

PLANNING COMMITTEE – 25 July 2023

REFERENCE NUMBER: 22/01036/OL Application Expiry Date: 30 June 2023
Application Type: Full Planning Permission

Proposal Description: **Application for the proposed demolition of existing buildings and erection of a Class E foodstore together with car parking, access, servicing, and other associated works (Major Development)**

At: **Trent Titanium Ltd, Wreakes Lane, Dronfield**

For: **Mr Keith Nutter, Morbaine Limited**

Third Party Reps: 3 Parish: Dronfield Town Council
Ward Name: Dronfield South Ward

Author of Report: Case Officer Phil Slater Date of Report: 03 July 2023

MAIN RECOMMENDATION: GRANT



1.0 Reason for Report

- 1.1 The application is a major development and of strategic importance. It is referred to planning committee for these reasons.

2.0 Proposal and Background

- 2.1 This application is an outline planning application for the demolition of existing buildings on site and the erection of a Class E foodstore with associated car parking, access and associated engineering works (matters of appearance and landscaping are the only matters reserved for further approval with issues of access, layout and scale to be determined at this stage). The application site comprises 0.97 hectares, and the proposed Class E retail foodstore would have a gross internal area of 1,895 sq.m.
- 2.2 A total of 100 car parking spaces are proposed, including nine parent and child parking spaces, six disabled spaces, and two electric vehicle ('EV') charging points (with provision for a further 20 EV charging points in the future).
- 2.3 The application site lies approximately 100 metres from the northern extent of the defined Dronfield town centre boundary, as identified by the North East Derbyshire Local Plan Proposals Map and comprises an 'edge of centre' development proposal.
- 2.4 The site is located within the settlement development limits of Dronfield which is the largest of the four towns in the District. It is within the Wreakes Lane Employment Area forming part of Site DR/02 which is allocated as a Principal Employment Area under Policy WC2 of the Local Plan. It is immediately surrounded to the north and south by employment uses, the A61 Dronfield bypass to the west and a Scout Hut and Recreation area to the east on the opposite side of Wreakes Lane.
- 2.5 There is a Sainsbury's supermarket located 100m to the south of the site, which marks the northern edge of the town centre. However, access into the Sainsbury's site (which also provides some parking for the wider town centre) is located some 200m from the site.



Figure 1: proposed layout.



Figure 2: aerial image of proposals

Amended Plans

- 2.6 Following comments from the Highway Authority the agent has submitted a revised site access drawing (B035432-TTE-00-XX-PL-D-003 revision P03). It is shown in figure 3 below.

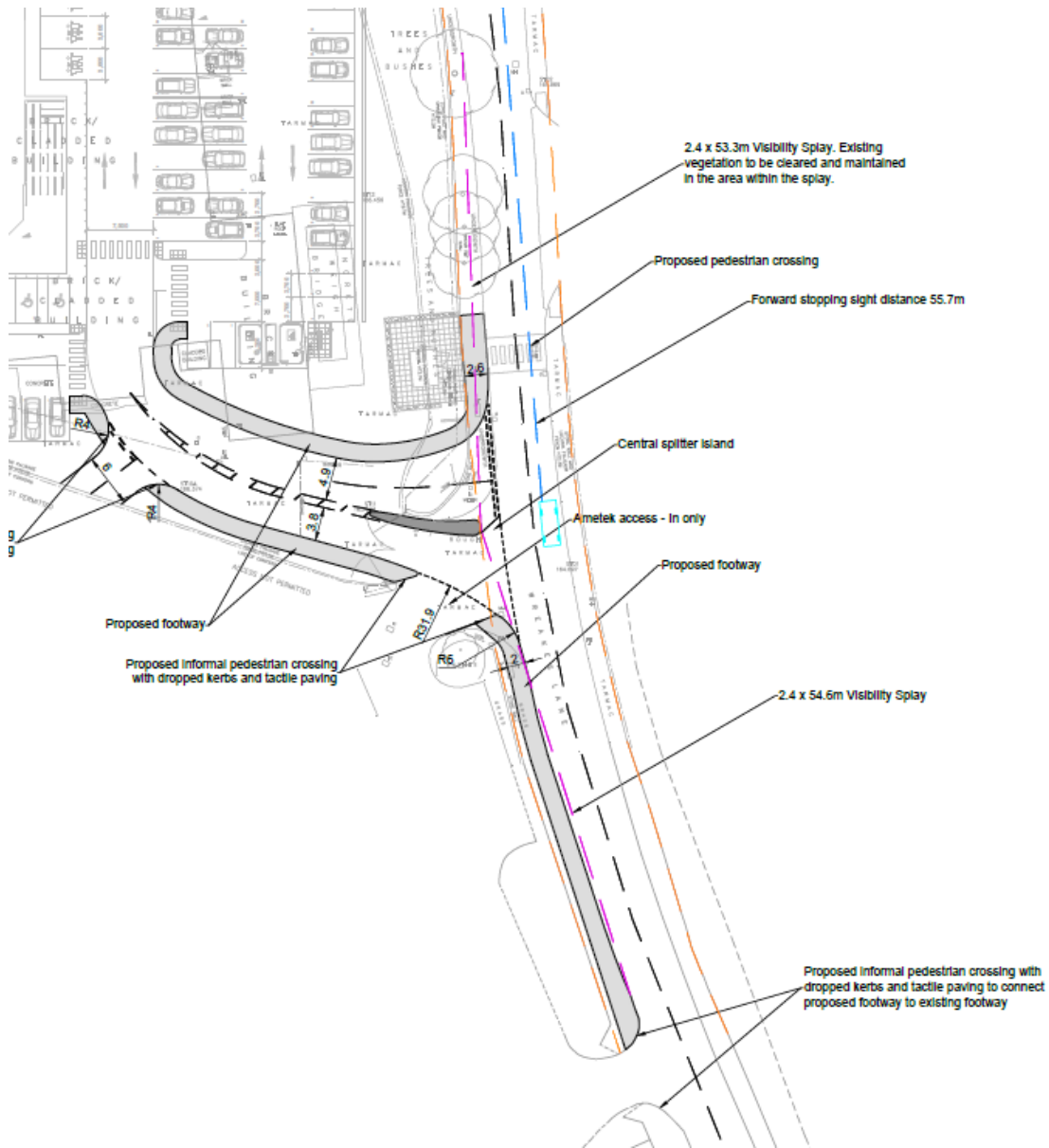


Figure 3: Revised access proposals

3.0 Relevant Planning History

3.1 No relevant planning history

4.0 Consultation Responses

4.1 One **Ward Member** has commented and raised the following issues:-

- Concerns that the access is located on a brow and the speed at which the majority of the traffic passing the site entrance is normally the maximum 30 mph speed limit.

