



Statement of Community Involvement

Proposed development at Mayberry Garden Centre & Former Eastbrook Allotments

**Old Shoreham Road
Portslade
Brighton
BN41 1SP**

1.0 Introduction

Two planning applications are being prepared for the extension of Mayberry Garden Centre and the development of the former Eastbrook Allotments.

The proposed extension to Mayberry Garden Centre comprises of extended indoor and outdoor retail areas to provide much needed additional sales area. As part of the scheme the stock delivery process is to be addressed as currently deliveries are made in smaller vans from the Hassocks store, which increases the amount of vehicle movements to and from the site. The scheme proposes a new warehouse and 'goods in' which would be able to accommodate larger delivery vehicles, therefore simplifying the day to day operations of the Garden Centre and reducing traffic movements. The proposals require the diversion of the Public Right of Way (PRoW) to the west of the garden centre.

To the west of the garden centre there is an area of open scrub land which has previously been used as allotments, and is still called 'Eastbrook Allotments'. The allotments site has stood vacant for several years following the release of the site in 2005 by the Secretary of State for the purpose of 'business development'. The site has subsequently been incorporated into the Adur District Council's Local Plan and the Eastbrook Allotments Development Brief (2015), and the land is consequently identified by the Council for employment generating development.

The proposals for the development of the former allotments comprises of a new purpose built Car Showroom and service centre with associated sales display space and customer parking.

The legislative framework for enhanced public consultation is set out in the Planning and Compulsory Purchase Act 2004.

Within the Brighton & Hove City Council (BHCC) Statement of Community Involvement (SCI) the council set out the requirements in paragraph 4.10 for *'developers of larger sites... to engage with local communities - residents and community associations and relevant interest groups...'*

BHCC also state within paragraph 4.13 that *'the 'significance' of a development proposal will determine the likely minimum level of wider community involvement. It is expected that the applicant will be able to identify potentially controversial applications at the initial stage and ward councillors should be consulted at the earliest opportunity'*.

Adur & Worthing Councils (AWC) describe the requirements of public consultation in further detail within their SCI, and suggest that not only do developers undertake a pre-application to the council for larger schemes (paragraph 4.9), but details a robust public consultation process and states in paragraph 4.10 that *'developers have a significant role to play in involving the local community and other stakeholders in the design of their proposals at a preliminary stage prior to formalising their schemes for submission as a planning application. Adur & Worthing Councils strongly recommend that developers undertake this approach for major development proposals. This can help resolve difficulties and misunderstandings and achieve a smoother application process that reduces decision time'*

AWC's SCI goes further and references *The Localism Act 2011 (section 122)* which *'makes it a mandatory requirement that developers engage in effective public consultation at an early stage'*

AWC's also expect to see evidence of a community consultation where the development falls within the 'major' category, which includes *'any other development - a floor area of 1,000 square metres or more, or a site area of 1 hectare or more.'*

The SCI clarifies that *'the public consultation process should be proportionate to the scale and impact of the scheme. This could include a combination of exhibitions, meetings... leaflet drops etc, and it needs to include key stakeholders, amenity, business and other relevant groups'*

2.0 Purpose of this Report

This report has been prepared to set out the process of the public consultation and summarise the responses received. The findings of this report will be used to support the planning applications as detailed above.

3.0 The Consultation Process

An information leaflet was prepared to advertise the public display and invite local residents to review and comment on the proposals. The leaflets outlined the proposals with a marked up site plan and 3D Visualisation of the scheme, along with the consultation dates and methods of commenting. The leaflet was hand delivered to local residents, with a number distributed to the allotment management/ users. A copy of the leaflet is included within Appendix A.

A series of display boards, with accompanying written descriptions were publically displayed at Tates Hyundai car garage at 94 - 106 Old Shoreham Road, Portslade.

The display was divided into 3x A1 boards with the first board outlining the proposals with a large scale render site plan, with iconography to highlight different elements of the scheme, which then related back to the accompanying written descriptions. The second board outlined the proposed PRow diversion, with the third board mainly comprising of 3D visualisations of the scheme. A copy of the display boards are included within Appendix B.

Due to the COVID 19 Pandemic, the public consultation was postponed due to Government imposed Lockdowns and restrictions. The consultation was run for 2 weeks, from the 17th April until May 1st 2021 as it was possible for the public to enter the Hyundai garage in order to view the presentation whilst complying with the Government restrictions.

