

Application No: 18/2662M

Location: LAND TO THE NORTH OF, BLACK LANE, MACCLESFIELD, CHESHIRE

Proposal: Reserved matters application for appearance, landscaping layout and scale for existing outline permission 15/5676M as amended by 18/2665M

Applicant: Whateley, Cedar Invest Limited

Expiry Date: 30-Aug-2018

SUMMARY:

This is a reserved matters application pursuant to outline planning permission 15/5676M which was allowed at appeal. It relates to the approval of details of appearance, landscaping, layout and scale for an 'out of centre' retail scheme on the site of Barracks Mill, Macclesfield. Vehicular access from the Silk Road with a left in left out arrangement was approved at outline stage.

This proposal would bring economic benefits through the delivery of new retail jobs, investment in the area and by bringing a vacant brownfield site into viable use on one of the key gateways to Macclesfield, which is one of the principal growth areas of the Borough where national and local policies support sustainable development.

The layout of the proposed retail units have been re-orientated from that shown on the indicative plans. It is considered that this re-orientation to face the western boundary with the Silk Road would respond better to the gateway location and open up pedestrian access and views to Black Lane. The appearance of the building would be acceptable with its massing successfully broken up with glazing and a change in materials. The scale of the development would be acceptable in its context where it would be read against other industrial and commercial buildings on Hurdsfield Industrial Estate.

Owing to its brownfield nature, the application site is not sensitive from a landscape perspective. The landscaping of the site would be acceptable with pockets of soft landscaping proposed within the internal layout, which will assist in softening some views from the Silk Road. Retaining structures would be tucked away where they are dominant and elsewhere would be modest.

The impact on neighbouring residential amenity can be adequately safeguarded by conditions ensuring that any external plant is appropriately attenuated and the provision of an appropriate boundary treatment with neighbouring properties.

The proposed car parking provision is acceptable for the size of development proposed and the detailed layout would allow better connectivity for pedestrians with Black Lane than the indicative plans shown at outline stage.

Matters relating to air quality, flood risk and drainage were found to be acceptable by the Inspector and conditioned accordingly.

On the basis of the above, it is considered that the proposal represents sustainable development in accordance with the Development Plan and is recommended for approval.

RECOMMENDATION:

APPROVE with Conditions

REASON FOR REFERRAL

This item has been 'called in' for determination to the Strategic Planning Board by Councillor Carter. Cllr Carter considers the application should be determined by committee and that new fencing to the boundary with neighbouring properties should be made a stipulation of any planning approval. Cllr Carter also expressed concerns that the service road runs below neighbouring gardens and will produce too much noise and air pollution.

DESCRIPTION OF SITE AND CONTEXT

This reserved matters application relates to the site known as 'Barracks Mill', located to the east of The Silk Road (A523) directly to the north of the existing Tesco Store and car park which lies on the opposite side of the River Bollin and Middlewood Way, Macclesfield. In 2017, an appeal was allowed for outline planning permission with details of access for the demolition of the existing buildings and the erection of an 'out of centre' retail scheme (appeal ref; APP/R0660/W/16/3161527 refers).

The site was formerly occupied by a factory, which was damaged by a fire in 2004. Works to clear the site commenced last year. The site occupies a prominent position and is an important gateway location to the town (from the north). The site is presently accessed via Black Lane and Withyfold Drive. There are some residential properties on Black Lane and Withyfold Drive to the east of the site. Alongside the River Bollin runs the Middlewood Way, which is used by walkers, cyclists and horse riders.

The site covers an area of 2.74 hectares in size and is located outside of the boundary of Macclesfield Town Centre which is located to the west. The site falls within an Existing Employment Area as defined in the Macclesfield Borough Local Plan.

DETAILS OF PROPOSAL

This is the reserved matters application for the development allowed at appeal under planning ref; 15/5676M (subsequently varied by planning ref; 18/2665M), which comprised of the demolition of existing buildings and the erection of four Class A1 retail units, two units for Class A1/A3/A5 and works to create a new vehicular access from The Silk Road. The details which are to be determined under this application are the appearance, landscaping, layout and scale. Details of access were approved under the outline scheme.