- The issue of cars parking at the Scout Hut, in the early evening, approximately 80m north east of the site access and the potential conflict arising from additional traffic associated with the proposed site.
- Sainsbury's causes no major problems as all their customers have to negotiate a roundabout at the far end of Wreakes Lane.
- References to traffic arising from 1970s developments, suggests potential highways improvements and describes the driving habits of present day car and HGV drivers. Additionally suggests that future improvements could be combined with potential works to rail bridges as part of their electrification programmes.

- 4.2 **Dronfield Town Council** object as the construction of another food store on Wreakes Lane would significantly increase traffic on Wreakes Lane and the surrounding roads around the site, creating logistical and environmental issues for residents.

With potentially up to 269 vehicle trips per hour - 81 of these being new vehicle trips plus an additional 107 vehicle trips which have diverted to visit the store - this would result in almost 220 additional vehicles trips on Wreakes Lane and the surrounding junctions per hour. This would cause traffic problems around the junction with Stubley Hollow/Wreakes Lane and at the traffic lights at the junction at Wreakes Lane/Sheffield Road

- 4.3 The **Highway Authority** initially commented that a total of 100 car parking spaces have been proposed, and that the total parking proposed needs to be justified in accordance with Part 4 of the DCC DSP (Highway requirements for developments Part 4).

The main access to the retail site is via the existing junction on Wreakes Lane, which will be formed by re-configuring the existing vehicular access. Wreakes Lane is a Classified Road. It is noted that visibility splays of 2.4m x 54.6m to the south and 2.4m x 53.3m to the north will be provided. The existing trees/vegetation at the northern side of the proposed access would obscure visibility splays for vehicles emerging from the proposed site; therefore, improvements in emerging visibility splays are required.

It is unclear whether any footway will be proposed at the frontage of the site in the northern direction to provide a route and connection to the proposed pedestrian crossing. The footway at the frontage of the site in the northern direction will be required to enhance the connectivity of the site to the existing footway on the eastern side via proposed pedestrian crossing. The type of crossing proposed also needs to be identified. Furthermore, the Highway Authority recommends that Stage 1 Road Safety Audit will also be required in support of this proposal.

Scoping was undertaken with the Highway Authority to undertake detailed traffic modelling to decide the extent of junctions required for the modelling and to assess the impact of the proposal on the local highway network. The traffic modelling results suggest that the junctions off Wreakes Lane, Wreakes Lane / Sainsburys / High Street / Stubley Lane roundabout, Wreakes Lane / Stubley Hollow priority junction, and Wreakes Lane / Sheffield Road signalised junction are forecast to operate within capacity.

The Highway Authority recommends that a Framework Travel Plan (FTP) be submitted.

In relation to the submitted Transportation Assessment (TA) this estimates that the proposed development will generate around 175 – 270 two-way trips during weekday evening peak hour and Saturday peak hour(s), respectively. The TA identifies different types of trips likely to be generated by the store.

The TA discusses future traffic growth and has considered the potential impacts upon a number of offsite junctions, which are :

- Wreakes Lane / Sainsburys roundabout
- Wreakes Lane / Stubley Hollow priority junction
- Sheffield Road / Wreakes Lane signalised junction

The HA have commented that net residual impacts upon the offsite junctions are relatively modest with a reasonable degree of capacity with developments and traffic considered.

- 4.4 In response to the HA comments the applicant has submitted
- a response to HA Comments (produced by Tetra Tech)
 - a Framework Travel Plan (produced by Tetra Tech)
 - Road Safety Audit
 - Designer's Response to HA comments
 - Revised site access drawing (B035432-TTE-00-XX-PL-D-003 revision P03).
 - Car park justification statement (May 2023)
- 4.5 The HA have commented that for this proposal, a total of 100 car parking spaces have been proposed. However, in accordance with Part 4 of the Delivering Streets and Places Design Guide (DSPDG) for stores between 1,000 and 3,000 sq metres 1 car space per 12 sq metres is required. Therefore, based on the GFA of 1,984sqm confirmed above, a total of 165 parking spaces are required.

The applicant has interrogated the TRICS database to identify the parking space ratio at other similar existing discount food store facilities and have concluded that the proposals provide a level of parking which is 13% greater than the average Discount Foodstore provision. In addition, the applicant

has undertaken a parking accumulation calculation based on the previously agreed arrival and departure trip generation rates. This demonstrated the maximum occupancy, for the busiest parking hour of the week (on a Saturday) as calculated from the agreed trip rates, is 63 vehicles. The weekday busiest hour occupancy was 46 vehicles.

As such the **Highway Authority (HA)** are satisfied with the proposed parking provision and in the site-specific circumstances it is not considered that this development proposal would lead to a severe or unacceptable highway impact in the context of the NPPF and as such the HA would not seek to resist this application

The HA have reviewed the submission of the Travel Plan and have requested a number of amendments. A condition has been recommended requiring the submission of an updated travel plan.

