

**P/17/0679/FP**

**STUBBINGTON**

LIDL UK GMBH

AGENT: LIDL UK GMBH

LIDL FOODSTORE (USE CLASS A1) WITH CUSTOMER CAR PARK, ASSOCIATED LANDSCAPING AND ACCESS WORKS, FOLLOWING DEMOLITION OF EXISTING STORE & 10-23 APEX CENTRE.

LIDL STORE AND 10 - 23 APEX CENTRE SPEEDFIELDS PARK NEWGATE LANE FAREHAM PO14 1TL

***Report By***

Kim Hayler - Direct dial 01329 824815

***Site Description***

The application site is approximately 1.93 acres (0.78 hectares) in area and is located within Speedfields Park employment area on the eastern side of Newgate Lane.

An existing Lidl store is sited on the western part of the site. To the eastern side of the Lidl store is the Apex Centre (units 10 - 23), comprising two blocks of small business units.

McDonalds restaurant and drive through lies to the west; Asda supermarket is located to the east and B&M discount store to the south.

There are two vehicular access points into the site from Speedfields Park, one providing access to the Apex Centre and the other to the existing store car park opposite the McDonalds restaurant and drive through.

***Description of Proposal***

Demolition of the southernmost part of the Apex Centre which consists of 1,456 m<sup>2</sup> (15,672 ft<sup>2</sup>) of business floorspace and the existing Lidl store which measures 1,156 m<sup>2</sup> (12,443 ft<sup>2</sup>).

Erection of a convenience food store (Class A1) with a floor area of 2,294 m<sup>2</sup> (24,692 ft<sup>2</sup>) with 113 total parking spaces including seven accessible spaces and seven parent and child spaces plus bicycle spaces.

A single vehicle access and egress point from Speedfields Park is proposed. Deliveries to the store will be subject to an out of hours delivery restriction.

Pedestrian access will be via existing footpaths along Newgate Lane and there will be defined footpaths leading to the entrance of the store.

A soft landscape scheme has been submitted with the application.

***Policies***

The following policies apply to this application:

**Approved Fareham Borough Core Strategy**

CS1 - Employment Provision

CS3 - Vitality and Viability of Centres

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

**Development Sites and Policies**

DSP1 - Sustainable Development

DSP17 - Existing Employment Sites and Areas

DSP37 - Out-of-Town Shopping

### **Non-residential Parking Standards (September 2015)**

NRPS -

#### ***Relevant Planning History***

The following planning history is relevant:

<b><u>P/01/0535/FP</u></b>	<b>Erection of Food Retail Store and Associated Car Parking and Servicing</b>	
	PERMISSION	28/01/2002

#### ***Representations***

Twenty eight letters of objection have been received, including five objections from business currently occupying units within the Apex Centre, raising the following concerns:

The loss of the Apex Centre will have a huge impact on businesses;  
A loss of skilled jobs; many more jobs than proposed by the application;  
Contrary to policy, retail not industrial use;  
There are suitable other sites available;  
There is a major traffic problem at the moment which will only get worse with a larger store;  
Increase in emissions in Newgate Lane;  
The proposal will change the character of the area by destroying a number of thriving and diverse businesses;  
The tenants/businesses of the Apex Centre should be compensated;  
The proposal shows a lack of support for the Solent LEP.

One letter of comment received, stating an electric charging point would have been useful.

One letter received supporting the application if it included the finding of similar premises and the costs of relocating those businesses that would be lost. Otherwise there is an objection to the application.

Letter raising a formal opposition to the proposal received from Caroline Dinenage MP, raising the following points:

The expansion of an international chain should not be at the demise of 14 small local businesses;  
The local businesses employ 55 people, many of whom are skilled in manufacturing;  
Economic regeneration is a priority and the planning application is contradictory to the hard work carried out to date;  
There are concerns regarding the increase in traffic.

Three letters of support have been received.

#### ***Consultations***

INTERNAL

Environmental Health (Contamination) - no objection subject to condition.

EXTERNAL

Hampshire County Council (Lead Local Flood Authority) -

No objection subject to a condition.