Members of the public were invited to provide feedback via a either a postal return or a dedicated email address set up for the consultation.

The applicant has also undertaken a consultation with the Local Councillors prior to the public consultation taking place.

4.0 Summary of Consultation Responses

The public consultation received 5 responses from local residents and allotment users. The responses are summarised in blue below, along with the Design Team/ Applicant responses.

Local Residents:

'I live at the bottom end of your car park and would like to know your plans concerning the Acoustic fencing. I would like to know what materials you plan to use and the height of this structure.'

'My main concern would be if the fencing was higher than the original wall. Also if they were thinking of taking down the wall and replacing it with the fencing. If it's the same height and they are leaving the wall in place, I would have no concerns.'

Response: The Acoustic Report accompanying the application does not suggest any means of Acoustic Remediation within the Garden Centre Car Park, as the proposals will reduce the overall amount of noise generated by delivery vehicles as the delivery point is to be relocated. However, the applicant has suggested that an Acoustic fence, such as Acoustic Fencing by Jacksons Fencing, could be installed along the eastern boundary of the existing garden centre car park whilst retaining the existing boundary walling.

Although a different local resident did suggest that they *'actually enjoy seeing the lorries coming and going!'*

There was only one comment regarding the extension which mentioned *'the view of the extension from their bedroom'*, although no further comments or observations were made beyond the extension being visible from their property.

Allotment Users:

As detailed above a number of leaflets were distributed to the Eastbrook Allotments site representative. The initial feedback is that the *'site representative of Eastbrook Allotments who was very happy with the plans and the access for the allotment holders'*

One of the allotment users raised a query regarding the means of site access, *'I have (an) allotment (at) eastbrook farm, we are to get new access gate(s) but if the gates to the new showrooms are locked at (the) main entrance how do we get access?'*

The applicant replied stating that allotment holders will be given an access code to the main gate to allow for 24 hour access. The access to the allotments is to be improved as the current access comprises of a dirt track and 2 sets of locked gates.

A second allotment user raised a query regarding the diversion of PRow, and about the possibility of improving the existing footpath:

I'm responding to a leaflet I received through the allotment society about the proposed redevelopment.

As a local resident I am concerned about the rerouting of a footpath that is not only very convenient but it's also a historic byway. It's used by large numbers of people including those who use it to reach the train station, and who won't know about the proposals.

I think that you will need to consult much more widely, I live on Wolseley Rd and if I haven't heard via the allotment, I would know nothing about it. I think people will care very much about this development and I would strongly suggest you reach out further.

The footpath is currently very poorly maintained and could definitely use some attention, including resurfacing and lighting all the way down, so maybe there's an opportunity to make this a more sympathetic development taking into consideration a wider range of people.

In response to the comments regarding the extent of the leafleting, it was decided that the residents immediately around the site should be informed of the proposals as they will be directly impacted, whereas residents further afield, such as Wolseley Road, who would not be directly affected would not be directly contacted, however, as an allotment user commentator was informed via the leafleting within the allotment.

The applicant responded to the comments by highlighting the proposed upgrades to the PRow via proposed resurfacing works to the footpath and additional lighting, which is detailed within the main application documentation.

The applicant also passed on comments from their discussions with the Local Councillors, where *'Councillor Hamilton has also asked us to upgrade the lighting where the footpath continues on the north side of the Old Shoreham Road'*.

The design team response to the comments echo the applicants responses in that the existing footpath is in a very poor state of repair, with overgrown soft landscaping intruding into the narrow PRow.

The proposed diversion, which adds approx.. 60 seconds, to the overall route length has been designed as 3.0m wide, with lighting along its length, with new soft landscaping to both sides of the PRow. Where the diverted PRow re-joins the existing footpath, additional lighting is to be provided to the length of the path adjacent to the garden centre car park, with the undergrowth cutback.

Throughout the design of the scheme a a multi-disciplinary approach has been taken with the design proposals and the footpath to ensure the experience is enhanced through the provision of an open and attractive route with good natural surveillance and passive measures of security as set out with the Secured By Design guidance.