RELEVANT HISTORY

08/0409P - DEMOLITION OF EXISTING FACTORIES AND ERECTION OF A RETAIL DEVELOPMENT – Finally Disposed of 02-Jun-2011

79925P - CHANGE OF USE OF PART OF FACTORY TO RETAIL SHOP – Approved 18-Jan-1995

97/1157P - DEMOLITION OF VACANT BUILDINGS & ERECTION OF CLASS A1 RETAIL PARK DEVELOPMENT & ASSOCIATED ALTERATIONS TO BLACK LANE – Not determined

12/0112M - Part detailed/part outline application for a replacement Tesco superstore and the erection of retail warehouse units. Detailed permission is sought for the demolition of buildings on the former Barracks Mill site to facilitate the development of a Tesco superstore of 14,325 sq. m gross internal area and a roundabout on the Silk Road, vehicles and pedestrian bridges over the River Bollin, a petrol filling station and associated internal road, car parking areas, servicing and landscaping. Outline permission is sought for a retail warehouse building and associated parking and servicing on the site of the existing Tesco store. Approval of details is sought for means of access, with all other matters reserved – Withdrawn 05-Dec-2013

15/5676M - Outline planning application with all matters reserved except for access for the demolition of existing buildings and the erection of three units with mezzanine floors for Class A1 retail use (c12,000 square metres GIA) plus external sales area; one food retail unit (Class A1) including mezzanine (c1,200 square metres GIA); two units for Class A1/A3/A5 uses (c450 square metres GIA); and works to create new access from The Silk Road, pedestrian/cycle bridge, car parking, servicing facilities and associated works – Allowed at appeal - 27-Sep-2017

17/6361M - Non-material amendment to planning appeal APP/R0660/W/16/3161527 relating to planning application 15/5676M – Approved 15-Jan-2018

18/0325M - Non material amendment to appeal reference APP/R0660/W/16/3161527 – Approved 31-Jan-2018

18/1724M - Erection of new 2.5m high timber close boarded fence following demolition of existing building forming boundary wall – Approved 01-Jun-2018

18/2665M - Variation of conditions 6 and 9 of existing permission Planning Ref: 15/5676M – Approved 15-Nov-2018

POLICIES

Cheshire East Local Plan Strategy (CELPS)

SD 1	Sustainable Development in Cheshire East
SD 2	Sustainable Development Principles
PG 1	Overall Development Strategy
EG 3	Existing and Allocated Employment Sites
EG 5	Promoting a Town Centre First Approach to Retail & Commerce
SC3	Health and wellbeing
SE1	Design
SE2	Efficient use of land
SE3	Biodiversity and geodiversity
SE4	The Landscape
SE5	Trees, Hedgerows and Woodland
SE6	Green Infrastructure
SE7	The Historic Environment
SE9	Energy Efficient development
SE12	Pollution, land contamination and land stability

SE13 Flood risk and water management
CO1 Sustainable travel and transport

Macclesfield Borough Local Plan – Saved Policies

Environment

NE9 Protection of River Corridors
NE10 Conservation of River Bollin
NE11 Nature Conservation
NE15 Create or enhance habitats in reclamation schemes, public open spaces, education land and other land held by LPA's
BE21-BE24 Archaeology

Recreation & Tourism

RT7 Cycleways, bridleways and footpaths

Employment

E2 Retail Development on Employment Land
E4 Mixed use areas

Shopping

S4 Local Shopping Centres
S5 Class A1 Shops

Development Control

DC3 Amenity
DC6 Circulation & Access
DC8 Landscaping
DC9 Tree Protection
DC13-DC14 Noise
DC15-DC16 Provision of facilities
DC17 Water resources
DC20 Contamination
DC50 Shop Canopies, Awnings etc
DC54 Restaurants, Cafes and Hot Food Takeaways
DC63 Contamination

Other Material Considerations

National Planning Policy Guidance:
National Planning Policy Framework (2018)

CONSIDERATIONS (External to Planning)

Cadent Gas – No objection but advise that there is operational gas apparatus on the site. The applicant may need to divert such apparatus.

