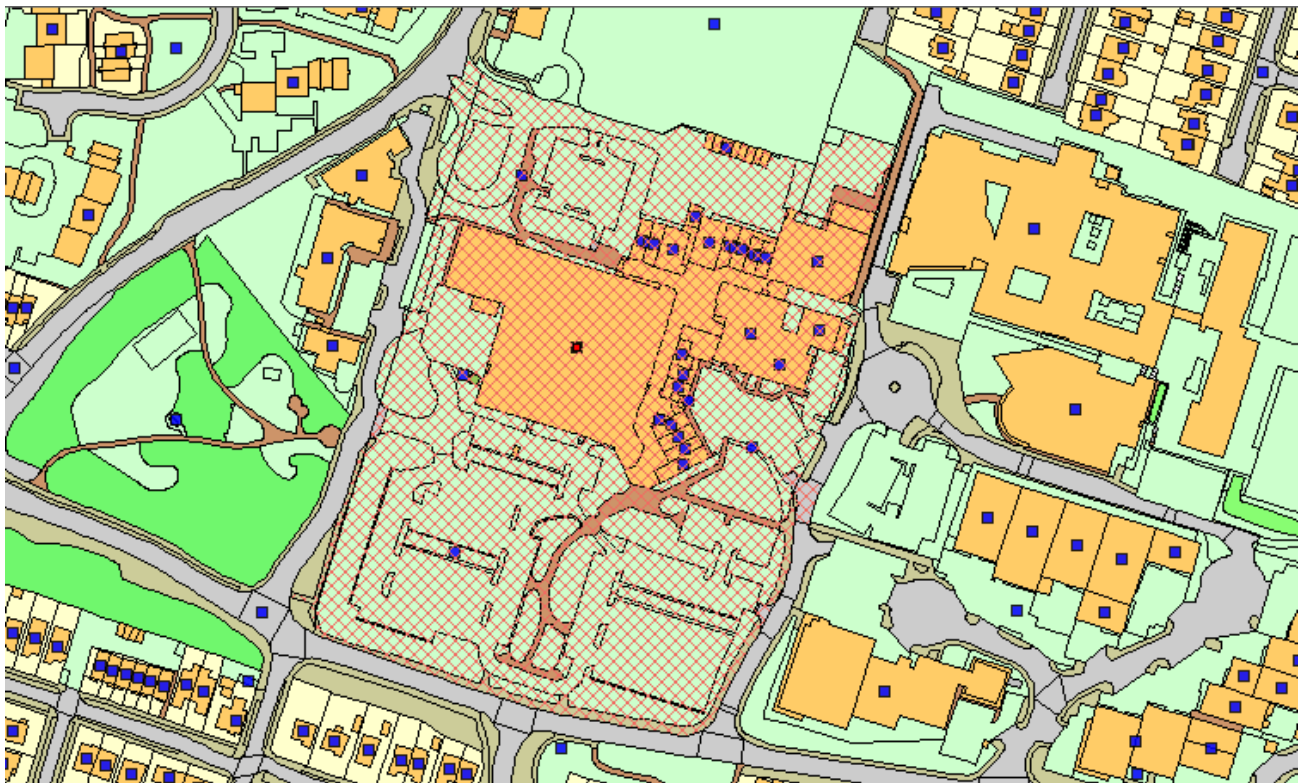


Report to: Planning Applications Committee
Date: 19th April 2023
Application No: LW/23/0018
Location: Meridian Centre, Meridian Way, Peacehaven
Proposal: Demolition of the Meridian Centre (excluding Community House) and site levelling works; erection of a food store and separate commercial and retail floorspace (Use Class E) together with associated rear servicing yards and plant equipment; library (Use Class F1(d)); external alterations to Community House, including entrance lobby; creation of a town square; resurfacing works and associated car and cycle parking; external garden centre and trolley bays; and structured landscaping works including replacement tree planting.

Applicant: Wm Morrison Supermarkets Ltd
Ward: Peacehaven West
Recommendation: Approve subject to section 106 legal agreement and conditions.
Contact Officer: **Name:** James Smith
E-mail: james.smith@lewes-eastbourne.gov.uk

IMPORTANT NOTE: This scheme is CIL Liable.

Site Location Plan:



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| 1. | Executive Summary |
| 1.1 | The proposed development would allow for a substantial remodelling of a large portion of Peacehaven Town Centre. The existing shopping centre is poorly laid out and not well occupied and the need to address this has long been identified, through specific saved policies set out in the 2003 Local Plan and is also recognised in the soon to be adopted Peacehaven and Telscombe Neighbourhood Plan. |
| 1.2 | It is considered that, whilst the proposed development would introduce some harm in terms of the loss of existing mature trees within the site, this would be mitigated by the social and economic enhancements delivered through the delivery of a more functional, adaptable, accessible, and secure shopping area that would create jobs and, through the provision of an anchor store, support smaller businesses nearby. |
| 1.3 | The proposed development would also retain and enhance the existing community house, deliver a new library and associated community building and would create an outdoor 'town square' environment that would encourage social interaction and support community functions. |
| 1.4 | It is considered that the loss of trees would also be appropriately mitigated through landscaping conditions to secure a biodiversity focussed planting scheme within the site as well as necessary off-site planting to compensate the loss. |
| 1.5 | <p>Economic Benefits</p> <p>The proposal offers significant economic benefits in the form of job creation during, delivery of an anchor store with interdependent commercial uses, retention of money in the local economy and the creation of jobs at the construction stage.</p> <p>This would carry <u>significant positive weight</u> in the planning balance.</p> |
| 1.6 | <p>Design and Built Environment</p> <p>The proposal would remodel the Town Centre, making it safer and more accessible to the community as a whole. The buildings would interact well with their surrounding environment and represent a significant improvement over the current built form.</p> <p>This would carry <u>significant positive weight</u> in the planning balance.</p> |
| 1.7 | <p>Community Facilities</p> <p>The proposed development would maintain community uses on the site and improve the quality of buildings that they are provided in. It would also create public spaces that would encourage greater social interaction.</p> <p>This would carry <u>moderate positive weight</u> in the planning balance.</p> |

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| 1.8 | <p>Transport</p> <p>The proposal would maintain and enhance existing bus service infrastructure, deliver safer and better designed access for vehicles and pedestrians, would support electric vehicle charging and provide cycle parking and create new desire lines for pedestrians.</p> <p>This would carry <u>moderate positive weight</u> in the planning balance.</p> |
| 1.9 | <p>Sustainability</p> <p>The proposal would retain the community house and make improvements that would enhance its sustainability. New buildings would be provided that would be more adaptable and energy efficient than existing buildings and the improved facilities would help secure ongoing provision of shops and services for use by local people.</p> <p>This would carry <u>moderate positive weight</u> in the planning balance.</p> |
| 1.10 | <p>Water issues</p> <p>The development would incorporate an attenuation system to control the rate at which water is discharged into the surface water sewer, representing an improvement on the existing drainage scheme.</p> <p>This would carry <u>moderate positive weight</u> in the planning balance.</p> |
| 1.11 | <p>Ecology and Biodiversity</p> <p>The development would result in the loss of most of the existing mature trees positioned within the site. This is considered to represent a <u>significant harm</u>. However, it is considered that the use of mitigation measures including new planting and the delivery of off-site biodiversity net gain would help limit the <u>overall impact to a moderate harm</u>.</p> |
| 1.12 | <p>It is therefore recommended that the benefits of the development significantly outweigh any harm and that the application should therefore be approved subject to the conditions attached to this report and a Section 106 legal agreement to secure highway improvements/contributions and off-site biodiversity works.</p> |