S106 monies are requested for:-

- The Travel Plan monitoring fee: £1,265.00 pa x five years, total £6,325.00.
- Bus taster tickets : 28 Day Stagecoach Silver Megarider 1 no. per employee at £72 each. Therefore, for a total number of 40 employees this would be £2,880.00

4.6 The **Economic Development Team** have requested a condition in relation to employment and training opportunities.

4.7 The **Lead Local Flood Authority (LLFA)** have commented that: It is noted that infiltration is proposed as the drainage strategy because infiltration testing returned promising results, however, the LLFA requested further information as follows:

- Where is the proposed location of the soakaway?
- At detailed design stage, the applicant would need to carry out seasonal monitoring of groundwater levels and carry out soakaway testing during the winter, in order to ensure that the soakaways will be effective all year round. In the event that infiltration is found not to be feasible after all, what would the alternative surface water drainage strategy be?

4.8 The applicant has confirmed that the soakaway would be located under the car park in the area where the infiltration tests were undertaken. The Soakaway Report (including infiltration test results) was included in Appendix F of the Flood Risk Assessment. An engineer was on site at the time the tests were done and confirmed that the ground conditions and soakaway rates recorded (in the report) are valid.

- 4.9 The LLFA have further commented that the applicant needs to provide further information as to how will it be ensured that the soakaway could not mobilise pollutants within the made ground on site.

The agent has confirmed that whilst the three trial pits (where the infiltration tests were undertaken) revealed no obvious visual or olfactory indications of significant contamination, the LLFA concerns are noted. In response to the LLFA's question, the soakaway will be designed to be located at such a depth that it does not rely on infiltration through any fill materials. For information, fill materials were encountered at between 0.3 and 1.3m depths in the three trial pits to-date.

The agent has designed and implemented similar soakaway systems elsewhere where surface water is gathered by a series of gullies/drains and is then passed through a petrol interceptor into attenuation tanks where it is allowed to soakaway. The depth required to install the tanks underneath the car park is such that it will be well below any existing fill material and will therefore discharge into the natural ground.

The LLFA have confirmed that there are no objections subject to conditions.

- 4.10 **NEDDC Streetscene** have commented with regards to refuse bins. Should the applicant choose to have NEDDC to dispose of their waste, when the development is completed, they would need to contact the trade waste section for information. All rubbish produced by the Company should be contained in a manner which prevents rubbish from blowing around and blowing onto the public highway and comment that they would need to set up a trade waste contract as soon as possible.
- 4.11 The **Environmental Health Officer (EHO)** has no objection in principle subject to conditions in relation to land contamination.
- 4.12 The **Coal Authority** concurs with the conclusions of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that investigations are required, along with possible remedial measures, in order to ensure the safety and stability of the proposed development. No objections are raised subject to conditions requiring the submission of a scheme of intrusive investigations prior to any development commencing.
- 4.13 The **Derbyshire Wildlife Trust (DWT)** have commented that given that the site is of relatively low ecological value and that boundary habitats appear largely retained within proposals, they do not consider that the Appraisal needs repeating. Similarly, given the very low potential of the building to support roosting bats, they do not consider an updated inspection or nocturnal survey necessary at this time.

- 4.14 DWT consider that the number of recommended bat and bird boxes could be increased, given the size of the proposed store and suitability of boundary habitats, and details should be provided in an Ecological Enhancement Plan. Northern and western elevations are most suitable as they face semi-natural habitats and consideration could also be given to boxes on boundary trees, if suitable.
- 4.15 Lighting will be required in car parking areas, however DWT advise that lighting is avoided / minimised along the western elevation to retain a dark corridor along the woodland.
- 4.16 No objections are raised subject to conditions relating to nesting birds; and the submission of a Biodiversity Enhancement Plan.
- 4.17 **Yorkshire Water** have no objections subject to conditions
- 4.18 **Designing Out Crime Officer** – has raised no objections and requested conditions in relation to boundary fencing, CCTV and a vehicle barrier.
- 4.18 **Dronfield Civic Society** supports the application. The site is identified in Policy WC2 of the NEDDC LP as a Principal Employment Area (DR/02 Stubley Lane/Wreakes Lane). The vacant brownfield site represents a sustainable location for a foodstore and is within walking distance of residential parts of the town. The application proposals will deliver economic, social and environmental benefits including the clearance of dereliction of former industrial units, a transformation of the site with good access and parking provision, local employment opportunities and a broadening of the market offer across the 'value foodstore' sector. The application complies with a number of Policies in the Local Plan including Policy SS1, SS2 6 Sustainable Development, WC3 2 and WC4 2c, 3a and b and should be APPROVED

5.0 Representations

- 5.1 **One objection** was initially submitted by the adjacent business at Ametek in relation to the proposed access. However, after a meeting held between Morbaine & Land Ametek both parties have come to an agreement on access & egress issues for both Land Ametek & any new retail site, based on creating an alternative entry/exit for heavy goods vehicles to Land Ametek's rear parking area. On this basis the objection is withdrawn and the application supported.
- 5.2 A further letter of support has been received from Lidl who make the following points (in summary):-

- Lidl is increasingly looking for new opportunities to enhance its representation within the UK, and Dronfield has been a longstanding requirement for the company as our existing representation in Chesterfield and Sheffield cannot meet Dronfield's needs.
- Whilst we understand that the local area is currently served by two national supermarkets and other smaller-scale convenience stores, we note that the Council's own Retail and Centres Study of April 2018 identifies that existing grocery provision in Dronfield trades well above anticipated levels, therefore creating capacity to support additional floorspace. A new Lidl store would help provide greater choice locally and better serve the current and future shopping needs of the established community.
- Accordingly, over the past few years, we have explored opportunities to secure a new modern format Lidl store within the town. Given that such opportunities are extremely difficult to come by, (particularly those well related to the established centre) we believe that the site now being pursued by Morbaine Limited represents an excellent opportunity for a new discount foodstore in a highly sustainable location at the heart of the local community.
- The former Trent Titanium site is vacant and significantly underutilised. The plans for a new store in Dronfield would secure approximately 35 additional new jobs which will be a fantastic boost for the local area at a time when there is so much economic uncertainty.