5.0 Conclusions and takeaway points

The approach taken with relation to consultation with the community follows the advice given in Chapter 7 of Creating Local Development Frameworks: A Companion Guide to PPS12 (November 2004). The views of local residents have played a significant part in helping to inform the design process.

As outlined above, the public consultation has been undertaken in accordance with the SCI's prepared by both Brighton & Hove City Council and Adur & Worthing Councils. The public consultation included a leaflet drop, public exhibition, meetings with the allotment representative and local councillors.

From the responses received the proposed extension of the Garden Centre and development of the former Eastbrooks Allotment has been positively received, with the comments made backing up design decisions and the applicants vision for the development.

The takeaway points of the Public Consultation include:

- Positivity about improved allotment access;
- No major concerns raised regarding the proposals;
- PRow diversion and proposed upgrade works supported by consultantee responses

Appendix A: Public Consultation Leaflet

How to find out more

Information boards about the transformation of the former Eastbrook allotments are on display at:

Tates Hyundai 94-106 Old Shoreham Rd,
Portslade, Brighton BN41 1TA

from Saturday 17th April 2021
til Saturday 1st May 2021

Opening hours

Monday	9:00 - 18:00
Tuesday	9:00 - 18:00
Wednesday	9:00 - 18:00
Thursday	9:00 - 18:00
Friday	9:00 - 18:00
Saturday	9:00 - 18:00
Sunday	10:00 - 16:00

How to join the conversation

We are asking for your views about the planned redevelopment of the Eastbrook Allotments and the main features of this scheme, covering the changes to the footpath layout, parking and access arrangements.

Please send your comments to:

By E-mail

eastbrook@tatescars.co.uk

By Post

Eastbrook Public Consultation, 94-106 Old
Shoreham Rd, Portslade, Brighton BN41 1TA

Please give us all your views by
Saturday 1st May 2021



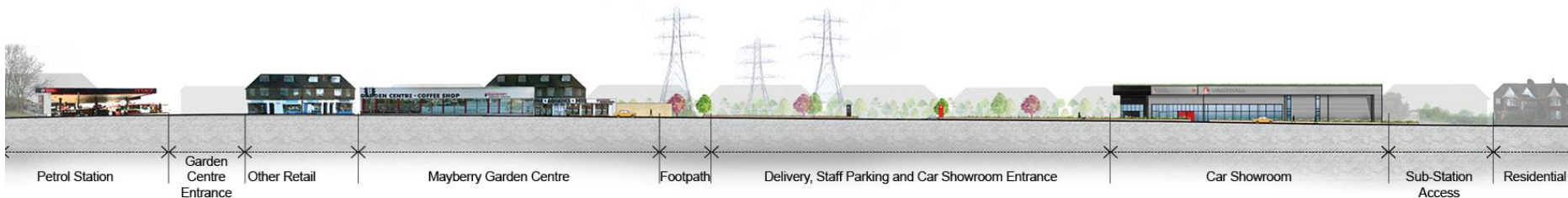
TATES
OF SUSSEX

Public Consultation Invitation

The former Eastbrook Farm Allotments, has stood vacant for several years and was incorporated into the Adur District Council's Local Plan and the Eastbrook Allotments Development Brief (2015). The site has been identified by the Council for development to generate employment.

The proposed expansion of the garden centre and new Car Showroom will provide:


- Jobs**
 - An additional 60 full time local jobs associated with the garden centre and new car showroom
- Ecology**
 - New habitats created for protected species
 - Provision of Bat & Bird boxes
 - Extensive use of native trees, planting and living roof to improve bio-diversity and habitats
- Sustainability**
 - Minimum 10% reduction in CO2 production with the use of Solar panels
 - Rainwater Harvesting and reuse
 - Sustainable Urban Drainage System to car park and roadways
 - Electric vehicle charging points
- Access**
 - New vehicular access to the site
 - Upgraded & widened footpaths
 - Street lighting throughout
 - Pedestrian refuge points at crossings
 - Comprehensive planting to enhance the route
- Noise**
 - Deliveries to be relocated to new warehouse away from residents.
 - Acoustic fencing to reduce noise transmission from the site.





Appendix B: Public Consultation Display Boards


General Introduction

The former Eastbrook Farm Allotments 'the site', has stood vacant for several years following the release of the site in 2005 by the Secretary of State for the purpose of 'business development'. The site has subsequently been incorporated into the Adur District Council's Local Plan and the Eastbrook Allotments Development Brief (2015), and the land is consequently identified by the Council for employment generating development.