Hampshire County Council (Highways Development Planning) -

The applicant has amended the proposal removing the eastern service access. A planning condition should be imposed restricting deliveries so that they take place outside of store opening hours to prevent HGV conflict with other vehicles and/or pedestrians visiting the site.

A robust assessment has been carried out relating to the number of vehicle trips as a result of the larger store. The applicant has updated the traffic modeling in light of previous comments from the highway authority. Based on the junctions being shown to operate close to capacity in the existing situation during the peak periods, the addition of traffic flow associated with background traffic growth exacerbates this position. This includes an increase of queue length on the Speedfields Park position. However, the assessment shows this is principally attributable to background traffic growth. The minor increase in traffic flow associated the proposed development cannot be considered severe in the context of the National Planning Policy Framework.

No objection is raised, subject to a Travel Plan, together with a Traffic Regulation Order to prevent the loading/unloading of delivery vehicles on the adjacent estate roads secured through a Section 106 Agreement.

Southern Water Services - No objection subject to an informative.

### ***Planning Considerations - Key Issues***

The key planning considerations in the determination of this application are:

Planning Policy & the Principle of Retail Development Outside a Designated Centre  
Sequential Test  
Retail Impact  
Existing Employment Sites and Areas  
Highways  
Building Design

### **PLANNING POLICY AND THE PRINCIPLE OF RETAIL DEVELOPMENT OUTSIDE A DESIGNATED CENTRE:**

Policy CS3 of the Core Strategy identifies the retail hierarchy in the Borough. Policy DSP37 in the Local Plan Part 2 (Development Sites and Policies Plan) states that planning applications will only be permitted for main town centre uses outside of centres where the following criteria are met:

- i) a full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable;
- ii) appropriate levels of parking are provided;
- iii) the site is not located outside the defined urban settlement boundaries and is accessible, particularly by public transport;
- iv) the scale and design of the buildings are appropriate to their surroundings; and

v) the proposal would not have any unacceptable environmental, amenity or traffic implications.

Where a development for main town centre uses is proposed over 500sq m, an impact assessment must be carried out to demonstrate that the proposal will not have an adverse effect on the vitality or viability of nearby centres, nor on any planned centre expansions.

Conditions may be attached to permissions for new out-of-town shopping units to restrict the range of goods sold, and to control the size of units.

The 'Glossary of Terms' within Local Plan Part 2 includes Retail development (including warehouses, clubs, garden centres, and factory outlet centres) within the definition of Main Town Centre Uses.

In addition to the development plan policies the National Planning Policy Framework is also a material consideration. Section 2 of the NPPF is relevant to this proposal, with paragraph 24 noting that:

"Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale".

In relation to the assessment of impact, paragraph 26 notes that applications for retail development outside of town centres should include an assessment of:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centre in the catchment area of the proposal; and
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre, up to five years from the time the application is made. The national policy sets out that when assessing retail impacts, only those impacts that are "significantly adverse" should be refused.

The national policy tests along with the tests of DSP37 are considered further below.

## SEQUENTIAL TEST

The nearest designated centres are Fareham Town Centre; Stubbington Local Centre and Broadlaw Walk. Given the location of the site outside of these centres there is a need under the first criterion of policy DSP37 to consider whether the proposed development complies with the sequential test. It is necessary to assess whether there are any available, suitable and viable sequentially preferable sites within the catchment area of the proposed store.

Sequentially preferable sites would need to be large enough to accommodate a food store of around 2,300 m<sup>2</sup> gross, with customer car parking. A site of at least 0.5 ha would be required to accommodate a store of this size allowing for a suitable degree of flexibility.

In terms of availability, an alternative site would need to be available within a similar timeframe to the proposed replacement store with development completed in 2019/2020.

This timetable rules out sites that are unlikely to be available in the short term.

There are a number of sites identified for mixed use development within the Local Plan, including the Civic Area, Market Quay, Fareham Shopping Centre and Fareham Station East. The suitability and viability of these sites for a relatively low density food store development is however unclear and it is unlikely these sites can be brought forward within the next two years.

The applicant has stated that in this case, the proposal is location specific as the application proposals seeks to improve an existing Lidl store that is a long established retail location; relocating the proposal elsewhere would not provide improvements for existing customers and would result in the loss of Lidl's existing customer base.