6.0 Relevant Policy and Strategic Context

The Development Plan comprises the Local Plan and the Neighbourhood Plan. The most important policies in relation to this application are as follows:

6.1 North East Derbyshire Local Plan 2014 - 2034

Policy SS1: Sustainable Development

Policy SS2: Spatial Strategy and the Distribution of Development

Policy WC2: Principal Employment Areas

Policy WC4: Retail Hierarchy and Town Centre Uses

Policy SP1: Dronfield

Policy SDC2: Trees, Woodland and Hedgerows

Policy SDC4: Biodiversity and Geodiversity

Policy SDC11: Flood Risk and Drainage

Policy SDC12: High Quality Design and Place-Making

Policy SDC13: Environmental Quality

Policy SDC14 Land Potentially Affected by Contamination or Instability

Policy ID1 Infrastructure Delivery and Developer Contributions

Policy ID3 Sustainable Travel

6.2 Dronfield Neighbourhood Plan

Policy EN4 Ecology

Policy EN6 Trees and Woodlands

Policy T&A1 Cycling and Walking

Policy E1 Protecting and Enhancing the Role and Attractiveness of Dronfield Town Centre

Policy E3 Shopping Hubs and Other Local Shops Outside Dronfield Town Centre

Policy E5 Existing Employment Uses

Policy D3 Good Design

6.3 National Planning Policy Framework

The NPPF (2021) is a material consideration in the determination of this scheme.

The following sections of the NPPF are particularly relevant:

The presumption in favour of sustainable development: Paragraphs 11 -12

Section 6. Building a strong, competitive economy: Paragraphs 81 to 85

Section 7. Ensuring the vitality of town centres: Paragraphs 86 to 91

7.0 **Planning Issues**

- 7.1 This application proposes demolition of existing buildings and erection of a Class E foodstore together with car parking, access, servicing, and other associated works at Trent Titanium Ltd, Wreakes Lane, Dronfield.

Principle of Development – employment land

- 7.2 The site is located within the settlement of Dronfield, and within the Wreakes Lane Employment Area which is allocated as a Principal Employment Area under Policy WC2 of the Local Plan.
- 7.3 Policy SS2 of the Local Plan sets a target for the provision of 43ha of employment land over the Plan period to be focused upon Principal Employment Areas as identified in Policy WC2 and on identified strategic sites. Those sites listed under Policy WC2 are identified as being particularly important for the retention of the District's B-class employment base, either strategically or locally for a particular settlement and will be safeguarded from potential redevelopment or change of use to a non-employment use such as housing or retail. Within these areas other employment generating uses will only be permitted by the Local Plan where they are ancillary to the main use on site and would not prejudice the future

- functioning or viability of employment uses on the site or nearby sites by reason of conflicting activities.
- 7.4 The Council's Annual Monitoring Report published in December sets out the latest position on employment land supply. It reports that the overall employment land supply at 31/03/2022 is 41.48ha, against a requirement of 43ha in the Plan.
- 7.5 Furthermore there is increased certainty that employment land will come forward on land at the Coalite Priority Regeneration Area (Policy SS6). This results in approximately 15ha of additional available employment land supply, which in quantitative terms, covers both the current shortfall, as set out in the AMR, and the potential for c.1ha loss on this application site.
- 7.6 However, the Local Plan seeks to secure and retain existing employment sites and allocations which have been identified as the most appropriate employment locations and safeguard them from potential redevelopment to non-employment uses. Those sites listed under policy WC2, as here, are identified as being particularly important for the retention of the District's B-class employment base, either strategically or locally for a particular settlement.
- 7.7 In summary, although the loss of this 1ha employment site would not lead to an overall District wide shortfall of employment land, it would reduce employment land supply within Dronfield, where available land is restricted to arising vacancies, the level of which is currently limited to this and a neighbouring site. The proposals would, therefore, be contrary to policy WC2 of the Local Plan.

Principle of Development – Retail Issues

- 7.8 In line with the requirements of the NPPF, the Local Plan quantifies the need for additional retail floorspace through Policy WC4: Retail Hierarchy and Town Centre Uses and sets out the approach that will be taken towards proposals for retail and other town centre uses, both within and outside identified town centre boundaries. Policy WC4 identifies a hierarchy of town and local centres and prioritises these locations for retail development by applying a sequential approach to ensure the vitality and vibrancy of town centres.
- 7.9 The Retail & Centres Study provides evidence that informed the policies and approach in the Local Plan. In light of the relative strength of the convenience retail provision in Dronfield, the study considers that North East Derbyshire District would, in quantitative terms, have capacity to support new convenience goods floorspace by 2033.

- 7.10 Policy SS2: Spatial Strategy and the Distribution of Development does not identify where this capacity should be located, which provides flexibility for the market to determine the optimal location, within the context of Policy WC4. However, the Study does identify Clay Cross Bridge Street Triangle as the most suitable opportunity to deliver a retail-led development in the district. It is however, acknowledged that convenience retail provision in Clay Cross would not address the capacity arising as a result of the significant over trading of convenience stores in Dronfield. For this reason officers agree that the scope of the sequential assessment should be limited to Dronfield.
- 7.11 The applicant considers the site to be edge of centre on the basis that it lies 100m from Sainsbury's supermarket. This is strictly correct as the Sainsbury's store marks the northern edge of the town centre. However, access into the Sainsbury's site is located some 200m from the site. Furthermore, the heart of the town centre, which is focussed on the Civic Centre and High Street is almost twice this distance. Whether the site is edge of centre or out of centre is arguably irrelevant given the lack of suitable alternative sites in Dronfield, as evidenced by the applicant. Officers are therefore satisfied that an appropriate sequential assessment has been undertaken.
- 7.12 Dronfield is the largest of the 4 towns within the district and is an area of high demand for growth. The town is surrounded by the Green Belt, which acts as a constraint to outward growth and puts pressure on land supply within the urban area from competing development needs. This makes it particularly important to ensure that longer term employment land needs of the district are protected as the loss of employment land in Dronfield cannot simply be replaced locally with a future review of the Plan.
- 7.13 It is accepted that there is no land identified within Dronfield for retail development that would meet the requirements of the current proposal. However, the retail evidence underpinning the Local Plan identifies that existing convenience spending is retained within Dronfield to the extent that existing stores are over trading at significant levels, rather than expenditure leaking outside the area. The benefit of an additional retail store in this location is limited to increased customer choice, given the wider floorspace requirement is likely to be accommodated elsewhere in the District.
- 7.14 Overall on the principle of development the key issue is whether the retail floorspace capacity arising from existing stores overtrading is sufficient to justify the loss of employment land.