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| 2. | Relevant Planning Policies |
| 2.1 | <u>National Planning Policy Framework</u> 2. Achieving sustainable development 4. Decision making 6. Building a strong, competitive economy 7. Ensuring the vitality of town centres 8. Promoting healthy and safe communities 11. Making effective use of land 12. Achieving well-designed places 14. Meeting the challenge of climate change, flooding, and coastal change 15. Conserving and enhancing the natural environment 16. Conserving and enhancing the historic environment |
| 2.2 | <u>Lewes Local Plan Part 1 (LLP1)</u> CP4-Economic Development & Regeneration CP7-Infrastructure CP8-Green Infrastructure CP9-Air Quality CP10-Natural Environment and Landscape CP11-Built and Historic Environment & Design CP12-Flood Risk, Coastal Erosion & Drainage CP13-Sustainable Travel CP14-Renewable and Low Carbon Energy |
| 2.3 | <u>Lewes Local Plan Part 2 (LLP2)</u> DM14-Multi-functional Green Infrastructure DM15-Provision for Outdoor Playing Space DM20-Pollution Management DM22-Water Resources and Water Quality DM23-Noise DM24-Protection of Biodiversity and Geodiversity DM25-Design DM27-Landscape Design |
| 2.4 | <u>2003 Local Plan Saved Polices</u> PT6 - Meridian and Bolney Avenue Industrial Estates Link PT9 - Meridian Centre PT10 - Access and Permeability at the Meridian Centre |

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| 2.5 | <p><u>Emerging Peacehaven Neighbourhood Plan</u></p> <p>PT1 - High Quality Design</p> <p>PT2 - Innovation and Good Management</p> <p>PT3 - Landscaping</p> <p>PT5 - Sustainable Design</p> <p>PT10 - Reusing the Existing</p> <p>PT11 - Promoting All-Inclusive Travel</p> <p>PT13 - Enhancing public transport in the Neighbourhood Plan Area</p> <p>PT15 - Amenity and Green Spaces</p> <p>PT16 - Enhancement of Formal Sports Areas and Children's Equipped Play Spaces</p> <p>PT17 - Protection of Biodiversity and Habitats</p> <p>PT18 - Biodiversity Net Gain</p> <p>PT19 - Urban Greening</p> <p>PT20 - Drainage Management</p> <p>PT21 - Renewables</p> <p>PT22 - Net Zero</p> <p>PT23 - Air Quality</p> <p>PT24 - Providing for a mix of employment opportunities.</p> <p>PT27 - Local Labour Agreement</p> <p>PT30 - Community Facilities</p> <p>PT31 - Loss of Community Facilities</p> <p>PT32 - Statement of Community Engagement</p> <p>PT35 - Masterplanning</p> <p>PT36 - Design and placemaking principles</p> <p>PT37 - Peacehaven Centre</p> <p>PT38 - Community Facilities in Peacehaven Centre</p> <p>PT39 - Market Place and Outdoor events</p> |
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| 3. | Site Description |
| 3.1 | <p>The site is currently occupied by a somewhat sprawling shopping centre that is positioned towards the north-western corner of the site. The main structure was built in the late 1970's with additions being made in the early 1980's. A large proportion of the shopping centre is occupied by a supermarket. There are several individual shop/commercial units organised along arcades within the shopping centre, although a significant amount of them are currently vacant. One of the units is occupied by a post office. Buildings housing a public library, community facilities</p> |

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| | (including a nursery) and town council offices are also attached to the main structure. The shopping centre is identified as a district shopping area in the development plan. There are a small number of residential flats positioned at first floor level towards the rear of the site, behind the library building. |
| 3.2 | The southern part of the site is occupied by a large car parking area which serves the shopping centre. There are a number of mature trees distributed around the parking area as well as more intensive concentrations flanking the whole of the southern and, to a greater extent, the western boundary as well as part of the eastern boundary. Of note is a central tree lined pedestrian route through the car park which provides access from Greenwich Way to the south. There is a bus stop and turning area towards the north western corner of the site. |
| 3.3 | The surrounding area comprises a mix of land uses. To the west of the site there is public green space at Meridian Park. A small industrial/business estate lies to the east as well as a leisure centre and secondary school. To the north of the site is a youth centre and an area of open green space. The remainder of the surrounding area is predominantly residential, comprising a mix of dwellings and flats built to a relatively high density. |
| 3.4 | The site is subject to several planning designations. The shopping centre is identified as a primary shopping area and the arcades within it identified as primary retail frontage. The site as a whole as well as the youth club site to the north is identified as Peacehaven Tow Centre. The emerging Peacehaven and Telscombe Neighbourhood Plan includes policies and objectives for the development of the site. As the neighbourhood plan has not yet been adopted, the Secretary of State has saved a number of specific policies relating to the site that formed part of the 2003 Local Plan. |
| 3.5 | The site is located in Flood Zone 1 and is therefore not identified as being susceptible to tidal or fluvial flooding. Flood mapping shows areas to the north of the existing buildings, particularly in the north eastern corner of the site, as being subject to a medium to high risk of surface water flooding. Parts of Greenwich Way, which flanks the southern site boundary, are also identified as being at high risk of surface water flooding. It is noted that oil containers have been installed on the site in the past and that it falls within a 250 metre buffer associated with a historic landfill site. There are no other specific physical constraints attached to the site or the immediate surrounding area. |

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| 4. | Proposed Development |
| 4.1 | <p>The proposed development would comprise the following: -</p> <p>Based on the submitted information the development would comprise: -</p> <ul style="list-style-type: none"> • A 4,773m² Gross Internal Area (2,517 m² net) superstore in a similar position to the existing shopping centre. The store would incorporate a café and a standalone glazed garden centre structure would be positioned to the front; |

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| | <ul style="list-style-type: none"> • A service yard and a 15 bay staff parking area to the north of the proposed superstore, accessed from Sutton Avenue; • Provision of additional 3,567 m² of Class E floorspace and associated servicing area towards the eastern boundary of the site. The floorspace would be provided within a single building that would be subdivided into 11 units, 8 of which would be relatively small with 2 large units positioned at the southern end of the building and a further large unit provided at first floor level, above units G to L1. • A 294 bay main car parking area to the south of the superstore and west of the other retail units, provided as a district centre car park rather than associated only with the superstore. The main parking area would be accessed from Meridian Way; • A single-storey building accommodating a 302 m² public library, replacing the existing library building, and a connected flexible unit of the same floor area towards the north-eastern corner of the site. • Retention of existing community house with alterations and improvements including a new 70 m² glazed entrance lobby and cladding at first floor level. • Formation of 33 space parking area adjacent to proposed library to provide parking for staff, library, nursery and community house users. The parking area would be accessed from Sutton Avenue/Roderick Avenue. 9 existing parking bays to the rear of community house and accessed from Newton Road, would be retained; • Formation of public space and a ‘town square’ area, including children’s play space, with pedestrian connectivity to Greenwich Way, Meridian Way and Newton Road; • An additional 10 parking bays would be provided to supplement the existing 12 bays on the western edge of the site that serve the health centres on the opposite side of Meridian Way. |
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| 5. | Relevant Planning History: |
| 5.1 | None. |

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| 6. | Consultations: |
| 6.1 | <p>Peacehaven Town Council</p> <p>Peacehaven Town Council support the planning application, but add the following comments and considerations.</p> <ul style="list-style-type: none"> • It needs to be ensured that the travel plan is correct and accurate. • That active and sustainable transport, including cycle routes being maintained and improved, and suitable public transport facilities are included. |