Environment Agency – No objection subject to conditions relating to drainage and land contamination.

Environmental Protection - No objection subject to conditions relating to noise, piling, floor floating, dust control and external lighting. An informative is recommended in relation to hours of construction.

Flood Risk Team – No objection subject to conditions relating to surface water drainage and run-off rates.

Health and Safety Executive (HSE) – Object on the basis that the site is within the consultation zones of gas pipelines associated with the Macclesfield Holder Station.

Highways – No objection subject to a condition that vehicular access to Black Lane is limited to use by servicing vehicles and staff only

Highways England - No objection

National Grid – No objection

VIEWS OF THE MACCLESFIELD TOWN COUNCIL

Object - the proposal should abide by the planning approval allowed at appeal.

REPRESENTATIONS

Objections have been received from 1 neighbouring property, Macclesfield Civic Society, The Emerson Group and Savills acting on behalf of Eskmuir Securities Limited who operate the Grosvenor Shopping Centre in Macclesfield Town Centre. The grounds for objection are summarised as follows:

- The proposals are at odds with the conditions that were found necessary to make the development acceptable in planning terms by the Inspector
- The proposal would change a recent appeal decision both in terms of layout and the relationship between convenience and comparison goods
- Proposal should abide by the scheme allowed at appeal
- Changes are being made prior to the units even being built so why are they necessary
- This is recognition that Barracks Mill is not a realistic commitment in its current form and do not believe the scheme can be commercially constructed given current market conditions
- The application should be determined by the Strategic Planning Board
- Proposes a make-up and balance of floorspace that would not be in accordance with the outline planning permission
- Legal advice should be sought regarding the HSE objection
- Impact on wellbeing and quality of life of residents backing onto the proposed service road by reason of noise, vibration, pollution, light pollution and security
- Delivery vehicles will be seen from neighbouring gardens and houses as the fence is not high enough
- Black Lane is unsuited to use by delivery vehicles and could cause subsidence to the River Bollin which runs alongside

- Inadequate provision within the scheme for landscaping with the layout plans at variance with drawings
- Insufficient regard for the amenities of nearby residents from the layout of service provision and dominance of the extensive parking areas in public views of and from the site
- Insufficient information of the treatment of the retaining walls within the site, both at the rear and adjacent to the River Bollin
- Uncertainty regarding the relationship of the scheme to proposals for alterations to the Hibel Road/Silk Road junction given the limitations on programming imposed at the outline application stage
- Inadequate provision for access by non-car modes through the omission of the intended footbridge access across the River Bollin – this would not be possible with the layout as currently proposed - conclude that access is not sustainable for non-car users.
- Incomplete and inadequate acoustic assessment resulting in potential harm to the amenities of nearby residents
- Layout has changed substantially from original scheme with buildings repositioned and re-orientated
- Elevations utilitarian and will impact on amenities of area
- Service areas will be visible from neighbouring properties
- Contaminated Land Assessment still not been carried out
- Site is highly inaccessible by non car modes
- Rail access is poor with few services
- Noise Impact Assessment applies wrong test and does not account for other noise sources arising from the development

OFFICER APPRAISAL

Background

The principle of developing the site for retail purposes has already been accepted by a Planning Inspector who allowed an appeal for some 12,880 square metres (Gross Internal Area (GIA)) of retail floor-space inclusive of other A1/A3/A5 uses. The purpose of this application is to consider the approval of the reserved matters (appearance, landscaping, layout and scale). Details of access were considered and approved at outline stage.

This detailed scheme would comprise of four large retail units, three of which would benefit from mezzanine floors accommodated within a single building and a coffee shop and fast food outlet would be provided within their own buildings set within the car park to the front of the site. This application does not offer the opportunity to revisit the principle of developing the site for retail uses or indeed its access as this has already been found to be acceptable.