 Tates of Sussex have recently purchased this vacant land with a view to developing the site to extend and improve the facilities of the adjacent Mayberry Garden Centre to the East, and create a new car showroom and vehicle service centre to the West of the site.

 The proposed expansion of the garden centre will provide an additional 25 full time local jobs by creating additional internal retail floor space and additional external retail space. The external space will be partially covered with a new glazed frost canopy, which will replace the existing canopies that have been added in a piecemeal fashion. A new warehouse located to the South West of the garden centre will alleviate stock deliveries through the existing garden centre car park and will allow larger vehicles to access the garden centre via a new roadway within the allotments site. The use of larger vehicles will result in fewer deliveries.


 The proposed car showroom will provide an additional 35 full time local jobs from sales team through to skilled Technicians. The new building has been designed to accommodate two different car brands and provide service facilities for vehicles.


 The central area of the site is to be developed to provide car parking for retail display purposes and customer use, which will incorporate electric vehicle charging facilities. The Southern parking area will be for staff use for both the garden centre and car showroom, which will free up parking provision within the existing garden centre car park which is not proposed to be extended.



Site Description & Constraints

All sites have their own unique constraints and context, and the former Brooklands Allotment site is no exception. The site is bounded to the North by the A259 Old Shoreham Road, Mayberry Garden Centre to the East, and the remaining functioning allotments to the South. To the West lies an EDF owned electrical sub-station and the rear gardens to residential properties along Hadrian Avenue beyond.



 The power cable pylons are a prominent feature on the skyline, with the cables running North to South that create a corridor of restricted development opportunities due to the inherent electromagnetic fields of the high voltage cables. The restrictions mean no building under the cables.

 A Public Right of Way (PRoW) bisects the site, running North to South from Old Shoreham Road to Manor Hall Road and on to Fishersgate Train Station. The footpath continues North on the Northern side of Old Shoreham Road up to Mile Oak Road and beyond. The line of the footpath also forms the administrative boundary between Adur District Council to the West and Brighton & Hove City Council to the East.








View Looking South from the A270 toward the unused site.

Ecological Enhancement

-  In preparation for the forthcoming Planning Application a Preliminary Ecological Appraisal has been undertaken on the site. This concluded that the grasslands and common vegetation species offer 'limited botanical value'. More in-depth surveys identified a population of reptiles and badgers on the site, which are both classified as protected species, and an extensive mitigation strategy is being proposed to protect them.
-  The overall principle is to retain the biodiversity on the site with the creation of a new badger sett and areas of new planting to support both the badgers and reptiles populations on the site. Working closely with the Local Authorities a number of the reptiles are to be translocated to a receptor site which has been specially designed and managed to support the reptiles. A range of ecological enhancements are proposed across the site, including bat and bird boxes, a bio-diverse green roof on the car showroom, and the specification of native trees and planting.

Sustainability

-  In order to accord with Adur District Councils Sustainability Policy and the increasingly urgent climate emergency, detailed Sustainability Statements and Energy Calculations have been prepared as part of the design process and several measures have been introduced into the scheme to provide a minimum of 10% reduction in CO2 levels.
-  This reduction is to be achieved, and intentionally exceeded, via a high standard of specification for the building fabric, doors, windows, electrical systems and the inclusion of photovoltaic panels on both the car showroom and the garden centre roofs.
-  Rainwater is to be collected in Rainwater Harvesting Tanks and utilised within both parts of the scheme including, but not limited to, flushing toilets and within the irrigation system of the garden centre.
-  The large paved areas will form a Sustainable Urban Drainage System (SUDs) via the specification of permeable paving which will negate the need to discharge surface water into the existing mains drainage system.

-  With the increase in prevalence of electric vehicles on our roads, a network of electric vehicle charging points is to be provided within the scheme, with additional infrastructure installed to allow a rapid expansion of the electric vehicle charging provision.