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| | <ul style="list-style-type: none"> • That a bus service be provided to the Morrisons store in Seaford for the period that the Meridian Centre will be closed • That the clean air and sustainable town aspirations of the Neighbourhood Development Plan are considered • That a mix of retail businesses are retained • A plan to mitigate the impact of the transition period on local businesses and residents is put into place. |
| 6.2 | <p>ESCC Highways</p> <p>No formal comments provided. The applicant sought pre-application advice which is included within the Transport Assessment. The proposed scheme incorporates amendments and clarifications to respond to advice regarding pedestrian and cyclist safety, cycle parking, turning space within service yard areas and measures to improve convenience of bus stop facilities.</p> <p>A section 106 agreement would be sued to secure highway improvements, the detail of which is to be agreed with ESCC.</p> |
| 6.3 | <p>Lead Local Flood Authority</p> <p>The Flood Risk Assessment concludes the site is at low risk of flooding which we concur with.</p> <p>There are isolated pockets of 100 year storm (and one area of 30 year) surface water flood risk which are existing low points in the site and likely to be due to rainfall on the site rather than external risk. The redevelopment to a new levels and drainage design catering for the 100 year storm should effectively mitigate this existing risk.</p> <p>The Drainage Strategy is for a piped system leading to the lower (southern) end of the site to be drained via a large crate storage style soakaway approximately 78 metres x 25 metres x 1.6 metres deep in volume with a base level approximately 3 metres below ground level. This appears to be positioned within the clay substrata.</p> <p>The soakaway design is based upon an assumed rate of 0.0036mm/hr which is a typical nominal rate for clay soil conditions but results in a very slow drain down time and is at the bottom end of viable infiltration and therefore at risk of failure if conditions are found to be worse on site.</p> <p>The drainage strategy references falling head tests which are discussed in the ground investigation report as indicating potential infiltration viability although the results and calculations do not appear to be included.</p> <p>In accordance with our guidance, which is available on Council web pages, we require full BRE365 soakage testing for full planning applications where the drainage strategy relies upon discharge to ground.</p> <p>We will need to review an assessment of drain down times and the ability of the system to cope with a subsequent storm. There is also a large bank adjacent to the soakaway location which may have a top level almost or equal to the base of the soakaway and therefore potentially be susceptible to seepage. This risk should be designed out as part of establishing layout.</p> |

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| | <p>OFFICER COMMENT: Final drainage system details can be addressed by condition and there is flexibility to allow for this due to the size of the site. Details of measures to prevent bank seepage can be included in the final site landscaping scheme, which would also be secured by condition. Further comment is provided in para. 8.10.</p> |
| 6.4 | <p>ESCC Highways</p> <p>This application has been accompanied by a comprehensive Transport Assessment (TA) and Travel Plan (TP), which have been based upon our pre-application advice previously given in June 2022. As such, there is relatively little further for us to have to comment upon on this occasion and therefore we do not wish to restrict the granting of consent, subject to the imposition of conditions and the use of a section 106 agreement to secure highway improvements and a travel plan monitoring fee.</p> |
| 6.5 | <p>ESCC Libraries</p> <p>East Sussex County Council are supportive of the application as the proposal for the inclusion of a 302sqm building will allow the service to continue to provide a quality need focused library service in Peacehaven, from the new purpose-built library building. The Service will be able to provide all of the current range of services on offer in the current building from the proposed new library, and we will continue to meet local needs in line with our updated Strategy East Sussex Libraries: The Way Forward 2022/23 to 2027/28 East Sussex County Council https://www.eastsussex.gov.uk/libraries/local/east-sussex-libraries-the-way-forward-2022-23-to-2027-28. The proposal will support the delivery of the Library and Information service's strategic outcomes: improving child and adult literacy and numeracy, supporting the economy, ensuring better health and wellbeing and increasing digital inclusion.</p> <p>Since 2018, in discussions with local stakeholders, the town councils, and customers we have indicated that we were looking for smaller, more cost effective premises as the current library is significantly larger than required and includes a large amount of back-office space that the service does not use. This application offers East Sussex County Council libraries an opportunity to secure an appropriately sized building in close proximity to the current library building and the County library service is, therefore, supportive of the proposal.</p> <p>In terms of the number of items borrowed, Peacehaven lies 12th out of our 17 libraries, with 25,090 issues in 2021/22. Comparators include Hailsham, Heathfield and Rye libraries which issued between 21,205 and 37,296 in 2021/22 and have between 180m2 and 230m2 of public space.</p> <p>In terms of visitor figures, Peacehaven lies 13th of 17 libraries with 19,393 visits in 2021/22. Again, comparators include Hailsham, Heathfield and Rye libraries with between 20,939 and 23,154 visits.</p> <p>Increasing use of our online library services such as eBooks and eMagazines, reducing footfall in libraries and the decline in the number of hard copy books borrowed means that libraries need less space than</p> |

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| | <p>previously required. There is no current evidence to suggest that this trend will stop or reverse in future.</p> <p>In summary, we are supportive of the application and proposed size of the proposed new library building.</p> |
| 6.6 | <p>ESCC Archaeology</p> <p>The proposed development is of archaeological interest due to its location within an extensively excavated and well-understood prehistoric and Romano-British landscape. Large-scale excavations to the east of the site at Lower Hoddern Farm and Keymer Avenue in particular have recorded evidence for activity spanning the Mesolithic to Early Roman periods, including Mesolithic struck flint, an unusually large group of Early Neolithic pits, an organised Late Neolithic/Early Bronze Age monumental landscape, later Bronze Age settlement cemeteries and field systems, and a regionally Middle Iron Age enclosure complex, elements of which survived into the early Roman period.</p> <p>The present application is accompanied by a comprehensive archaeological desk-based assessment, which considers the evidence above. However, I do not necessarily concur with the conclusions of that document, which overlooks some important evidence of Mesolithic activity in the area and seeks to model the archaeological potential of the site in part based on its position on deposits of the Lambeth Group. This has led to the conclusion that the [heavier sandy clays] that comprise the geological character of the site are ‘anticipated to result in a relatively lower potential for the presence of archaeological remains within the boundary of the Site’ and that ‘Any activity within the Site would have been transient or at most peripheral to the concentration of activity to the east’.</p> <p>There is, in fact, a very clear association of deposits of the Lambeth Group with Mesolithic activity in the Peacehaven locale in particular that has long been recognised. Fieldwork in the early 20th century recorded several extensive scatters of Mesolithic flint, clearly associated with the sandier soils of the Woolwich Beds (which form part of the Lambeth Group), including a concentration of c. 8,000-10,000 pieces of very fresh struck flint recovered from an area measuring 2m across, recorded some 500m to the north-west of the application site which almost certainly represents an in situ working site. In addition, it is worth noting that the extensive Middle Iron Age and later enclosure system recorded at Keymer Avenue, to the east of the application is entirely located on geology of the Lambeth Group.</p> <p>As a result, I would caution against an over-simplistic reliance on geological character as an indicator of archaeological potential, and, notwithstanding prior impacts associated with the construction of the existing Meridian Centre, the archaeological potential of the application site may be rather higher than is currently appreciated by the existing assessment.</p> <p>In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and</p> |

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| | <p>features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England):</p> <p>In furtherance of this recommendation, we shall be available to advise the applicant on how they can best fulfil any archaeological condition that is applied to their planning permission and to provide a brief setting out the scope of the programme of works.</p> <p>The written scheme of investigation, referred to in the recommended condition wording above, will set out the contracted archaeologist's detailed approach to undertake the programme of works and accord with the relevant sections of the Sussex Archaeological Standards (2019).</p> |
| 6.7 | <p>LDC Contaminated Land Officer</p> <p>I am aware that the applicant has submitted a Phase 1 desktop study and Phase 2 exploratory site investigation report prepared by BSP consulting dated September 2020. I note that some demolition work will be carried out at the site and the site investigation carried out so far is an exploratory nature. I note from the report para 9.3.1 further confirmatory site investigation work will be carried out at the site. I also note that the assessment is carried out so far based on commercial end use.</p> <p>If LPA is minded to grant a planning permission, then considering the sensitive uses of the site, I recommend conditions and informatives are attached.</p> |
| 6.8 | <p>LDC Ecology</p> <p>Biodiversity enhancement opportunities should be maximised. Any new soft landscaping should include a high portion of native species of local provenance and species of known value to wildlife. When assessing BNG it will be important to consider not only the total units achieved but also factors such as connectivity, edge effects and site use. Given the context the local value of features should also be considered, as there may be less alternative habitat available in the immediate vicinity.</p> <p>The mitigation hierarchy should be followed, and on-site opportunities maximised. Where BNG cannot be achieved solely through on-site measures, additional off-site delivery would be required.</p> <p>Further information is required to establish how the proposals will avoid a net loss for biodiversity and achieve a measurable minimum 10% BNG. This information should be provided prior to any granting of planning permission.</p> <p>Subject to matters relating to BNG being adequately addressed and any additional recommendations from NatureSpace, appropriate impact avoidance, mitigation and compensation measures should be implemented to avoid harm to protected and notable species. Works should be undertaken in accordance with the recommendations in the ecological reports and further details should be provided within a precautionary working method statement, submitted to the Local Planning</p> |