Officers accept that presently there are no sequentially more preferable sites which meet the test of being available, suitable and viable.

## RETAIL IMPACT

Guidance contained within the NPPF indicates proposals for sustainable development should be approved unless there are likely to be significant adverse impacts which outweigh the benefits of the proposal. The applicant has prepared a retail impact assessment.

The turnover of the existing store is estimated to be £11.17 million (pre-Lidl store at Portchester). The impact of the new Lidl store at Portchester reduced the turnover to £10.70 million. The turnover of the existing Lidl store is estimated to be £11 million in 2022, slightly lower than the current turnover due to the impact of the new Lidl store at Portchester.

The expected goods turnover of the replacement Lidl store is estimated to be £13.42 million, an uplift of £2.42 million.

Officers have sought independent retail advice on the likely impact of the proposed store upon surrounding retail centres. The Council's retail consultant advises the highest proportional impact in financial turnover will fall on stores outside of district centres such as the Asda store at Speedfields Park (-1.1%), followed by the Lidl store in Portchester (-0.9%) and the Sainsburys at Broadcut (-0.7%). The impact upon other centres is judged to be in the order of the following: Fareham town centre (-0.5%), Portchester District Centre (-0.5%) and Locks Heath District Centre (-0.4%).

The Council's retail consultant has carried out their own impact assessment and concluded there is no evidence to suggest that Aldi and Tesco stores in the Town Centre will be materially harmed and it is unlikely the reduction in convenience goods trade will lead to any shop closures within the town centre.

In cumulative terms, the new Lidl store at Portchester along with the replacement Lidl store proposed here will reduce the convenience turnover of Fareham Town Centre by -0.8%, which is not considered to be significant and will not harm the vitality and viability of Fareham Town Centre.

The Retail Impact is likely to be minor and thus would not conflict with paragraphs 26 and 27 of the National Planning Policy Framework, the latter of which suggests that applications should only be refused where there is a likely to be significant adverse impact upon centres.

Officers are satisfied that the proposal will not have an unacceptable adverse effect on the vitality or viability of nearby centres, nor on any planned centre expansions.

## EXISTING EMPLOYMENT SITES AND AREAS

The application site is subject to Policy DSP17 of the adopted Local Plan Part 2 and relates to "Existing Employment Sites and Areas". Policy DSP17 states that:

"The Existing Employment Sites and Areas set out in Appendix B, and shown on the Policies Map, will be protected for economic development uses. Redevelopment, extensions and intensification in these areas that would result in additional economic development floorspace will be supported provided that:

- i. it would not have unacceptable amenity or traffic implications;
  - ii. it would not have an unacceptable impact on neighbouring uses;
  - iii. an appropriate size and range of units is provided (where appropriate);
- and
- iv. appropriate levels of parking are provided.

Within these areas, changes of use between different uses that contribute towards economic development will be permitted provided that the proposed use will supply employment opportunities of similar quantity as those that previously existed.

Any proposals for retail or other 'main town centre uses' (excluding B1 offices) within existing employment areas will only be permitted if they accord with Policy DSP37: Out-of-Town Shopping."

The definition of economic development is 'Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).' Main town centre uses includes, amongst other things 'Retail development'. In principle, Policy DSP17 permits retail uses within designated employment sites and areas subject to Policy DSP37 being satisfied.

Members will be aware from the representations received that considerable concern has been raised at the loss of existing business premises and the potential loss of existing jobs.

As part of the consideration of the application, the Planning Case Officer has visited the site and spoken to a number of the existing occupiers in order to more fully understand the nature of each business and the number of employees. In addition, the landlord for the Apex Centre has provided information relating to the details of the leasing and rental arrangements they have in place with the occupiers of the units.

The Landlord advises that for a number of years the businesses in Units 10 - 23 of the Apex Centre have been granted concessionary rents in return for the introduction of break clauses in their leases; in their view the businesses are effectively being 'compensated' for the eventuality of having to relocate. The landlord has always been open with tenants and prospective tenants about their long term aspirations for the estate and all the tenants have entered into the agreements in full knowledge that the contracts provide the landlord this flexibility.