This proposal would bring economic benefits through the delivery of new retail jobs, investment in the area and by bringing a vacant brownfield site into viable use on one of the key gateways to Macclesfield, which is one of the principal growth areas of the Borough where national and local policies support sustainable development.

Design - Layout, Scale and Appearance

Outline planning approval established the principle of siting a large retail building on the application site. CELPS Policy SE 1 advises that new development will only be permitted so long as it would achieve a high standard of design. In particular development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials.

The site occupies a key gateway location on the approach to Macclesfield. The proposed retail units have been re-orientated from that shown on the indicative plans considered as part of the outline scheme. The units would now be pushed towards the eastern boundary and would face the Silk Road where as the indicative scheme showed the units pushed back onto the southern boundary with Black Lane. It is considered that this re-orientation, to face the western boundary with the Silk Road would respond better to the gateway location by providing an active frontage for views to terminate on. Thus, the proposed layout appears to be acceptable.

The proposed retail floorspace of 12,729 square metres would be distributed across 4 large units and 2 smaller units which would be of typical steel portal construction with metal cladding to the facing elevations and glazed features denoting the main entrances to the units facing a surface level car park. The key elevations facing the car park and the Silk Road would be well broken up with large areas of glazing. Lower levels of the building would be finished with facing brickwork. It is considered that the use of stone (or a good quality artificial stone cladding) would better reflect the materials of the site and area. It is recommended that this be secured by condition.

There is a clear precedent for large industrial buildings on the adjacent Hurdsfield Industrial Estate and the site would also be read in the context of the existing Tesco store located to the southwest. Whilst there are smaller residential properties to the east on Withyfold Drive, the proposal would be lower than the houses on Withyfold Drive which are positioned on higher ground. The retail units would be higher than the two storey residential properties on Black Lane to the east. Having regard to the scale of the adjacent industrial buildings to the north and the separation between the proposed retail units and adjacent properties, it is considered that the scale, mass and height of the proposed buildings would be sympathetic to the surrounding buildings in this area. This would reflect the existing mix of residential and commercial properties of varying styles, scales and designs.

It is considered that the overall design, layout, scale, form and appearance of the proposals would be acceptable subject to the use of good quality materials and would therefore accord with Policies SD 2 and SE 1 of the Local Plan.

Landscaping

Owing to the previously developed nature of the site, comprising of large areas of hard landscaping and built form (now demolished), the application site is not particularly sensitive from a landscape perspective. The site is partially screened from the Silk Road by vegetation along the roadside. Whilst this will be opened up with the construction of the new access serving this development, the rest of the vegetation will remain. There are pockets of soft landscaping proposed within the internal layout, centred around the mouth of the entrance to

the site which will assist in softening some views from the Silk Road. Elsewhere, the development will be read against the backdrop of existing development.

With regard to the western boundary of the site, which borders the River Bollin, the existing wall will be maintained. Some change in levels to accommodate the surface level car park will result in the provision of a retaining structure; however, this structure along the riverside will be very modest in scale (500mm at its greatest point) with metal hoop top railings provided above. Retaining structures proposed elsewhere within the site will be tucked away and will not appear dominant from public view. The Council's Principal Landscape Officer has offered no objection to the proposals. Subject to a condition securing a detailed landscaping and planting scheme, landscaping is found to be acceptable.

Boundary Treatments

There is a fence situated at the end of the gardens of No's 2-28 Withyfold Drive which stretches a distance of 81 metres in length along the eastern boundary of the site. The fence measures 2.5 metres in height as measured from the garden side of the fence. The application site occupies lower ground where at its most, the levels difference is approximately 3.5 metres between the ground level of the adjoining gardens. The levels difference reduces down to 1 metre in parts.

Following concerns raised by the Local Ward Councillor and neighbouring residents, the applicant proposes to increase the height of the proposed fence in parts to ensure that any HGVs servicing the rear of the retail units are not able to view the rear gardens of the properties along Withyfold Drive. Whilst this would in part lead to the provision of taller boundary treatment as viewed from the west, the fence and associated wall are located approximately 120 metres distance from the Middlewood Way and 170 metres distance from the Silk Road to the west and would be screened by the proposed building. Accordingly, the prominence of the fence would not be significant and would be lower than the wall which was previously demolished. In time, the fence will 'silver-off' once it weathers and will further recede into the backdrop.