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| | <p>Authority for approval in writing prior to the commencement of development.</p> |
| <p>6.9</p> | <p>LDC Tree Officer</p> <p>Whilst in principle we see no specific arboricultural objection to some form of development at this site, we consider that the proposed layout and landscape does not represent the best possible sustainable design, in that the development fails to effectively protect or enhance the existing natural assets that are key to the character and amenity of the area, as such we are unable to support the proposal based upon the information submitted to date.</p> <p>OFFICER COMMENT: The tree officers' comments were received prior to submission on how biodiversity net gain would be achieved. It is regrettable that a number of trees are to be removed but it is important to note that the need to alter site levels to facilitate access, drainage and additional building footprint necessitates this. The s106 legal agreement will be used to ensure that appropriate compensatory tree planting is undertaken. These would be required to be appropriate species and planted at a ratio of 3-5 new trees for every Cat B tree lost as per the advice provided by the tree officer.</p> |
| <p>6.10</p> | <p>LDC Regeneration</p> <p>The site is designated as a town centre within the local plan. Evidently, changes in retail and leisure activity are changing the way town centres function.</p> <p>The current Meridian Centre has low occupancy levels within Class E units, which are primarily retail. The revised layout for the site includes active frontages, improved access, and a more attractive setting. The application also references the Peacehaven & Telscombe Design Code.</p> <p>All these factors are expected to support a more economically viable town centre for this district. It is also important to note the positive outcomes and responses to community consultation outlined in the applicant's statement. In addition, the applicant recognises the importance placed on some existing occupants and services, including Post Office facilities and we are encouraged that the applicant is in discussion with existing tenants over their long-term aspirations.</p> <p>It is acknowledged that all trading will need to be stopped during development and that the applicant has an incentive to ensure the work is carried out as quickly as possible to enable trading to recommence.</p> <p>For the supermarket, it is considered that development would better meet the shopping habits of residents and the surrounding area and may reduce the need for travel to neighbouring towns. Data supplied indicates that supermarkets in neighbouring Newhaven (Sainsbury's) and further afield Seaford (Morrisons) and Brighton (Asda) are currently the preferred option for local residents over the current Co-op. These supermarkets have been shown to be overperforming.</p> |

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| | <p><u>Summary</u></p> <p>LDC Regeneration supports the application, which proposes an increase in employment from 50 to 390 FTE jobs and an increase in net additional floorspace of 1058 square metres. The development is expected to provide improvements to this designated town centre site which are both supported by and designed to serve the local community.</p> |
| 6.11 | <p>Environment Agency</p> <p>No objection subject to conditions related to remediation of contaminated land.</p> |
| 6.12 | <p>Sussex Police (Secured by Design)</p> <p>No major concerns with the proposals subject to observations on how security could be improved through design features.</p> <p>OFFICER COMMENT: Additional information in site security can be obtained using an appropriate planning condition. Any details provided would be assessed by LDC in conjunction with Sussex Police.</p> |

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| 7. | Other Representations: |
| 7.1 | <p>17 letters of support have been received and relevant content is summarised below.</p> <ul style="list-style-type: none"> • Is needed to support the needs of the growing town; • Will encourage people to shop local and remove traffic; • The Meridian Centre has been in decline over many years; • Will create jobs; • Will reduce anti-social behaviour; • Will allow for a wider range of shops to be provided; • The town centre is empty and needs to be revived; • The existing building is very outdated, and a modern touch is needed; • Will help support the community; • Well provide more convenient services for people with disabilities; • The area needs a large supermarket selling affordable products; • Peacehaven needs a place where you can spend a day out with the family; • Will get rid of an eyesore; • Development will encourage other trades into the area; • Would utilise space better than the current centre; • Would provide an open area where people can interact; • Open areas would replace the existing bottlenecks; |

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| | <p>7 letters of objection have been received and relevant content is summarised below.</p> <ul style="list-style-type: none"> • No facilities are being provided whilst the site is being rebuilt; • The new library building is too small; • Loss of trees and landscaping will remove habitat and increase flood risk; • There will be increased traffic and carbon emissions; • Car parking facilities for community house will be lost; • Bus and cycle lanes should be provided; <p>3 letters making neutral comment have been received and relevant content is summarised below.</p> <ul style="list-style-type: none"> • Support the development but concerned noise from service yard will have a negative impact on residential amenity; • Dates when facilities will be closed need to be publicised well in advance; • Biodiversity net gain needed to address loss of trees; • Planning conditions needed to ensure renewable energy generation is provided; • Concern about the quality of the access provided from the bus stop to the north; |
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| 8. | Appraisal: |
| 8.1 | <p><u>Key Considerations:</u></p> <p>Sec 38 (6) of the Planning Compulsory Purchase Act 2004 requires that regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>The NPPF also advises that there is a presumption in favour of sustainable development.</p> <p>The main considerations relate to</p> <ul style="list-style-type: none"> • The principle of the development. • The viability and vitality of the town centre; • The delivery of a flexible scheme that supports the night time economy, is accessible to all and encourages visits using modes of |

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| | <p>transport other than by car as per the objectives of the emerging Peacehaven and Telscombe Neighbourhood Plan;</p> <ul style="list-style-type: none"> • The ability of the development to serve the needs of the community; • The impact upon the character and appearance of the area • Neighbour amenities, • Impacts upon highway/pedestrian safety. • Flood risk, • The overall merits of the scheme in terms of the balance of economic, environmental, and social objectives that comprise sustainable development. |
| 8.2 | <p><u>Principle of Development</u></p> <p>Para. 86 a) of the National Planning Policy Framework (NPPF) states that planning policies should allow town centres to ‘grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.’</p> <p>This is echoed in policy CP6 of the Lewes District Local Plan Part 1 (LLP1) which seeks to promote and enhance the viability and vitality of town centres, indicating a desire to maintain a predominance of retail uses in primary shopping areas/retail frontages with a range of supporting uses and services in other parts of the town centre where they would ‘support the wider function, vitality and viability of the town centre’.</p> <p>Saved policy PT9 of the Lewes District Local Plan (2003) relates specifically to the Meridian Centre and para. 13.44, which provides supporting text, states that ‘the continued viability of the shopping function of the Meridian Centre is important for the continued evolution of a self-sufficient community in the towns of Peacehaven and Telscombe.’ It should also be noted that section 4 of LLP1, which sets out the vision for development in Lewes District in the period up to 2030, outlines an objective for the retail provision on offer in Peacehaven/Telscombe to have been improved by developments that encourage a rich and diverse mix of shops and other town centre uses.</p> <p>The emerging Peacehaven and Telscombe Neighbourhood Plan recognises there are a number of weaknesses to the current town centre offer and, in policies PT36, PT37 and PT38, encourages redevelopment to improve, amongst other things, pedestrian permeability, accessibility, uptake in use of sustainable modes of transport, engagement with the surrounding environment, links to green infrastructure, enhancement of social interaction and ‘town square’ functions, flexibility of uses including an encouragement of night time use and a retention and enhancement of community uses.</p> <p>The Meridian Centre currently suffers from low occupancy levels of retail units as well as poor accessibility/permeability to pedestrians and cyclists,</p> |

poor connectivity with the surrounding area' lack of diversity in the economy (e.g., little to no night-time economy uses) and a general arrangement that is cluttered, disorganised and somewhat oppressive owing to the lack of active frontage integrated into buildings.

Given the above, it is considered that the principle of redevelopment of the site is acceptable in order to remedy the current situation and to meet the objectives of local and national policy in terms of maintaining and enhancing the vitality and viability of town centres as well as adapting to change.