In terms of the units and the businesses currently operating at the site, they are as follows:

Unit 10 is one of two manufacturing businesses. Unit 10's lease expires in August 2018 and seven staff (three full time) are employed. The landlord does not intend to renew the lease, therefore irrespective of the current planning application, the business would need to relocate to alternative premises before the lease expires in August 2018.

Unit 11 is currently vacant.

Units 12 and 13 have given notice that they are to relocate elsewhere within Fareham Borough at the end of February 2018.

Unit 14, trading as Southcoast Same Day Couriers is let on a tenancy at will basis, meaning the tenant or the landlord can break the arrangement at any time. The unit is used at a base for the storage of parcels which are collected by drivers on a self employed basis at the beginning of each day.

Unit 15, a gear box repair/restoration business, whose lease expires in February 2018 with one employee.

Unit 16, a showroom for loft conversions, whose lease expires on 31 January 2019, with two employees.

Unit 17, a sign and graphics business whose lease expires on 2 May 2024, with two employees; part of this unit is sublet to a car mechanic who works alone.

Unit 18, a national plant hire company whose lease expires in December 2018. The occupier has already confirmed that they will not be renewing their lease and have requested to leave as soon as possible. They intend to combine with another larger unit locally, relocating the two employees.

Units 19 and 20, part of a national company (Rexel UK Limited) whose lease expires on 23 June 2018 and its four employees will be relocated to new premises.

Unit 21, an engineering company who have contracts to deliver and install bus shelters, whose lease expires on 12 November 2018, with five employees, one of whom is permanently based at the unit.

Units 22 and 23, a manufacturing business and the current lease expires on 22 January 2020. Both the landlord and the tenant have the option to break the lease on giving 5 months notice and in return, the rent is at a concessionary level. There are twelve staff employed at the business. The business also has a third unit within Unit 9 located within the northern part of the Apex Centre.

Unit 8 in the northern section of the Apex Centre is currently empty with a view of offering the unit to one of the displaced tenants. There are also a number of upcoming lease events in the northern section of the Apex Centre which may present further opportunities to relocate tenants within the estate.

The applicant has undertaken an assessment of alternative options available within a 10km radius and concluded there are a range of different sized units available to buy or lease. A number of small industrial units of a similar size to the Apex Centre are to be constructed at Daedalus in January/ February 2018 with a view they would be ready for occupation September/October 2018. Other vacant industrial units are also available within the Newgate Lane area.

In summary it appears to Officers that the existing units at the Apex Centre are let at a rent level which reflects the break clauses in their leases. Some units are already vacant and more will become so in the near future. It will be an inevitable requirement for the remaining businesses to relocate should the development be permitted and undertaken. The Landlord advises that they are able to invoke break clauses within the leases requiring businesses to vacate in any event.

The landlord has confirmed in writing to the Council that they are willing to offer additional support to the businesses that will be affected by the proposal. In the event that planning permission is granted the landlord will undertake to pay for the services of a local commercial property agent to represent them in the search and process of acquiring new premises of a comparable size on a rental basis. It is likely that having a professional property agent acting on their behalf in negotiations, will enable them to achieve the best possible terms for a new lease on new premises. This will also take away the burden of what, to the tenants may be a time-consuming process, allowing them to focus on their day to day business.

Furthermore, the landlord is willing to extend the break in the leases to 9 months. If permission were to be granted, it is likely that notice will not be served until late January/February 2018 with 9 months thereafter. This extra time will give an adequate period for the necessary lease negotiations and arranged required moves.

Officers believe that there are alternative business premises available, and from the evidence available do not accept that all the affected businesses at the Apex Centre would be required to close, with the resultant loss of jobs, should the proposals go ahead. Ultimately Officers would have expected businesses to have factored in the costs of fitting out units and any costs associated with relocating, when signing leases. The planning proposals would create the 22 additional jobs in connection with the food retail use. Officers consider that the proposed use will supply employment opportunities of similar quantity to those that presently exist.

In terms of floorspace changes, there would be an overall small reduction in floorspace from 2,612 m<sup>2</sup> (existing Lidl 1,156 m<sup>2</sup> + Apex Centre units 1,456 m<sup>2</sup>) to 2,294 m<sup>2</sup> (proposed Lidl floorspace); an overall loss of 318 m<sup>2</sup>.