Planning balance

- 7.15 The proposed redevelopment of the site would provide a substantial boost in respect of local employment and the local economy. The application site has been vacant for around two years. It was last occupied for use by Dunstan Wragg Trent Titanium as a metals recycling plant. The metals recycling operation was not labour-intensive and the previous use of the site supported five jobs. As identified within the submitted Planning and Retail Statement the applicants estimate that the proposed foodstore would support around 40 jobs (which is typical for a retail operation of this format and scale). Employment associated with the foodstore would be a mix of full and part-time positions, which would ensure that the opportunities are attractive to a broad range of people. The end operator would seek to maximise local employment and training opportunities.
- 7.16 The development would result in a substantial net benefit to the local community in respect of job creation and the retention of additional retail expenditure within the Dronfield area.
- 7.17 The existing premises are both very limited in terms of the facilities provided and are in a poor (and worsening) state of repair. The existing premises may not be attractive to a prospective new tenant and are not fit for repurposing. Furthermore, the applicant argues that the rental levels achieved for traditional 'employment' uses in Dronfield are not of a level which supports the demolition, clearance, and redevelopment of the site.
- 7.18 The proposed redevelopment for a foodstore use both allows the site to fulfil its potential in economic terms and provides for a significant improvement in respect of visual amenity. A key theme within the NPPF is to the need to make effective use of land. Paragraph 120 of the NPPF identifies that decision-makers should give substantial weight to the re-use of brownfield land and promote and support the redevelopment of under-utilised land and buildings.
- 7.19 The applicant has commented that, the level of 'over-trading' apparent within Dronfield is highly unusual and is indicative of an immediate and pressing quantitative and qualitative need for further grocery retail provision. This need will become more acute as Dronfield's population grows.
- 7.20 The application site comprises a sequentially preferable location to support an additional foodstore provision in the Dronfield area as it is located adjacent to the defined town centre boundary and is able to support linked trips to other attractions in the area.
- 7.21 In view of the above, officers consider that substantial weight can be afforded to the range of factors above which collectively demonstrate that the proposed development comprises a positive use of the site which would

have significant benefits in improving retail customer choice and in ensuring that expenditure is retained in the local area. An additional foodstore will also support a substantial number of local jobs and additional economic benefits. There is no other centrally-located site which is both available and suitable to deliver this development.

- 7.22 Additionally, the employment land availability within the District is such that the overall aims and balanced objectives of the Local Plan would not be undermined at a district level by the loss of the site to a non-employment use.
- 7.23 Therefore, it is the Officers' opinion that the benefits of the scheme significantly and demonstrably outweigh the development plan policy which restricts the use of the site for employment only. Therefore the principle of the development, on this basis, is considered to be acceptable.

Highways

- 7.24 The proposed retail store would be served by a single main access to the site via the existing junction on Wreakes Lane which includes a single carriageway entrance with a two-lane exit. The new junction will provide access for customer cars and also delivery vehicles to the store. The junction will also be used for vehicles entering the adjacent Ametek Land (AL) site to the south. Cars exiting the AL car park will continue to use the existing egress further down Wreakes Lane.
- 7.25 The main access road into the site and along the front of the store is 7.5m wide to provide a safe main route which can also accommodate delivery vehicles. The latter have a turning area towards the north of the site, where they can reverse into a loading dock at the end of the store.
- 7.26 The application is accompanied by a Transport Assessment, Stage 1 Road Safety Audit and Framework Travel Plan. Additional information has been submitted in respect of the car parking provision.
- 7.27 The Highway Authority (HA) initially commented in respect of the Transport Assessment (TA) that the proposed development will generate around 175 – 270 two-way trips during weekday evening peak hour and Saturday peak hour(s), respectively. The TA identifies different types of trips likely to be generated by the store. These include new trips, i.e., trips that do not appear anywhere on the road network prior to the opening of the development. The TA also identifies linked trips, i.e., trips with multiple destinations, as well as diverted trips already present on the road network but not the road(s) from which the access is taken.

- 7.28 The HA commented that net residual impacts upon the offsite junctions are relatively modest with a reasonable degree of capacity with developments and traffic considered. Due to the challenging horizontal and vertical alignment, the HA, in the interest of road safety, recommended undertaking Road Safety Audit. (This has subsequently been submitted by the applicant).
- 7.29 The HA also recommended that the applicant be required to provide a footway across the frontage of their existing employment site currently occupied by 'AL' and considered there is sufficient verge width to achieve this.
- 7.30 On the issue of parking **provision** the HA initially commented that a total of 100 car parking spaces have been proposed, out of which 83 were to be standard parking spaces, 9 are parent and toddler, 6 are disabled and 2 electric vehicle charging parking spaces. Additionally, it was noted that 12 covered cycle parking spaces had also been proposed, and 20 additional electric charging points to be provided in the future when required. The total parking proposed was to be justified and provided in accordance with Part 4 of the DCC Delivering Streets Places (DSP Design Guide) (Highway requirements for developments Part 4).
- 7.31 With regards to the **site access** the HA commented that the main access to the retail site was via the existing junction on Wreakes Lane, which was to be formed by re-configuring the existing vehicular access and that Wreakes Lane is a Classified Road. It was noted that visibility splays of 2.4m x 54.6m to the south and 2.4m x 53.3m to the north will be provided. .
- 7.32 With regards to **public transport** the HA commented that the footway leading to the northbound bus stop in front of AL had overgrown vegetation on the footway. To enhance accessibility and connectivity of the site, the footway condition needed to be improved.
- 7.33 In support of the application, the HA recommended that a Framework Travel Plan (FTP) was submitted to discuss modal shifts towards sustainable transport modes, including sustainable transport measures and actions.
- 7.34 The applicant submitted additional information to address the HA comments including the Framework Travel Plan and Stage 1 Road Safety Audit. A revised site access and general arrangement plan (ref B035432-TTE-00-XX-PL-D-003 REV P03) was also submitted.
- 7.35 The HA reviewed the Travel Plan, and have confirmed the Plan can be made acceptable by imposing a condition on any approval requiring the submission of an updated travel plan.