8.3

Economic Impact

The proposed development would increase the amount of retail/use class E floor space within the site from 5,593 m² to 8,493 m², an uplift of 3,050 m². It range of unit sizes, including small units of 50 to 100 m², would be provided

The planning statement accompanying the application maintains that the proposed development would create 390 full time equivalent (FTE) jobs, representing a significant uplift. This would represent a significant uplift against the current 50 FTE jobs provided, primarily as a result of the more flexible use/functionality that the new buildings would provide but also through an increase in floorspace. It is noted that the uplift in jobs provided would remain even if full occupancy of all units within the existing development was assumed then, based on an employment density of around 1 employee per 15 to 20 m² (taken from the Employment Density Guide 3rd Edition issued by the HCA in 2015) then this would generate up to 90 jobs

The applicant also draws attention to the array of services the superstore would provide and the resultant mix in employment opportunities. Overall, the applicant estimates the proposed development would generate £3.7 - £4 million in local salaries and that a portion of this would be recycled in the local economy through increased local spend.

It is also noted that LDC reports and the applicants own research in the form of public consultation suggests that a significant number of Peacehaven residents (up to 72%) travel to neighbouring towns to carry out their main food shop. It is anticipated that an improved offer in the form of a modern, large superstore incorporating a range of ancillary services, would encourage local residents to do their main shop in Peacehaven and would also act as an anchor that would support neighbouring retail units in the form of custom from shared trips. It is also considered that the improved public space around the proposed buildings would encourage people to spend more time in the area and, therefore, visit more shops, cafés and other businesses.

It should also be noted that the redevelopment of the site would generate a significant level of employment during the construction phase.

8.4

Town Centre Vitality and Viability:

As the site is designated in the local plan as a town centre there would be no requirement for any sequential testing to justify the development as per para. 87 of the NPPF.

The supermarket that currently occupies the site dominates the shopping centre, taking up the bulk of what active frontage there is, resulting in the small units in the arcade feeling secluded and unable to engage with the public realm. This constraint, combined with the confusing access arrangements for the shopping centre and the general oppressive appearance of the centre are considered to be a root cause of the poor occupancy levels of units within the arcade.

It is considered that the proposed layout offers a significant improvement in terms of interaction with the public realm. The supermarket would be distinct from other retail units, which would occupy a prominent position along the eastern edge of the site. The formation of public space to the front of these units would encourage people to explore the site as a whole and also provides a better environment for uses such as cafes and restaurants which, again, would encourage people to view the site as a destination and to spend more time there.

Para. 001 of the Planning Practice Guidance for Town Centres and Retail 'Evening and night time activities have the potential to increase economic activity within town centres and provide additional employment opportunities. They can allow town centres to diversify and help develop their unique brand and offer services beyond retail. In fostering such activities, local authorities will also need to consider and address any wider impacts in relation to crime, noise and security. The presence of open public space would remove the sense of seclusion that currently pervades and, by creating a safer and more inclusive environment, it is likely that night time economy uses could be supported.

Given the importance of the site regarding the sustainability and self-sufficiency of Peacehaven and Telscombe it is vital that any redevelopment of the site is supported by evidence that demonstrates long term viability of the development and how it would be 'future proofed' to adapt to anticipated changes in challenges in the sector (although it is appreciated that long term retail trends can be difficult to forecast). It is also important that development is phased appropriately so as to maintain town centre functions throughout the course of redevelopment. Details of estimated employment levels in terms of full time equivalent posts should be provided in comparison to existing levels.

Considering the role of the site as a district centre, it is considered a large supermarket is an essential feature to serve the day to day needs of residents of the town and the surrounding area. A planning condition would be used to prohibit subdivision of the supermarket unit and also to restrict usage to use class E (a), whilst allowing for ancillary uses such as the café. The introduction of the flexible use class E is seen as an

endorsement of local and national objectives to diversify town centres and provides an inherent flexibility which would benefit the overall scheme. Whilst use class E applies to the existing units within the arcade, it is considered that this does not present any strong argument for the retention of existing arrangements given they were designed with a focus on retail and lack the adaptability and accessibility new buildings would offer to support a variety of town centre uses.

It is anticipated that the redevelopment of the site will take approximately 2 years to complete. It is intended to carry out the development in phases and, to this end, a phasing condition will be required to be submitted prior to the commencement of any works to set out which parts of the site will be redeveloped when and also to ascertain whether services affected by the development can be delivered on other parts of the site whilst construction works are carried out. Due to its size, it would not be possible to maintain the operation of the existing food store during construction works and the applicant is therefore intending to provide bus services to the Morrisons store in Seaford to address this and is also considering other measures such as free home delivery slots, to include a phone booking service for those who do not have access to the internet.

The existing site currently offers a range of community services/facilities and it is important that these facilities are retained and enhanced as per LLP1 policy CP7 in order for the town centre to continue to serve the needs of the community. It is noted that the existing community house would be retained and refurbished as part of the scheme, incorporating a larger entrance area and improvements to accessibility. A new purpose built library would also be provided, with the existing building being removed. The new library, at 302 m², would have smaller floor area than the existing building. The size of the new library has been informed by ESCC libraries who consider this an appropriate size to meet the needs of the community and to maintain viable operations. An additional unit of 302 m² would be attached to the library allowing for it to supplement the main library building if required by ESCC or to serve a similar community purpose.

Para. 86 f) of the NPPF acknowledges that residential use can play an important role in supporting the viability and vitality of town centres. The existing building accommodates a small amount of residential use (5 flats) and these would be removed as part of the proposed scheme. The site is in close proximity to relatively densely developed residential areas and it is indicated that an outline application is likely to be submitted for new residential development adjacent to the north of the site, on land identified as part of site 78PT in the Interim Land Availability Assessment (LAA) as being suitable for residential development. As such, it is considered that the loss of 5 flats would not have a significant impact upon the overall viability of the town centre.

It is noted that play space would be provided. The general siting is considered acceptable as it would benefit from a good level of natural surveillance and could be safely accessed on foot.

Design and Character

The existing shopping centre has been extended several times and this has resulted not only in a sprawling and cluttered appearance but also complicated and confusing access arrangement and internal layout.

The proposed development would remove all the existing buildings other than the community building. The proposed buildings would incorporate overarching characteristics in terms of materiality and their flat roof design. It is considered that suitable variation is provided to ensure that the overall scheme does not appear monotonous. This is achieved through variations in roof top height, staggering of building frontages and the mixed palette of external materials.

The superstore building would be detached from the other units provided, ensuring that the superstore does not overwhelm those units and they enjoy a well-defined 'street' frontage along the eastern side of the site. The flat roof design results in buildings having a relatively low profile and, therefore, not appearing overbearing or oppressive when viewed from the public realm. All units are provided with a clearly defined shop frontage which incorporates large areas of glazing and engages well with the public realm. The library and community house would be clearly distinct from the retail element of the development and identifiable and, whilst the community house building would not be replaced, the external alteration/improvement works would result in an appearance that is consistent with the remainder of the development.

The development incorporates a substantial quantum of car parking and the majority of this would be concentrated within a main car park towards the south of the site. It is important that the development is not car-centric and is welcoming to pedestrians, cyclists and those arriving by public transport. Whilst the area is large, occupying a greater proportion of the site than existing parking areas, it is considered that suitable measures have been taken to prevent a car dominant character being generated. Mature landscaping flanking the southern and western boundaries of the site would be maintained and enhanced to provide a sympathetic screen to the car parking area when viewed from Greenwich Way and Meridian Way. The main pedestrian access from Greenwich Way would follow a non-linear path through the mature landscaping on the southern boundary before emerging onto the wide paved area to the front of the parade of units along the eastern edge of the site which, in turn, provides access to the formally landscaped 'town square' area further to the north. Pedestrian access from Meridian Way and Sutton Avenue/Roderick Avenue would also be obtained via landscaped paths that avoid passing through the main parking area.

Overall, it is considered that the proposed development would provide a cohesive, engaging and clearly identifiable collection of buildings that would create a welcoming public environment which would encourage people to spend time in the town centre, increasing footfall for shops and other businesses.