Policy DSP17 states that changes of use or redevelopment within existing employment areas that would result in a loss of floorspace for economic development uses will not be permitted unless:

- i. all appropriate alternative forms of economic development have been considered;
- ii. it can be clearly demonstrated that the land or building is not fit for purpose and modernisation or redevelopment for employment uses would be financially unviable; and
- iii. the proposal is accompanied by details of marketing of the vacant site/building covering a period of not fewer than twelve months.

In the view of Officers this element of the policy primarily envisaged situations whereby sites or buildings were no longer considered suitable and viable for economic development uses. This is not the case here; it is however a consequence of the redevelopment proposals that a small reduction in floorspace would arise.

The benefits of the proposal in relation to the improved retail facility have to be weighed up against the small net loss of the employment floor space. There are clear benefits to consumers from the provision of an improved discount food retail at this site. The proposal will not compromise the Council's overall employment strategy and the Borough does not have an identified shortfall of employment floorspace.

Whilst there would be a slight reduction in floorspace for economic development uses and in turn some conflict with Policy DSP17, the harm would be very limited in light of the small amount of floorspace involved, and would be outweighed by the benefits provided by the



improved retail offer at this site.

## Highways

The existing store is accessed via an unnamed service road to the north of the existing site. This road is part of a network of unnamed service roads which provide access through the retail park. The proposed store is to be located on the existing Lidl store site but will include land currently comprising the Apex Centre. The proposed development will be accessed by vehicles via a new proposed access point to the south of the new car park.

It is anticipated that delivery times will be outside of the trading hours and not during the highway peak hours.

The level of new trips on the highway generated by the development is considered to be a minimal increase and the applicant has been working with Hampshire County Council to secure an appropriate Travel Plan.

One hundred and thirteen car parking spaces are proposed to serve the new store which is considered an acceptable level of car parking to serve the development.

The proposed development is not judged to have an unacceptable impact upon the highway network.

## Building design

The existing Lidl store was built in 2002; the applicant advises the store is too small with a dated appearance in comparison to recent new store styles.

The surrounding retail and business properties is predominantly two storey in height; faced in a mixture of red brick and cladding with pitched or flat roofs covered with metal sheets or some tiles. The scale of the proposed foodstore is not dissimilar to the existing buildings surrounding the site.

The proposed new store is a simple single storey building with a mono-pitch roof and a small parapet surround. The glazed building frontage is 36 metres long looking towards the west extending to an overall building length of 70 metres. In terms of massing and volume, the existing buildings neighbouring the site are considered to be similar to that of the replacement store.

The proposed building is designed to be contemporary in form with a glazed shopfront creating an active frontage overlooking the car park, facing towards Newgate Lane.

The main store entrance will be located beneath a modern canopy which provides a covered area for the trolley store. The material palette includes plain rendered walls below higher level metal cladding with shop front glazing wrapping around the corner to the customer entrance.

The proposed building design and materials is considered appropriate for the area and accords with adopted Policy CS17.

## Conclusion

The proposal is an economic development use for the site. This southernmost part of the Speedfields Park Employment Area consists predominantly of retail uses. There are no other sequentially preferable sites that are available, suitable and viable for the application

proposals.

The retail impact upon other centres is not judged to be significantly adverse.

The proposed access and car parking are acceptable and would not cause unacceptable harm to users of the highway.

The building proposed is simple in its architecture and would preserve the character and appearance of the area.

The use proposed upon the site would provide employment opportunities of a similar quantity to those presently existing.

There is not an acute shortage of employment land in the Borough and further employment land is identified within the Draft Fareham Borough Local Plan 2036. The harm arising from the small reduction in employment floorspace is outweighed by the benefits delivered by the scheme.

Officers are satisfied that the proposal accords with National Planning Policy and this Council's adopted planning policy and accordingly recommend that planning permission should be granted subject to the prior completion of a Planning Obligation pursuant to Section 106 of the Town and Country Planning Act 1990 and the imposition of appropriate conditions.

### ***Recommendation***

Subject to:

The applicant/owner first entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990 on terms drafted by the Solicitor to Hampshire County Council to secure a Travel Plan and a Traffic Regulation Order in relation to loading/unloading on the estate road.