- 7.36 The HA have requested S106 contributions for travel plan monitoring and bus taster tickets:-
- The Travel Plan monitoring fee is: £1,265.00 pa x five years, total £6,325.00.
 - Bus taster tickets : 28 Day Stagecoach Silver Megarider 1 no. per employee at £72 each. Therefore for a total number of 40 employees this would be £2,880.00

The applicant has agreed to the s106 monies.

- 7.37 The HA have been consulted on the updated details and based on the GFA of 1,984sqm , a total of 165 parking spaces should be required.

- 7.38 The applicant has noted the parking space ratio at other similar existing discount food store facilities and concluded that the proposals provide a level of parking which is 13% greater than the average Discount Foodstore provision. In addition the applicant has undertaken a parking accumulation calculation based on the previously agreed arrival and departure trip generation rates. This demonstrated the maximum occupancy, for the busiest parking hour of the week (on a Saturday) is 63 vehicles. The Weekday busiest hour occupancy was 46 vehicles.

- 7.39 On the basis of this additional information and evidence, the HA are satisfied with the proposed parking provision and in view of the site-specific circumstances set out it is not considered that the development proposal would lead to a severe or unacceptable highway impact in the context of the NPPF and as such the HA would not seek to resist this application.

- 7.40 Concerns have been raised by the Town Council in respect of highway impacts of the development. However, in considering all the issues pertaining to Highway Safety the comments of the HA are clear in stating that the scheme is acceptable from a highway safety point of view and Officers concur with that assessment.

Design and Layout

- 7.41 The application is made in outline but with only the details of the appearance of the building(s) and site landscaping reserved for subsequent approval at any subsequent reserved matters stage. Indicative drawings and visuals have been submitted but the site layout and scale of structures are matters for consideration under this application.
- 7.42 A Design and Access Statement has been submitted that sets out that although retail stores, especially food stores, are largely functional buildings, they can be designed to have an inspiring presence, and in this respect various design measures have and will be reviewed according to

their ability to integrate the development within the site and its surrounding context. The three main parts of this kind of facility being store, car park and service area need to be located where they best relate to each other to serve their purpose, whilst also addressing the wider issues of the site and surrounding areas. Typically, stores will be provided at the rear of a site facing in the direction of its car park and the main approaches towards it. The car park is located in the foreground, where shoppers can then have easy and direct access to the store entrances.

- 7.43 Whilst appearance is not a matter for consideration here, the proposals are for a building that is rectilinear in plan, with the building structure consisting of a low-pitched framework with the low eaves line at the rear western side rising towards the east facing the car park and entrance. The design seeks to keep the store height to a minimum in order to keep the store grounded in the site landscape.
- 7.44 Along the Wreakes Lane frontage the existing low-level stone on the site boundary wall will largely be retained except where this needs to be cut back as part of the entrance works. Existing landscaped embankments will be retained wherever possible and will only be cut into further north where the car park plateau gets closer to the site boundary at which point natural stone filled gabions will be provided to retain the car park edge at higher level.
- 7.45 To the western boundary the store is set back sufficiently to retain and supplement the existing planted embankments. Similarly, to the south, the existing landscape screen along this edge will be retained where feasible and supplemented with new planting.
- 7.46 The Designing Out Crime Officer has raised no objections in principle to the site's design and has recommended conditions in relation to CCTV, boundary treatments and the barrier when the shop is closed. Officers consider that these conditions would ensure that such measures will minimise opportunities for crime and anti-social behaviour.
- 7.47 It is considered that the layout and scape of the proposed supermarket and treatments of the wider site would enhance the character and appearance of the site and surrounding area.

Impact of Neighbours

- 7.48 The site has no surrounding residential properties that would be impacted by the proposals. The adjacent employment user has written in support of the application following amendments to the proposed access.

Drainage and contamination

- 7.49 Yorkshire Water has no objection and has recommended conditions to be imposed on any planning permission granted.
- 7.50 In response to the initial LLFA comments (dated 31st Jan 2023), the applicant confirmed that the soakaway would be located under the car park in the area where the infiltration tests were undertaken. The LLFA requested further information in respect of how will it be ensured that the soakaway could not mobilise pollutants within the made ground on site?
- 7.51 The agent submitted further information confirming that the three trial pits revealed no obvious visual or olfactory indications of significant contamination and that the soakaway will be designed to be located at such a depth that it does not rely on infiltration through any fill materials.
- 7.52 The LLFA have confirmed that, on this basis, there are no objections subject to conditions.
- 7.53 The Environmental Health Officer has raised no objections subject to conditions in relation to land contamination.
- 7.54 In summary, Officers consider that in view of the above, subject to conditions, the development would be acceptable from environmental health and drainage perspective.

Ecology and Wildlife

- 7.55 The Derbyshire Wildlife Trust (DWT) have commented that the site is of relatively low ecological value and that the existing boundary habitats appear largely retained within the proposals. Similarly, given the very low potential of the building to support roosting bats, DWT do not consider an updated inspection or nocturnal survey is necessary.
- 7.56 DWT consider that the number of recommended bat and bird boxes could be increased, given the size of the proposed store and suitability of boundary habitats, and details should be provided in an Ecological Enhancement Plan. The northern and western elevations are most suitable for additional infrastructure as they face semi-natural habitats and consideration could also be given to boxes on boundary trees, if suitable. Lighting will be required in car parking areas, however DWT we advise that lighting is avoided / minimised along the western elevation to retain a dark corridor along the woodland.
- 7.57 Officers consider that the DWT comments can be addressed through suitably worded conditions and that subject to those conditions would

ensure that the development would not have a detrimental impact on ecological interests.