Transport & Highways

-  The transport strategy for the development builds upon the sustainable location of the site which is created by the extensive public transport provision available locally from the bus routes along Old Shoreham Road, through to Fishersgate Train Station to the South. There are excellent cycling and pedestrian links between the site and surrounding residential areas and public transport interchanges.
-  A new vehicular access is to be created into the site off the Old Shoreham Road, which will serve the car showroom and the service areas for the Garden Centre. The junction has been carefully designed and pedestrian refuge has been proposed to maximise the safety of pedestrians along Old Shoreham Road.
-  The internal layout of the site has been carefully designed to provide a parking provision in line with local guidance and will provide parking for customers and staff of the car showroom and staff for the garden centre, which will increase the number of customer parking spaces available at the Garden Centre.



Noise



A detailed acoustic survey has been undertaken on the site to provide background noise levels which have been used to analyse the acoustic impact of the proposals. The relocation of the Garden Centre delivery point has led to a reduction in the noise levels within the Garden Centre car park, resulting in an improvement to the living conditions experienced by residents on Park Crescent.

An acoustic fence is proposed to the Western boundary to the rear of the car showroom to reduce and mitigate the noise create by the service area on the residents of Hadrian Avenue and Old Shoreham Road.

Public Right of Way Diversion



The proposed expansion of the garden centre will require the diversion of the Public Right of Way (PRoW) to the West of the existing route. The footpath at present is about 1 metre wide, with 2 metre high mesh fencing on both sides and with extensive overgrown foliage encroaching into the footpath, and no artificial lighting. This creates an oppressive and potentially dangerous route at night time.

The Northern end of the footpath, accessed off Old Shoreham Road, runs South for approximately 230m, where a stepped access to/ from Stanley Road interrupts the footpath. The footpath continues on for a further 200m South to Manor Hall Road, with a couple of other access points from the adjacent residential streets.



The footpath takes approximately 11 minutes, at an average of 1.5m/s walking pace, from Old Shoreham Road to Manor Hall Road. The proposed diversion would add on an additional 59 metres to the overall length and about 1 minute to the overall travel time.



The new stretch of footpath would be 3 metres wide, with bollard lighting at regular intervals and comprehensive planting, including new trees, to provide some shade and interest to the route next to the garden centre.



The footpath surface would be level and well drained which would greatly improve the accessibility of the footpath. Where the footpath turns the corner



to the South of site, the path meanders through the new green buffer zone which forms part of the Ecological Uplift Strategy for the scheme.



The footpath, would then return to its previous route to the East of the allotments, at which point additional lighting will be provided for the length of the garden centre car park.



A multi-disciplinary approach has been taken with the design of the footpath to ensure the experience is enhanced through the provision of an open and attractive route with good natural surveillance and passive measures of security as set out with the Secured By Design guidance.

