planning Guidance

Developer Contributions SPD (April 2013)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Planning History

Case Ref:	Proposal:	Decision:	Date:
08/01169/VC	Variation of Conditions 05 and 06 of previous planning permission ref. 06/00306/VC to allow the delivery of goods to the premises, use of the personal address system and external use of fork lift trucks between the hours of 0700 and 19.00 Monday to Saturday and 10.00 and 17.00 on Sundays and Bank Holidays. Appeal allowed under ref: APP/D1780/A/08/2087716/NWF	Refused *Appeal Allowed*	03.10.2008 20.03.2009
07/01804/ADV	Retention of four externally illuminated signs to front and side elevations and installation of various non-illuminated fascia and freestanding signs.	Conditionally approved	27.12.2007
07/01711/FUL	Retrospective application for the siting of a hot food takeaway van in the car park (opening between 07:30 hours and 18:00 hours Monday to Saturday and between 10:00 hours and 16:00 hours on Sunday).	Temporary consent	18.12.2007
07/00479/FUL	Additional windows on front elevation	Conditionally approved	22.05.2007
07/00476/FUL	Alterations to external door positions and associated works.	Conditionally approved	23.05.2007
07/00074/FUL	Erection of steps to SW boundary to comply with building regulations and in line with consented drawing 8096-24 Application ref 05/01752/FUL and 06/00306/VC	Conditionally approved	05.03.2007
06/01173/ADV	Installation of internally illuminated fascia lettering to north west elevation and installation of various non-illuminated fascia signs.	Conditionally approved	13.10.2006
06/00306/VC	Variation of Condition 2 of previous planning consent ref: 931062/906/W to allow opening hours of 07:00 to 20:00 Monday to Saturdays (including public holidays).	Conditionally approved	25.05.2006
05/01752/FUL	Refurbishment of existing building including external alterations and re-configuration of car park and service area (amendment to previous planning permission ref. 05/01167/FUL).	Conditionally approved	31.01.2006
05/01167/FUL	Refurbishment of existing unit, including external alterations and re-configuration of car park and service area	Conditionally approved	28.09.2005
05/01159/VC	Variation of condition 2 of previous planning permission ref: 931062/906/W to allow opening hours of 8.00am - 8.00pm Monday to Saturday & 10.00am - 5.00pm on Sundays	Conditionally approved	28.09.2005
04/01755/VC	Variation of condition 10 of appeal ref	Refused	24.12.2004

	T/APP/Y1755/A94/239446/P5 to add the sale of alcoholic gift packs to the list of retail uses.		
940262/WX	Relief from condition 12 of planning permission 860110/906/W - add the sale of discount clothing to the list of retail uses. Appeal allowed under ref: APP/Y1755/A94/239446/P5	Refused *Appeal allowed*	11.05.1994 17.01.1995
931062/W	Relief from condition 15 of planning permission 860110/906/W - to enable trading to continue on Sundays and bank holidays.	Conditionally approved	03.11.1993
870225/W	Erection of a non-food retail warehouse (Reserved Matters)	Approval	14.09.1987
860110/W	Redevelopment of site by the erection of a non-food retail warehouse with associated car parking and landscaping (OUTLINE).	Conditionally approved	04.09.1987

Parking Survey - Extract from Transport Statement Addendum

Proposed Aldi Food Store, 271 Winchester Road Southampton SO16 6TP

TRANSPORT STATEMENT ADDENDUM

March 2023

1. Introduction

1.1. This Transport Assessment Addendum has been prepared by Entran Ltd in support of a planning application for a food retail development at 271 Winchester Road Southampton SO16 6TP, planning reference 22/01710/FUL.

1.2. The proposal comprises;

Existing

- Existing 4,408 sqm Class E non-food retail unit (Wickes) with a park wide 131 car parking spaces including 6 blue badge spaces and no cycle parking spaces.

Proposed

- 2,496sqm GFA Class E Non-Food store and 1,912 sqm GFA Food Store with a marginally reconfigured car park to provide:
 - Total Site - 172 spaces
 - 147 no. standard spaces
 - 6no. - Disabled
 - 7no. - Parent & child
 - 4no. - EVCP (Aldi)
 - 6no. - Click and Collect
 - 3no. - Van spaces for Wickes
 - 8 customer cycle parking spaces are also proposed with staff parking provided internal to the warehouse.