8.0 Summary and Conclusion

- 8.1 The site is located in the settlement of Dronfield, and within the Wreakes Lane Employment Area which is allocated as a Principal Employment Area under Policy WC2 of the Local Plan.
- 8.2 Whilst the development of the site for a retail store is, therefore, contrary to the Development Plan, the benefits in terms of providing much needed retail floorspace capacity arising from existing stores overtrading in Dronfield is considered sufficient to justify the loss of employment land when coupled with the fact that the overall level of employment land across North East Derbyshire remains well in excess of the level required to deliver the sustainable and balanced strategy set out in the Plan. Officers conclude therefore that these issues significantly and demonstrably outweigh the development plan policy which restricts the use of the site for employment uses only.
- 8.2 There are no technical objections to the scheme that cannot be overcome by the imposition of conditions and, most importantly, a new supermarket on this site would be acceptable in terms of highway safety.
- 8.3 There are no neighbouring properties that are adversely affected by the proposal.
- 8.4 Therefore, the application is recommended for approval subject to conditions and the prior completion of a section 106 agreement as set out in the Heads of Terms below.

9.0 Recommendation

- 9.1 GRANT Outline Planning Permission subject to the following conditions and subject to a s106 agreement.

S106 Heads of Terms

- The Travel Plan monitoring fee is: £1,265.00 pa x five years, total £6,325.00.
 - Bus taster tickets : 28 Day Stagecoach Silver Megarider 1 no. per employee at £72 each. Therefore for a total number of 40 employees this would be £2,880.00
- S106 Total = £9205

Conditions

1. Applications for approval of reserved matters are required before development can start and shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be started within two years from the date of the approval of the last of the reserved matters to be approved.

To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approval of the details of the appearance of the building(s) and the landscaping of the site (called the “reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is started.

REASON: The application is made in outline only and to conform with section 92 (2) of the Town and Country Planning Act 1990 (as amended).

3. The development hereby approved shall be carried out in accordance with the details shown on the following plans and documents:-

- B035432-TTE-00-XX-PL-D-003 REV P03 Proposed Site Access General Arrangement with Additional Ametek Access.
- Stage 1 Road Safety Audit
- Flood Risk Assessment dated 11/10/2022
- Framework Travel Plan revision 01 dated March 2023
- Ecological Appraisal B029838 v1
- Transport Assessment received 08/11/2022
- 7236 / 20 The Location Plan
- 7236 / 21 Proposed Site Plan
- 7236 / 22 Proposed plan and Roof Plan
- 7236/24 Section –Proposed
- 7236/25 Section – Proposed
- Bat Survey
- Design and Access Statement
- Planning Statement

REASON: For clarity and the avoidance of doubt

Employment and Training

4. Before the development hereby approved commences, a scheme to enhance and maximise employment and training opportunities during the construction stage (and post construction stage) of the project, including a timetable for implementation, shall be submitted to and approved in writing by the Local

Planning Authority. The approved scheme shall then be implemented in full in accordance with the approved timetable.'

Design, Character and Appearance

5. The details included in the reserved matters shall include a a scheme for mitigating, climate change through the sustainable design and construction of the retail unit hereby approved, including the provision of sources of renewable energy shall be submitted to and approved in writing by the local Planning Authority. Thereafter the approved scheme shall be implemented in full prior to the first occupation of the retail unit and shall be retained as such thereafter.

REASON: in the interests of mitigating climate change and in accordance with policies SS1, and SDC12.

6. Before any above ground construction starts details of the boundary treatments of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme of boundary treatments shall be completed in full prior to the first operation of the retail unit hereby approved and shall be retained as such thereafter.

REASON: In the interests of the appearance of the area and in accordance with policy SDC12 of the North East Derbyshire Local Plan.

7. Before any above ground construction starts , a scheme for the provision of public art on the site including a timetable for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The public art shall thereafter be completed in full in accordance with the approved scheme and timetable and shall be retained as such thereafter.

REASON: In the interests of providing public art and in accordance with Policy SDC12 of the North East Derbyshire Local Plan.

8. Prior to the first use of the building, hereby approved, a scheme for external CCTV coverage of all car parking and publicly accessible areas shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of the building, hereby approved, and be retained as such thereafter.

REASON: In the interests of crime prevention and the amenity of the area in accordance with policy SDC12 of the North East Derbyshire Local Plan.

9. Prior to the first use of the building details of the vehicular barrier to close off the site when the store is closed shall be submitted to and approved in writing

by the Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of the building and be retained as such thereafter.

REASON: In the interests of crime prevention and the amenity of the area in accordance with policy SDC12 of the North East Derbyshire Local Plan.

Land Contamination and Ground Stability

10. Before the commencement of the development hereby approved the site investigation strategy as identified in the Desk Study report Ref E13429/1 submitted with the application shall be undertaken by a competent person in accordance with the current UK requirements for sampling and analysis.

Where the site investigation identifies unacceptable levels of contamination, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be submitted to and approved in writing by the local planning authority. The submitted scheme shall have regard to relevant current guidance. The approved scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The developer shall give at least 14 days notice to the Local Planning Authority (Environmental Health Division) prior to commencing works in connection with the remediation scheme.

REASON: To protect future occupiers of the development, buildings, structures/services, ecosystems and controlled waters, including deep and shallow ground water in accordance with Policy SDC13 of the North East Derbyshire Local Plan.

11. No buildings hereby approved shall be occupied until:
 - a) The approved remediation works required by 10 above have been carried out in full in compliance with the approved methodology and best practice.
 - b) If during the construction and/or demolition works associated with the development hereby approved any suspected areas of contamination are discovered, then all works shall be suspended until the nature and extent of the contamination is assessed and a report submitted and approved in writing by the local planning authority and the local planning authority shall be notified as soon as is reasonably practicable of the discovery of any suspected areas of contamination. The suspect material shall be re-evaluated through the process

described in the Phase I contaminated land assessment (desk-study) ref E13429/1 submitted with the application and through the process described in 10 above.

c) Upon completion of the remediation works required by 10 above a validation report prepared by a competent person shall be submitted to and approved in writing by the local planning authority. The validation report shall include details of the remediation works and Quality Assurance/Quality Control results to show that the works have been carried out in full and in accordance with the approved methodology. Details of any validation sampling and analysis to show the site has achieved the approved remediation standard, together with the necessary waste management documentation shall be included.