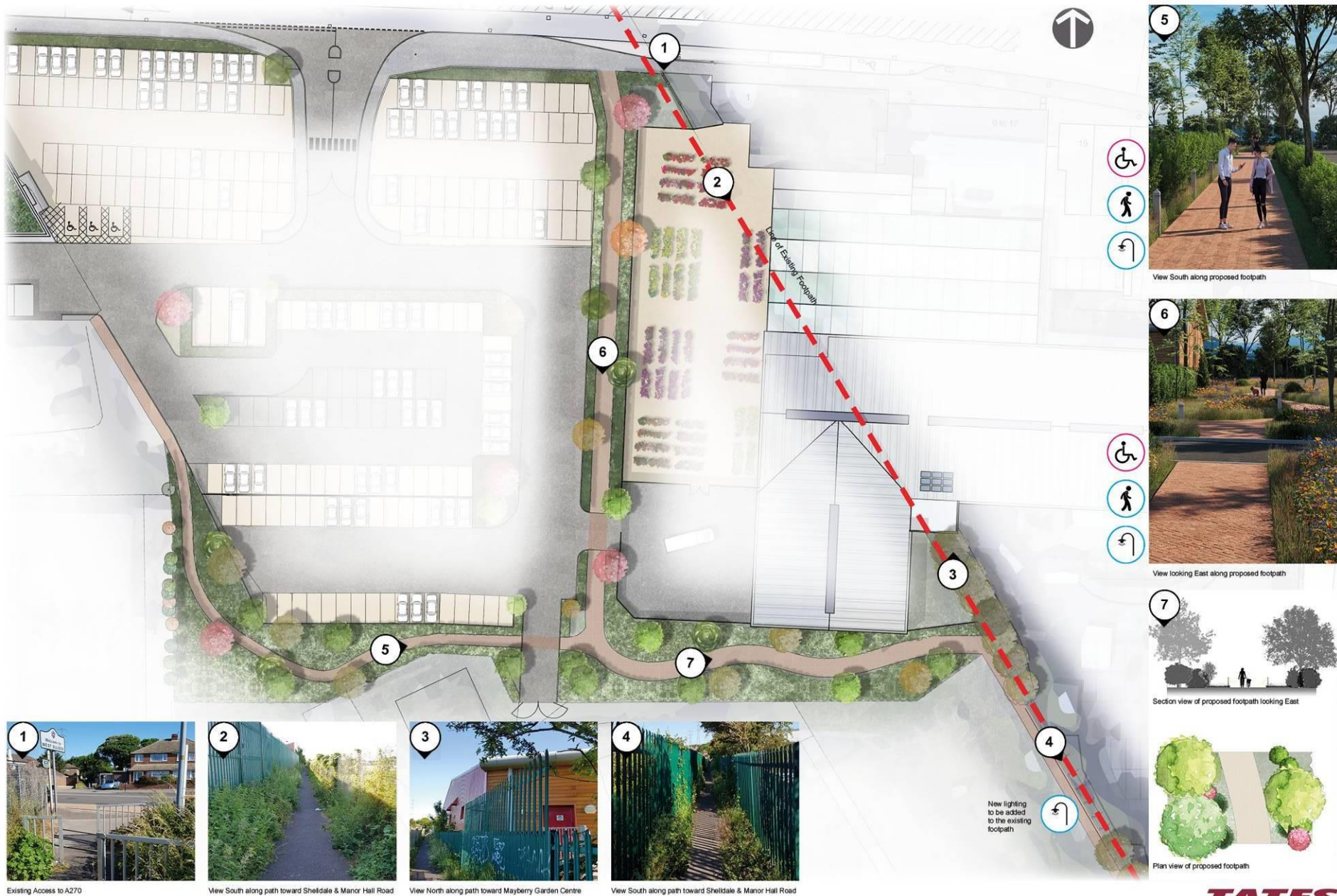


Proposed View of Footpath looking East through the site

Proposed redevelopment of the former Eastbrook Farm Allotments and Mayberry Garden Centre



Proposed redevelopment of the former Eastbrook Farm Allotments and Mayberry Garden Centre



Existing Access to A270



View South along path toward Sheldale & Manor Hall Road



View North along path toward Mayberry Garden Centre



View South along path toward Sheldale & Manor Hall Road



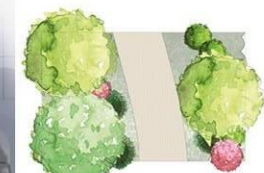
View South along proposed footpath



View looking East along proposed footpath



Section view of proposed footpath looking East

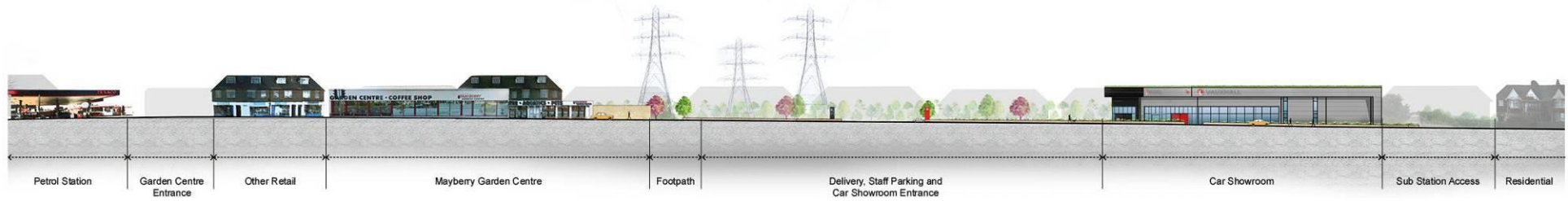


Plan view of proposed footpath



New lighting to be added to the existing footpath

Proposed redevelopment of the former Eastbrook Farm Allotments and Mayberry Garden Centre



View looking South along proposed footpath



View looking South West toward proposed car showroom



View looking East toward extended Garden Centre and proposed footpath