8.6

Impact on Landscape Character and Ecology

There are currently several mature, predominantly coniferous trees on the southern part of the site, distributed around the parking area and flanking the path running from Greenwich Way to the main entrance of the shopping centre as well as hedging and shrubbery which does not appear to be regularly maintained. The site landscaping combines with mature landscaping at Meridian Park and on the southern side of Greenwich Way to generate a verdant character and appearance within the surrounding environment.

The proposed development would involve levelling works to the southern part of the site, the expansion in the size of the main car parking area and the encroachment of buildings further towards the southern site boundary. As a consequence, a significant number of the existing trees and landscaping would need to be removed with retained trees restricted to those positioned on and around the southern and western site boundaries. New planting would be provided within the public domain, including the town square area to the north of the site where there are currently no trees but the overall amount of trees on the site would be reduced.

Whilst the loss of mature landscaping is regrettable it is considered that the retention of boundary trees would ensure that the verdant character and the continuity between site landscaping and Meridian Park would be maintained. Although the attractive woodland style walk from Greenwich Way to the shopping centre would be lost as a result there would be an element of its character retained in the proposed ramped access from Greenwich Way which passes through a landscaped area. Formal planting would be provided in the public area around the shops, creating a more attractive environment and providing urban cooling/shading. New tree planting would also focus on native species that may provide a greater contribution to biodiversity than the pines.

The urban edges of Peacehaven and Telscombe Cliffs are flanked by the South Downs National Park (SDNP) to the north, east and west whilst the coastline to the south falls within the Beachy Head West Marine Conservation Zone. Such landscapes are sensitive to light pollution, with the SDNP being designated dark sky reserve. An external lighting strategy has been provided showing the use of LED lighting that is optimised in terms of height and spacing to reduce the number of light stands needed and all fixtures are designed with a low upward light ratio (ULR) this being 0% for a significant proportion of the lights with the remainder being no higher than 5%. It is considered that these measures would prevent unacceptable light spill within the nearby rural environment and would be entirely compatible with the suburban environment in which the site is embedded.

Although the existing site has been developed to a large extent, there are a number of mature trees, predominantly pines, that are distributed around the car parking area as well as hedging and shrubbery. The proposed development would remove most of these trees. Some of the removal works would be a necessity due to the increase building footprint and car

park coverage whilst existing trees in areas that are to remain landscaped would need to be removed for practical reasons due to the levelling works that are required to assist accessibility and drainage.

As a result, the proposed works would result, if no appropriate supplementary planting were to be proposed or no offsetting in a net loss of biodiversity for the scheme.

Landscaping would be retained on the southern and western boundaries where it would provide a sympathetic screen to the development and a landscaping condition will be used to ensure this planting comprises appropriate native species of a suitable size and maturity that would offer better biodiversity value than the pine trees that are to be removed.

This approach is consistent with the requirement for onsite biodiversity net gain to be prioritised as per the hierarchy set out in the LDC Technical Advice Note for biodiversity .

However, on site works alone would not address the net loss in biodiversity and, as such, the section 106 legal agreement would be used to secure significant off-site biodiversity enhancements in a nearby area and providing a similar habitat to that which would be removed.

Conditions will also be put in place to ensure protected species are not harmed during or after construction works are carried out. Bat surveys have not identified any significant roosting potential in the existing trees.

8.7 Transport Impact and Access Arrangements

The main vehicular access to the site would continue to be from Meridian Way. The access would provide two carriageways and vehicles entering and leaving the site would take priority over vehicles travelling along Meridian Way from the north. A two-way circuit around the main car parking area would be formed and access to individual rows of bays would also be two way.

There would be a number of pedestrian access distributed around the site, these being on Sutton Avenue/Meridian Way to the north, Newton Road to the east, Greenwich Way to the south and Meridian Way to the west.

The amount of trips generated by the proposed development is anticipated to be similar to that which could potentially be generated by the existing development were it to be fully occupied. It is estimated that the facilities provided by the proposed development would reduce longer distance trips to neighbouring settlements for shopping purposes and the mix of facilities offered by the proposed development is also likely to encourage linked trips, with the superstore acting as an anchor and customers then remaining in the area, visiting other shops and businesses within the development.

The quantum of parking bays provided is similar to that available at the existing development, where ESCC Highways, in their pre-application advice, have stated that there is additional capacity evident. The parking

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| | <p>layout of the new development is clear and functional, this being a marked improvement on the current layout which is somewhat confusing. It incorporates disabled parking bays which are all positioned close to the stores and adjacent to pedestrian routes.</p> <p>A separate parking area is provided for the community buildings and library would have their own car park with separate access and three disabled bays provided adjacent to the library building.</p> <p>The superstore would be served by a self-contained service yard to the north of the store. This yard would also include staff parking. A separate service yard would be provided to the rear of the other commercial units, along the eastern site boundary. Tracking plans have been provided to show that the larger 18.5-metre-long HGVs used by Morrisons can safely access and turn within the proposed service yard.</p> <p>33 cycle parking spaces would be provided across the development, which matches the figure requested by ESCC Highways in their pre-application advice. A condition will be used to ensure that all the commercial units include shower facilities that could be used by cyclists, as a means to encourage cycling. A condition will also be used to require all cycle parking to include sheltering in order to protect stored cycles from the elements. The existing bus turning area towards the north-western corner of the site would be retained, real time bus information would be provided on a screen within the store and trolley bays would be provided close to the bus top.</p> <p>Tactile paved crossing areas would be provided on Greenwich Way, Meridian Way and on Newton Road, where the improvement pedestrian permeability to the site is likely to create a new desire line for pedestrians approaching from the east. Tactile paving would also be provided where the footway crosses the Morrisons service yard to the north of the site. The footway access from Meridian Way would be improved through widening works and the establishment of a footway on the western boundary of the site north of the vehicular access where there is currently only soft verging and layby parking areas.</p> <p>It is therefore considered that the site would therefore continue to be convenient to access by public transport as well as by bicycle and on foot, utilising the various pedestrian access points being provided, including DDA compliant ramped access.</p> <p>Overall, it is considered that the proposed development would deliver improved and safer vehicular access and parking which would not overwhelm or compromise the safety of pedestrian access. Pedestrian access would be enhanced, with improvement in terms of permeability, safety and functionality. Facilities would be provided to support use of sustainable transport methods including cycling, public transport and electric vehicles.</p> |
| 8.8 | <p><u>Residential Amenity</u></p> <p>The site is in an established town centre use and the nature of activities taking place are similar to those which would be generated by the proposed development. There are no residential buildings either within the existing or proposed site, the nearest neighbours being dwellings on</p> |

Arundel Road that back onto Greenwich Way approx. 30 metres to the south of the landscaped southern edge of the site. There are properties further afield to the north and west on Horsham Road and Sutton Avenue/Roderick Avenue whilst the adjoining site to the east is an industrial estate/business park.

Given the distances maintained between neighbouring dwellings, the relatively modest scale of the proposed buildings in terms of height and the nature of the proposed use that is consistent with the current use, it is considered that the proposed development is compatible with surrounding residential development and would not introduce any unacceptable impact upon residential amenities.

The proposed development does not incorporate any residential element, although it should be noted that local and national policies accepts that residential development can form an important part of the use mix in a town centre and is compatible with such an environment. It is therefore considered that the use of the site would not prejudice any future residential development that may form a component of the overall town centre mix.

8.9 Drainage and Wastewater

Other than the landscaped areas, the site is currently largely covered by buildings or impermeable surfacing. The proposed development would, however, result in a reduction of landscaping within the site.

Para. 056 of the Planning Practice Guidance for Flood Risk and Coastal Change establishes a hierarchy of sustainable drainage methods. The most sustainable method identified is infiltration. The effectiveness of infiltration measures is dictated by geology, soil structure and groundwater levels. The drainage strategy provided with the application submits that surface water can be managed through the use of an infiltration system which would be assisted by attenuation infrastructure such as below ground tanks, tree pits and permeable hard surfacing. The potential for discharge of contaminants from the car parking area is identified, with the drainage system incorporating gully traps, sump units, silt traps, catch-pits and multiple separator units to remove contaminants/pollutants and so prevent them being released into the groundwater. Site levels would be graded around junctions and boundaries so as to control the risk of surface water discharge from the site onto the public highway and third party land in extreme events.