PERMISSION, subject to the following conditions:

1. The development hereby permitted shall be begun before three years of the date of this decision notice.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:

Location plan - P001 rev B

Existing site plan - P002 rev B

Proposed site plan - P0003 rev F

Elevations - P102 rev H

Floor plans - P100 rev C

Existing and proposed section - P004 rev C

External works plan - 7142-P005 rev D

Trolley Bay and Cycle Stand Detail - P006 rev B

Proposed roof layout - P101 rev B

Proposed surface water drainage strategy - 5767.401 rev A and letter dated 25 September 2017

Landscape plan - PR-011 rev B

REASON: To avoid any doubt over what has been permitted.

3. No development shall take place above damp proof course (dpc) until details of all external materials to be used in the construction of the building hereby permitted have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

4. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall provide for:

- parking for site vehicles and contractors;
- the management and coordination of deliveries of plant and materials and the disposing of waste resulting from demolition and or construction activities so as to avoid undue interference with the operation of the public highway, particularly during the Monday to Friday AM peak (08.00 to 09.00) and PM peak (16.30 to 18.00) periods.
- areas for loading and unloading;
- areas for the storage of plant and materials;
- security hoarding position and any public viewing platforms (if necessary);
- site office location;
- construction lighting details;
- wheel washing facilities;
- dust and dirt control measures;
- a scheme for the recycling of construction waste; and
- vegetation clearance details

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

REASON: To ensure that the construction period does not have a detrimental impact upon the environment or highway safety.

5. Prior to work on the building foundations or water services being laid (which ever is the sooner):

Where the site investigation and risk assessment reveals a risk to receptors, a strategy of remedial measures and detailed method statements to address identified risks shall be submitted to and approved in writing by the LPA. It shall also include the nomination of a competent person (to be agreed with the LPA) to oversee the implementation of the measures.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities.

6. The store hereby approved shall not open until the scheme of remedial measures (pursuant to condition 05 above) have been fully implemented with verification of the installation of the mitigation measures submitted to and approved in writing by the Local Planning Authority prior to first occupation. The verification shall include photographic evidence and "as built" drawings.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities.

7. The site shall be monitored during construction for evidence of previously unidentified contamination. If suspected contamination is encountered then no further development shall be carried out in the affected area(s) until investigation and remediation measures have been agreed in writing by the Local Planning Authority.

REASON: To ensure any land contamination not previously identified is assessed and remediated so as to not present any significant risks to human health or the wider environment.

8. The store hereby permitted shall only be used for a hard discount food store. This is defined as a store which is characterised by; non-food ranges promoted through "weekly specials", dominance of private or "exclusive" labels with few national brands, selling a limited range of products (less than 3,500 product lines which can be demonstrated through the availability of stock keeping records as requested), significantly cheaper products in terms of average price than all other multiple food retailers. No use other than a hard discount food store as outlined above shall occupy the premises unless an express planning permission for an alternative use is granted by the Local Planning Authority.

REASON: In the interest of preserving the vitality and viability of Fareham Town Centre, Stubbington District Centre and Broadlaw Walk.

9. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (or any Order revoking and re-enacting that Order), the discount food store hereby approved shall only have a maximum of twenty five percent (25%) of the total floor space used for the sale of the following goods:

i) Clothing and footwear, fashion accessories including handbags and luggage, watches and jewellery;

ii) Pharmaceutical and personal care products (including perfumes, toiletries, spectacles and contact lenses;

iii) Books, music records and CD's, DVD's and other recorded media; and

iv) Toys

REASON: In the interest of preserving the vitality and viability of Fareham Town Centre and Stubbington District Centre.

10. No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities.

11. The development shall be constructed in order to achieve a BREEAM 'very good' rating.

REASON: To ensure the development is constructed and operates in a sustainable manner.

12. Deliveries to the store shall take place during out of store opening hours only.

REASON: In the interests of highway safety.

13. The off site highway works as shown in principle on drawing 7142-P003-Rev-D shall be carried out before the new store is first open to customers.

REASON: In the interests of highway safety.

14. No development shall take place until a maintenance regime of the surface water drainage system including SuDS features is submitted to and approved in writing by the Local Planning Authority. The maintenance regime shall include a plan illustrating the organisation responsible for each element of the SuDS features.