1.3. This addendum seeks to address matters raised by the Council as they relate to the submitted TS.

1.4. These matters were;

- Access and Parking
- Cycle Parking
- Servicing
- Trip Generation and Impact

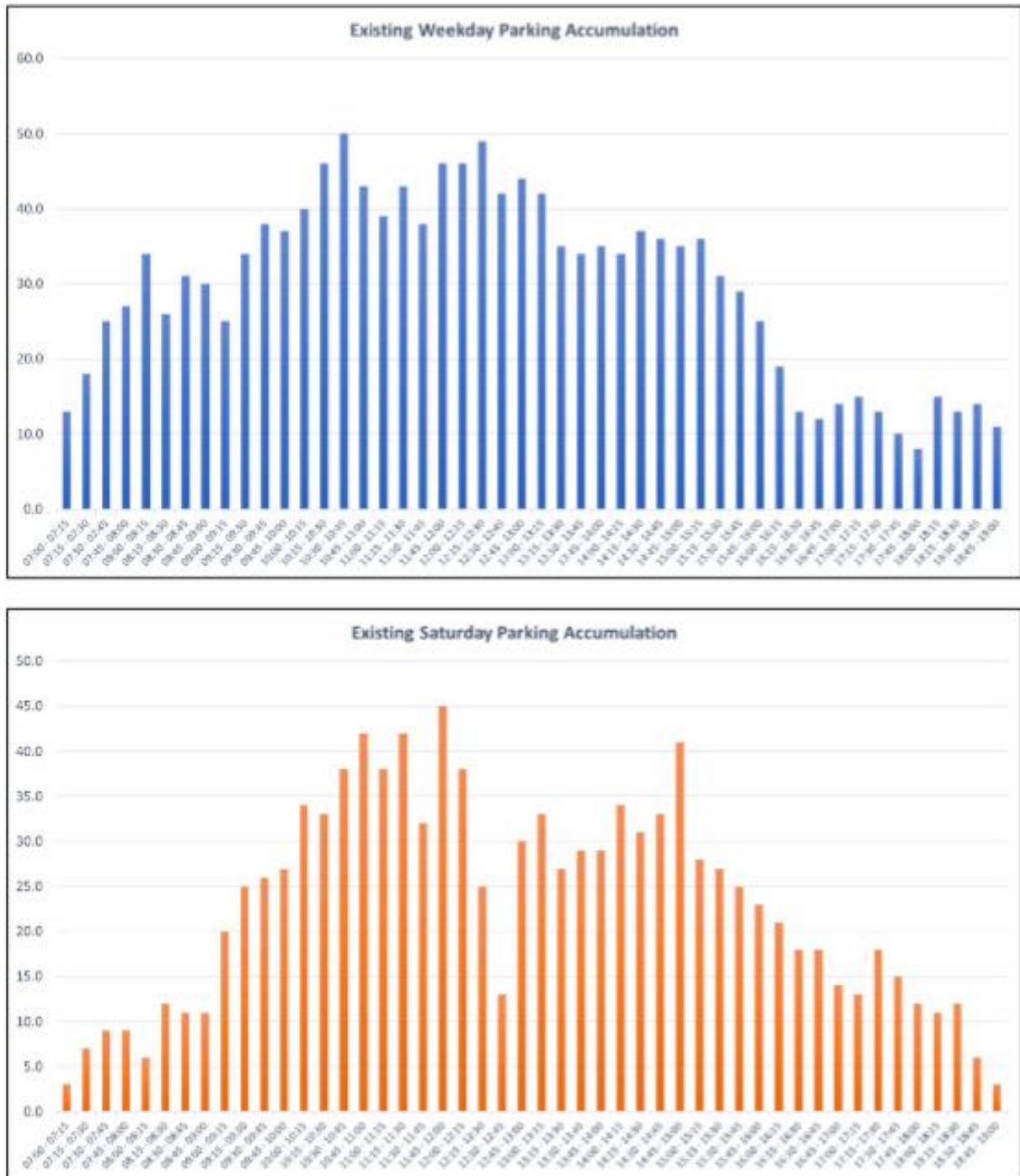
1.5. These matters are dealt with below.

2. Response to Matters Raised

Car Parking

2.1. In order to assess level of parking provision required as associated with this application, the existing car park was monitored and a car park accumulation exercise based on traffic count data. Accordingly, MCCs were undertaken during the time period 0700-1900 for both Wednesday 22nd February 2023, and Saturday 25th February 2023. Data attached as Appendix A, and summarised in Figure 2 1

Figure 2.1 - Existing Parking Accumulations



- 2.2. This information demonstrates that the maximum accumulation over any given 15-minute period on the Wednesday was 50 vehicles (1030-1045), leaving what will be 122 spaces available to ALDI. On a Saturday this figure was 45 (1145-1200) leaving 127 spaces available to ALDI.
- 2.3. In order to determine the parking demand for the proposed ALDI store, trip rates for 4 similar sized Aldi stores have been determined via the use of Parking Eye arrival and departure data across all 24 hours of the day. This analysis includes an Aldi store at Burlesdon Road in Southampton, and as such provides localised, current and bespoke Aldi trip rates for both a Weekday and a Saturday.
- 2.4. The collected in and out flow data from the existing ALDI stores suggests that the maximum parking accumulation from the busiest store would be 64 on a weekday and 69 on a Saturday.

2.5. However, the data, and the Wickes existing parking data does not fully reveal parking bay turnover or overlap of which the majority is expected to occur within each hour period. This is revealed by the fairly balanced in and out movements within each hour period during the busy periods. A reasonable allowance (and one witnessed at other stores) would be to assign a 30% uplift to the numbers. Figure 2.2 provides a summary of the data, as added to the Wickes store parking demand.



Figure 2.2 – ALDI Winchester Road Expected Parking Accumulations

- 2.6. The data demonstrates that the capacity of the proposed 172 space reconfigured car park would not be exceeded and there would be a reasonable operational margin of 18% spare to cater for parking seek and allow safe and uncongested operation of the bays and aisles, also during unusually busy periods e.g. during holidays.
- 2.7. This exercise clearly demonstrates that the proposed car park provision, should be adequate and commensurate to serve the needs of the proposed development and should not result in overspill parking on surrounding roads, nor overprovide car parking supply to the development.