The LLFA have commented that further information is required in relation to infiltration rates to inform the size and layout of the drainage system. Ultimately, the drainage system involves below ground work and there is a large are of the site that would not be built over, in the form of the car park, thereby allowing the size of attenuation tanking to be increased if monitoring details, to be secured by condition, suggest that this is a requirement. As such, there is flexibility for modifications to the drainage system to be made without the layout of the development being impacted upon.

8.10

Sustainability

The proposed development involves the replacement of most buildings within the site. The LDC Technical Advice Note (TAN) for sustainability in development prioritises the retention and repurpose of existing buildings other than where that they are not suitable for re-use.

The existing Meridian Centre complex is constrained by its complicated layout, poor public interface and dated and inefficient buildings. To overcome the first two issues in an effective and efficient way, it is considered reasonable to consider replacement buildings, particularly where the opportunity is taken to enhance the overall sustainability of the site.

The proposed buildings would be constructed to be adaptable and accessible, allowing for flexibility in uses, incorporation of new technology, improved accessibility and more efficient use of space. The layout of the development and the design of the new buildings, including materials used is informed by an objective to reduce energy consumption and improve efficiency. This includes the use of energy efficient materials, provision of glazed areas to maximise access to natural light. Overheating as a result of solar gain is addressed through the use of glazing and other materials with reduced heat loss, canopies over shop fronts and trees that would provide urban cooling. Air source heat pumps would also be installed to provide heating and cooling in staff areas and the café at the superstore and for all other units within the scheme.

The sustainability statement accompanying the application also maintains that heat recovered from refrigerators used for producing within the store would be harnessed to heat water and that the refrigeration units would also be equipped to draw cool air back into them in order to reduce energy consumption.

The flat roof of the superstore would allow for arrays of south facing roof mounted solar panels to be installed and panels could also be fixed to south facing walls where they would generate renewable electricity that can utilised by the store.

The additional units proposed would not be used by the applicant and would be fitted out for the needs of the occupants that take them on. The materiality would be consistent with that of the superstore and all units would be provided with an air source heat pump. The roofs would not be fitted with solar panels but a condition could be sued to ensure that future occupants submit a sustainability strategy for their unit, prior to occupation, which may include measures such as the installation of solar pv panels.

The demolition and construction works on the site would generate waste. The applicant has stated that materials from demolished buildings may be used for site groundworks, subject to screening for contaminants such as asbestos. A comprehensive waste management plan would be secured by condition to ensure that waste is ideally reused or recycled and, where not possible, disposed of in a responsible manner.

The applicant has set out measures to be employed during the operational phase of the superstore to help minimise waste. This includes forecasting regimes to guide the quantity, frequency and type of food ordered, making

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| | <p>surplus food available to local food banks and, where food cannot be redistributed, sending it to anaerobic digestion plants to be used to generate energy.</p> <p>Based on the surveys referred to earlier in this report, the proposed development is likely to encourage more Peacehaven residents to shop in the town centre rather than travel to surrounding towns, thereby reducing vehicular movements and emissions. The car parking area would be equipped with 6 electric vehicle charging points. The development is within close proximity of National Cycle Route 2, which follow Arundel Road which is to the south of the site and has a junction with Sutton Avenue (where there is a signal-controlled priority crossing for cycles) which, in turn, meets Greenwich Way and Meridian Way. A total of 33 cycle parking spaces would be provided, an uplift from the 10 spaces currently available. Pedestrian access to the site would be improved and safe routes that avoid conflict with motor vehicles would be provided whilst the bus stop within the site would be maintained, with a trolley store provided nearby and bus information panels installed within the superstore. It is therefore considered that the proposed development would encourage the use of more sustainable modes of transport.</p> |
| 8.11 | <p><u>Planning Obligations:</u></p> <p>Any approval granted would be subject to the following planning obligations: -</p> <ul style="list-style-type: none"> • Local highway improvements to be carried out under a S278 Agreement on Greenwich Way and Meridian Way, as identified on drawing number T698_03A. • Travel Plan including an audit fee of £4500. • Off-site biodiversity works. |
| 8.12 | <p><u>Human Rights Implications:</u></p> <p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p> |
| 8.13 | <p><u>Conclusion.</u></p> <p>It is considered that the proposed development would deliver significant social and economic enhancements through the comprehensive redevelopment of the site</p> |

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| 9. | Recommendations |
| 9.1 | It is recommended that the application is approved subject to the conditions listed below and a Unilateral Undertaking under section 106 of |

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| | The Town and Country Planning Act 1990 securing the contributions/obligations set out in para. 8.11. |
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| 10. | Conditions |
| 10.1 | <p>PHASING PLAN</p> <p>No development shall commence, other than enabling works of any phase, sub-phase or building until a detailed Phasing Strategy (including timetables for works) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.</p> <p>The strategy shall include the phasing of infrastructure, provision and maintenance of key community facilities, means of publicising works and providing suitable warning to service providers/retailers that would be affected and services as well as procedures for amending the phasing plan if subsequently deemed necessary.</p> <p>Reason: To ensure that construction works are co-ordinated in a way that does not compromise the function of the town/district centre in accordance with LLP1 policies CP4, CP6 and CP7 and para. 86 of the NPPF.</p> |
| 10.2 | <p>EXTERNAL MATERIALS:</p> <p>No external materials or finishes shall be applied until a schedule of materials has been submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with those details and maintained as such unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interest of visual amenity and sustainability in accordance with LLP1 policy CP11, LLP2 policy DM25, para. 130 of the NPPF.</p> |
| 10.3 | <p>PLAY AREAS:</p> <p>Prior to the first occupation of the development hereby approved, the children's play area shall be provided along with seating for adults in accordance with details to be submitted to and approved by the Local Planning Authority.</p> <p>These details shall include, but not be limited to, surfacing, drainage, landscaping, and ongoing management and maintenance arrangements for any play equipment/area provided.</p> <p>Reason: To provide a healthy living environment in accordance with policies DM15 and DM16 of LLP2.</p> |

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| 10.4 | <p>PLANT AND MACHINERY</p> <p>Prior to the first occupation of each of the Class E or Class F units (including the superstore), details of any associated extraction/flue/filtration/ventilation systems to be installed or any other plant including siting, appearance and specifications shall be submitted to and approved in writing by the local planning authority for the relevant commercial unit:</p> <p>Any apparatus approved shall thereafter be installed and maintained in accordance with the approved details.</p> <p>Reason: In the interest of visual, environmental, and residential amenity in accordance with LLP1 policy CP11, LLP2 policies DM23 and DM25 and para. 174 and 185 of the NPPF.</p> |
| 10.5 | <p>WAYFINDING & ACCESSIBILITY</p> <p>Prior to the first occupation of any part of the development, details of all measures to enhance site and building accessibility, including wayfinding signage, shall be submitted to and approved by the Local Planning Authority and such measures shall thereafter be provided and maintained in place throughout the lifetime of the development.</p> <p>Reason: To ensure that the development meets the needs of the community in accordance with LLP1 policies CP6 and CP11, LLP2 policy DM25 and para. 92 and 93 of the NPPF.</p> |
| 10.6 | <p>CONSTRUCTION MANAGEMENT PLAN</p> <p>No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the</p> |

entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters: -

- The anticipated number, frequency and types of vehicles used during construction,
- The method of access and egress and routeing of vehicles during construction,
- The parking of vehicles by site operatives and visitors,
- The loading and unloading of plant, materials, and waste,
- The storage of plant and materials used in construction of the development,
- The erection and maintenance of security hoarding,
- Other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- Details of public engagement both prior to and during construction works.
- Details of measures to prevent surface water flooding during construction works.
- Site waste management plan
- Hours of working
- Demonstration that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities.
- Details of the use of protective fences, exclusion barriers and warning signs.
- Details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils, and fuel.
- Details of any external lighting.