Taking the above into account, the height (having regard to previously developed nature of the site) and design of the fence and its impact on the character and appearance of the area is considered to be acceptable.

Highways and Parking

The existing access to the site is from Black Lane to the south, which junctions with Hurdsfield Road at an existing traffic signal junction beyond the exit to Tesco car park. The vehicular access to the site will be from the Silk Road and will be a left in and left out arrangement only. This detail has already been approved. Pedestrian access will be maintained from Black Lane with only delivery Lorries serving Units 2, 3 and 4 exiting via Black Lane. All other vehicle movements will be via the new access onto the Silk Road.

In terms of highways considerations, it is only the internal road layout and level of car parking provision which must be considered as part of this application. The car parking is a standard layout and provides adequate aisle width between spaces with a total of 327 spaces provided. An additional 42 parking spaces would be allocated for staff. The Council's Head of Strategic

Infrastructure (HSI – Highways) has confirmed that the level of car parking proposed is acceptable and has a mix of public car parking, disabled, parent and child spaces. Cycle parking is also provided for 24 cycles.

Turning to other matters, The HSI has stated that it is important that only servicing vehicles and staff have access to the service road that links to Black Lane and although access to this route is shown gated, a condition is required to state only service/staff vehicles can exit the site using Black Lane. Subject to this, the Head of Strategic Infrastructure has offered no objection to the application.

Accessibility

Given the site location, the predominate transport mode to the site will be by car. The site is capable of being accessed by foot using the existing pedestrian facilities on Black Lane and at Hurdsfield Road. There are no pedestrian facilities proposed on the Silk Road as part of the application.

Whilst the outline scheme indicated the provision of a pedestrian bridge from the site across the River Bollin onto the Middlewood Way, the Inspector did not see it prudent to require its provision and therefore it was not made a requirement of the scheme. The Inspector considered that details regarding a footbridge could be considered at the reserved matters stage.

It is important to note that the suggestion of a pedestrian footbridge was made in the context of the indicative layout, which showed the buildings pushed back deep into the southern end of the site prioritising access from Black Lane for servicing the rear of the retail units. The effect of this would have been to serve as a major barrier to pedestrian movement from Black Lane and therefore the footbridge would have circumvented this. The main change in the detailed layout compared with the indicative layout is that the main building has been reoriented at 90 degrees to Black Lane to open up both views and movement. This is considered a positive of the detailed scheme. In turn, this would allow free pedestrian movement onto Black Lane and Middlewood Way rendering a footbridge unnecessary. Thus, the lack of a footbridge is not a negative of the scheme and a refusal could not be sustained on its omission.

In regards to accessibility to cycle and public transport, there are cycle tracks available in the vicinity of the site and bus services are available on Hurdsfield Road. Cycle parking for 24 cycles will be provided. Overall, whilst there are opportunities to use non-car modes to access the site, by far the most dominate mode of travel to retail parks is by car.

Residential Amenity

Local plan policies DC3 and DC38 seek to protect the residential amenity of nearby properties, having regard to privacy, light, overbearing impact and spacing distances.

The nearest residential properties are located on Black Lane and Withyfold Drive. The layout would allow a separation distance in excess of 40 metres to be achieved between the backside of the proposed retail block and the nearest neighbouring properties. The height of the retail building would measure 8.5 metres at its greatest to the edge of the proposed

parapet roof and 9.7 metres to the highest part of the pitched roof at the centre of the units. Coupled with the fact that the neighbouring properties situated to the east on Withyfold Drive all occupy an elevated position relative to the site, it is not considered that the layout or the scale of the proposed buildings would result in material harm to neighbouring amenity by reason of loss of light or visual intrusion.