REASON: To protect future occupiers of the development, buildings, structures/services, ecosystems and controlled waters, including deep and shallow ground water in accordance with Policy SDC13 of the North East Derbyshire Local Plan.

12. No development shall commence (excluding the demolition of existing structures and site clearance) until;

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and

b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

REASON: In order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

13. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

REASON: In order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

Drainage

14. The development shall be carried out in accordance with the details shown on the submitted report "Flood Risk Assessment' 7870 (rev P03) prepared by MJM, dated 11/10/22" and the approved details shall be implemented in full prior to the first use of the building and be retained as such thereafter..

REASON: In the interests of satisfactory drainage of the site and in accordance with Policy SDC11 of the North East Derbyshire Local Plan

15. Before development starts, a scheme for the provision of surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also ensure that all surface water from access and car park areas is passed through interceptors. The approved scheme shall then be implemented in full before the development, hereby approved, is first brought into use and shall be maintained as such thereafter

REASON: In the interests of satisfactory drainage of the site and in accordance with Policy SDC11 of the North East Derbyshire Local Plan

16. No development shall take place until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within:
 - a. MJM Consulting Engineers. (11/10/2022) Flood Risk Assessment, version P03, Nutter, K. (2023). Email to Philip Slater, 13 March, and Nutter, K. (2023). Email to Philip Slater, 19 May, including any subsequent amendments or updates to those documents as approved by the Flood Risk Management Team,
 - b. And DEFRA's Non-statutory technical standards for sustainable drainage systems (March 2015)has been submitted to and been approved in writing by the Local Planning Authority. The agreed scheme shall then be implemented as agreed and be retained a such thereafter.

REASON: To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are provided to the Local Planning Authority, in advance of full planning consent being granted. In accordance with Policy SDC11 of the North East Derbyshire Local Plan.

17. Prior to commencement of the development, the applicant shall submit for approval in writing to the LPA details indicating how additional surface water run-off from the site will be avoided during the construction phase. The

applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved system shall then be operating as agreed before the commencement of any works.

REASON: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development. In accordance with Policy SDC11 of the North East Derbyshire Local Plan.

18. Prior to the first use of the development, hereby approved, a verification report carried out by a qualified drainage engineer must be submitted to and be approved in writing by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

REASON: To ensure that the drainage system is constructed to the national Non-statutory technical standards for sustainable drainage and CIRIA standards C753. In accordance with Policy SDC11 of the North East Derbyshire Local Plan.

Ecology

19. No vegetation clearance shall take place between 1st March and 31st August inclusive, unless preceded by a nesting bird survey undertaken by a competent ecologist no more than 48 hours prior to clearance. If nesting birds are present, an appropriate exclusion zone will be implemented and monitored until the chicks have fledged. No works shall be undertaken within exclusion zones whilst nesting birds are present.

REASON: In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan

20. Prior to any building works, hereby approved, commencing above foundation level, a Biodiversity Enhancement Plan, including a timetable for its implementation, shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full as agreed and be maintained thereafter. The Plan shall clearly show positions, specifications and numbers of features, which will include (but are not limited to) the following:
- integral, external and/or tree-mounted nest boxes.
 - integral, external and/or tree-mounted bat boxes.
 - insect bricks or blocks.
 - boundary fencing gaps 130 mm x 130 mm to maintain connectivity for hedgehogs.

- summary of ecologically beneficial landscaping (full details to be provided in Landscape Plans).
- details of sensitive lighting to western boundary

REASON: In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan

Highways

21. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawing No. B035432-TTE-00-XX-PL-C-003-P03 have been implemented in full.

REASON: in the interests of highway safety and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan.

22. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with the Proposed Site Plan drawing number 7236/21 Rev G Thereafter the onsite parking provision shall be retained in perpetuity.

REASON: In the interests of highway safety and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan.

23. The development hereby approved shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 54.6 metres in a southerly direction and 53.3 metres in a northern direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

REASON: In the interests of highway safety and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan.

24. The development hereby approved shall not be brought into use until sheltered, secure and accessible bicycle and motorcycle parking has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority. The storage area shall be maintained for this purpose thereafter.

REASON: To promote sustainable travel and healthy communities and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan

25. Notwithstanding the submitted details, the development hereby approved shall not be brought into use until an updated Travel Plan has been submitted to and approved in writing to the Local Planning Authority that promotes sustainable forms of travel to the development site and this has been approved in writing by the Local Planning Authority. The submitted details shall use Modeshift STARS Business to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details.

REASON: In the interests of highway safety and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan.

26. Prior to the commencement of the development, hereby permitted, details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

REASON: In the interests of highway safety and in accordance with Policies SDC12 and ID3 of the North East Derbyshire Local Plan.

Notes

Alterations to Vehicular Access

1. The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 license. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Derbyshire Highways details can be found at www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-

dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk before commencing any works on the highway.

Works on the Public Highway

2. The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Implementation team at development.implementation@derbyshire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:

Drafting the Agreement

A Monitoring Fee

Approving the highway details

Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at www.derbyshire.gov.uk/transport-roads/roads-traffic/roadworks/roadworks.aspx before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Travel Plan

The proposed development will require a Travel Plan as part of the transport mitigation package (together with a Monitoring Fee and Default Payment) and the Applicant/Developer is required to enter into a legally binding Planning Obligation Agreement with the County Council to secure the Travel Plan.

Derbyshire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils website. As part of this process the applicant must register for Modeshift STARS and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org

Construction Management Plan (CMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to “respecting the community” this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression, and promoting the Code.

The CMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.