Reason: In the interests of highway safety and the amenities of the area in accordance with LLP2 policies DM20, DM22 and DM23 and para. 110 and 112 of the NPPF.

10.7

CAR PARKING

The development shall not be occupied until the parking areas shown on the approved plans have been constructed, surfaced, and marked out in accordance with the approved details, including the provision of disabled

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| | <p>bays, parent and child parking, click and collect facilities, drop off facilities and electric vehicle charging points.</p> <p>The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP1 policy CP13, LLP2 policy DM25 and para. 112 of the NPPF.</p> |
| 10.8 | <p>TURNING AND CIRCULATION SPACE</p> <p>The development shall not be occupied until turning and circulation space within the car parks and service yards has been provided in accordance with the approved plans and these spaces shall thereafter be retained for that use and shall not be used for any other purpose.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP1 policy CP13, LLP2 policy DM25 and para. 112 of the NPPF</p> |
| 10.9 | <p>CYCLE PARKING</p> <p>Prior to the commencement of development details of the proposed cycle parking shall be submitted to an approved by the Local Planning Authority in consultation with the Highway Authority and the approved cycle parking shall be provided prior to the re-development being brought into use.</p> <p>Reason: In order that the development site/use hereby permitted maximises its accessibility by non-car modes and to meet the objectives of sustainable development.</p> |
| 10.10 | <p>ECOLOGICAL METHOD STATEMENT</p> <p>No development shall take place (including any demolition, ground works, site clearance) until a precautionary working method statement for protected and notable species has been submitted to and approved in</p> |

writing by the local planning authority. The content of the method statement shall include the:

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);
- g) disposal of any wastes arising from works.

The works shall be carried out strictly in accordance with the approved details.

Reason: In the interest of protecting and preserving biodiversity in accordance with LLP1 policy CP10, LLP2 policy DM24 and para. 174 of the NPPF.

10.11 **LANDSCAPING**

Prior to the occupation of the development hereby approved, a scheme for landscaping shall be submitted to and approved by the Local Planning Authority. The scheme shall include: -

- a) details of all hard surfacing;
- b) details of all boundary treatments;
- c) details of all proposed planting, including quantity, species, and size
- d) details of biodiversity enhancements

All soft landscaping shall be carried out, at the latest, during the first planting season following the first occupation of the building. Any plants which within a period of 5 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 similar size and species.

Reason: In the interest of visual amenity and biodiversity in accordance with LLP1 policies CP10 and CP11, LLP2 policy DM24 and DM27 and para. 130 of the NPPF.

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| 10.12 | <p>SURFACE WATER DRAINAGE</p> <p>No development approved by this permission shall be commenced until full details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable and be devised by a chartered civil engineer, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the development shall be take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and para. 163 and 165 of the NPPF.</p> |
| 10.13 | <p>DRAINAGE SYSTEM MAINTENANCE/MANAGEMENT</p> <p>A maintenance and management plan for the entire drainage system shall be submitted to the planning authority before any construction commences on site to ensure the designed system considers design standards of those responsible for maintenance. The management plan shall cover the following:</p> <ul style="list-style-type: none"> • Details of who will be responsible for managing all aspects of the surface water drainage system. • Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development. <p>These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and para. 163 and 165 of the NPPF.</p> |
| 10.14 | <p>DRAINAGE INSTALLATION</p> <p>Prior to occupation of the development evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.</p> <p>Reason: To ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and para. 163 and 165 of the NPPF.</p> |
| 10.15 | <p>LAND CONTAMINATION</p> <p>No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing by the local planning authority:</p> <ol style="list-style-type: none"> a) Additional site investigation scheme, based on preliminary investigations already undertaken to provide information for a |

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| | <p>detailed assessment of the risk to all receptors that may be affected, including those off site;</p> <p>b) The results of the site investigation and the detailed risk assessment referred to in (a) and based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;</p> <p>c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in accordance with LLP2 policies DM20 and DM22 and para. 174 of the NPPF.</p> |
| 10.16 | <p>VERIFICATION REPORT</p> <p>No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of 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 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. The long term monitoring and maintenance plan shall be implemented as approved.</p> <p>Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete in accordance with LLP2 policies DM20 and DM22 and para. 174 of the NPPF.</p> |
| 10.17 | <p>PREVIOUSLY UNIDENTIFIED LAND CONTAMINATION</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the</p> |

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| | development site in accordance with LLP2 policies DM20 and DM22 and para. 174 of the NPPF. |
| 10.18 | <p>ASBESTOS SURVEY</p> <p>Prior to demolition, a full asbestos survey must be carried out on the building to be demolished. Any asbestos containing materials (ACMs) must be removed by a suitable qualified contractor and disposed off-site to a licenced facility. A copy of the report should be provided to the local planning authority together with a mitigation plan that removes the risk to future occupiers of exposure to asbestos.</p> <p>Reason: To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors in accordance with LLP2 policy DM20 and para. 174 of the NPPF.</p> |
| 10.19 | <p>SUSTAINABILITY</p> <p>Prior to the first occupation of each of the Class E or Class F units (including the superstore), a sustainability checklist, in accordance with the LDC Sustainability in Development Technical Advice Note, shall be provided to identify all measures to be taken to enhance the sustainability of the unit concerned. The unit shall thereafter be maintained in accordance with the approved details throughout its use.</p> <p>Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with LLP1 policy CP14, LLP2 policy DM20 and para. 152 of the NPPF.</p> |
| 10.20 | <p>STORAGE:</p> <p>No materials, goods, plant, equipment, or any waste materials shall be stored externally within the yard areas adjacent to the building.</p> <p>Reason: In the interest of visual and environmental amenity in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM20, DM23 and DM25 and para. 130 of the NPPF.</p> |
| 10.21 | <p>DELIVERY AND SERVICE MANAGEMENT PLAN</p> <p>Prior to the occupation of each commercial unit hereby approved, a Delivery and Service Management Plan shall be submitted. to and approved in writing by the Local Planning Authority. The plan shall details of the hours and numbers of deliveries; identifying the size of vehicles along with means for controlling noise, light and air emissions. The use of the unit shall thereafter be undertaken in full accordance with the approved plan.</p> <p>Reason: In the interest of residential and environmental amenity in accordance with LLP1 policy CP11, LLP2 policies DM20 and DM23 and para. 174 of the NPPF.</p> |

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| 10.22 | <p>HOURS OF OPERATION:</p> <p>Prior to the first occupation of each of the commercial units (including the superstore), details of intended hours of operation shall be submitted to and approved in writing by the local planning authority for the relevant commercial unit. The commercial uses shall only be operated in accordance with the approved details.</p> <p>Reason: In the interest of environmental and residential amenity and of safety and security in accordance with LLP1 policy CP11, LLP2 policy DM23 and para. 92 and 07 of the NPPF.</p> |
| 10.23 | <p>Inert Fill</p> <p>Any material imported to the site to fill or level land shall be clean inert material forming the subbase and or clean topsoil.</p> <p>Reason In order to ensure that the redevelopment of the site does not give rise to any ongoing contamination/maintenance issues which may give rise to any health risks.</p> |
| 11. | <p>Informatives:</p> |
| 11.1 | <p>WASTE ON-SITE</p> <p>The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> • excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution • treated materials can be transferred between sites as part of a hub and cluster project • some naturally occurring clean material can be transferred directly between sites <p>Developers should ensure that all contaminated materials are adequately characterized both chemically and physically, and that the permitting status of any proposed on-site operations are clear.</p> <p>If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>We recommend that developers should refer to:</p> <ul style="list-style-type: none"> • the position statement on the Definition of Waste: Development Industry Code of Practice • The waste management page on GOV.UK |

WASTE TO BE TAKEN OFF-SITE

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

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| 12. | Plans: |
| 12.1 | The approved plans will be reported via the addendum report. |
| 13. | Appendices |
| 13.1 | None. |
| 14. | Background Papers |
| 14.1 | None. |