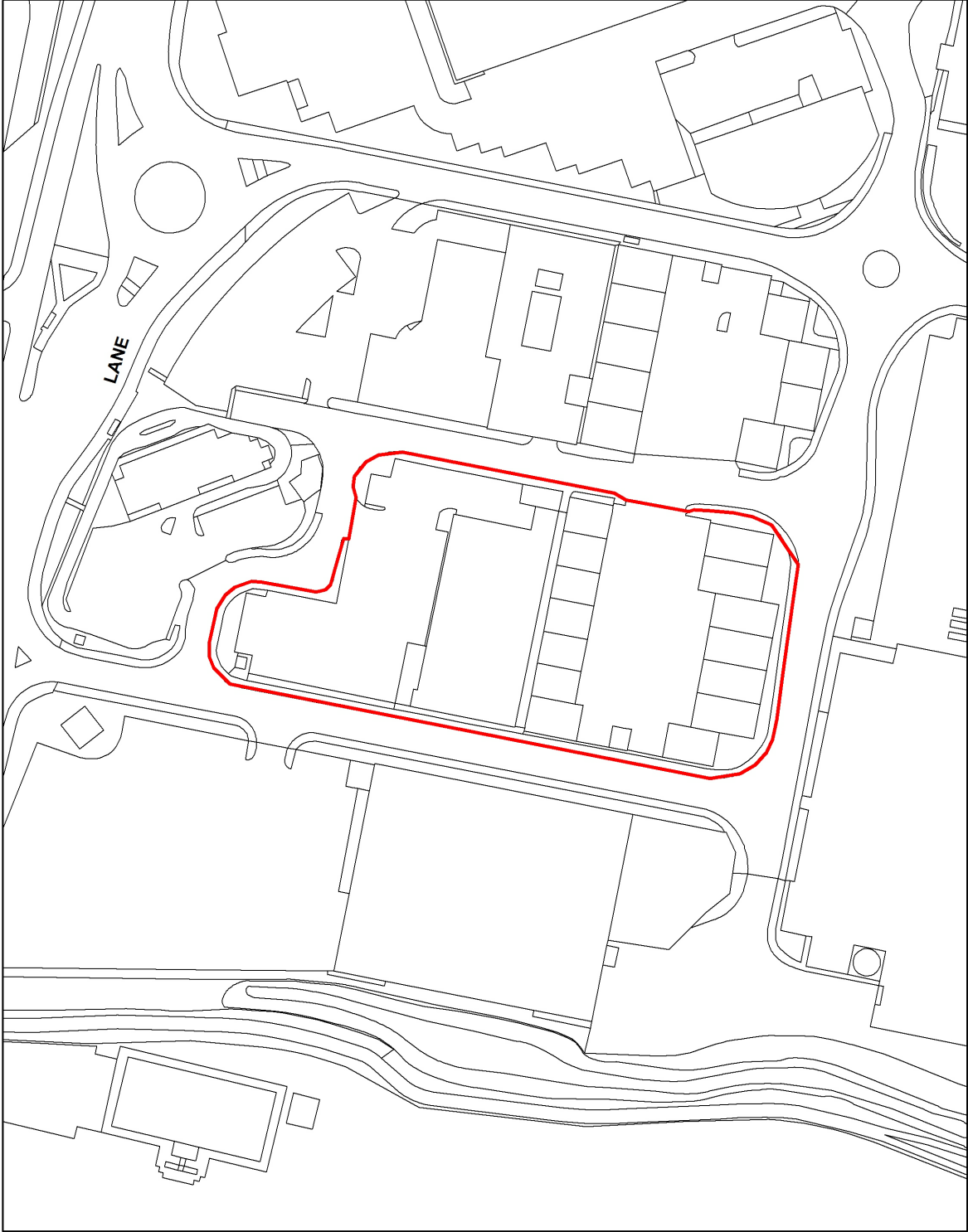
REASON: In order to secure the future maintenance of the surface water drainage system.

### ***Notes for Information***

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).

# FAREHAM

BOROUGH COUNCIL



Lidl Store &  
10-23 Apex Centre  
Scale 1:1250



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2017