With respect to overlooking, the buildings themselves would not directly overlook neighbouring properties as there are no first floor openings proposed in the rear of the main retail building. However, officers have expressed concern at the potential for overlooking from the cabs of HGVs servicing the rear of the retail units into neighbouring rear gardens. Accordingly, amended plans have been received proposing revisions to the existing boundary fence with the rear of the gardens of Withyfold to increase it in height (in part) to impede any view. Subject to this, the scheme would not result in any direct overlooking.

Noise

The application is supported by an Acoustic Report which has been assessed by the Council's Environmental Protection Unit (EPU). The impact of the noise from externally mounted plant and equipment attached to the proposed retail units, noise from deliveries to the site, and noise from the public car park have been assessed in accordance with 'BS4142:2014 Methods for rating and assessing industrial and commercial sound'. This is an agreed methodology for assessing noise of this nature.

The Acoustic Report recommends that maximum operational noise levels are incorporated into the selection and installation of the plant and equipment which are to be attached to the units - to ensure that occupants of nearby properties are not adversely affected by the operational noise generated by the development. The Council's EPU has confirmed that the methodology used and conclusions of the report are acceptable including the relationship between the service yard and neighbouring properties.

Residents, the Local Ward Councillor and Macclesfield Civic Society had all previously expressed concern that the fence separating the rear gardens of the properties on Withyfold Drive and the rear of the site does not absorb road noise from the Silk Road as much as a previous wall which has been partly demolished and replaced with a timber fence. However, there is no evidence of the acoustic qualities of the previously demolished wall and it is considered that the positioning of the building would assist in softening some road noise. The relationship between the properties on Withyfold Drive and the proposed service yard would be eased by the boundary treatment and the separation distance and the fact that only Units 2, 3 and 4 would make use of the eservice road. No objection has been raised by the Council's Environmental Protection Unit on the basis of noise and accordingly, a refusal would not be sustainable.

It is also important to note that the lawful use of the site and the previous built form across the site had the potential to harm neighbouring amenity to a greater degree than the proposed operations which would be mitigated. This is a benefit of the scheme. As such, the proposal complies with Local Plan policies DC3 and SC 3.

Air Quality

The Environmental Protection Unit has raised no objections to the proposals on the basis that air quality issues were fully addressed at the outline stage given the agreed assumptions and estimates of traffic movements as set out in the transport assessment. Conditions for the provision of electric vehicle infrastructure and the approval of a travel plan were imposed on the outline approval to mitigate air quality impact. The proposal complies with CELPS Policy SE 12

Flood Risk and Drainage

The majority of the site is located within Flood Zone 1 as defined by the Environment Agency indicative flood maps and as a result the chance of flooding from rivers is 0.1% (1 in 1000) or less (low risk). However, parts of the site near to the River Bollin are located within Flood Zone 2, having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (moderate risk).

The outline application was supported by a Flood Risk Assessment (FRA). Subject to the proposed mitigation recommended in the FRA, the proposed development will adequately mitigate the residual risk of flooding of surface water and will not increase the risk of flooding to neighbouring properties. The Environment Agency has offered no objection to proposal nor has the Council's Flood Risk Manager (subject to drainage conditions). Drainage conditions were attached to the appeal decision / outline consent and do not need to be repeated. The development is considered to be acceptable in terms of its flood risk and drainage impact and will comply with CELPS Policy SE 12 and MBLP Policy DC17.

Health and Safety Executive (HSE)

The HSE have objected to this application owing to the proximity of the site to gas pipelines associated with the Macclesfield Holder Station which lies to the south of the site. However, the HSE acknowledges that the Macclesfield Holder Station is no longer operational and therefore would not object to the proposals if the existing hazardous consents are revoked by the Local Planning Authority (LPA). The LPA are currently in the process of revoking the subsisting hazardous consents. However, the principle of developing the site has already been established at appeal and whilst the HSE did not comment during the appeal proceedings, they were consulted on the original application. Given that the nearby Holder Station has already been decommissioned and the above ground gas storage holders removed, it is not considered that a refusal could be sustained on the basis of this objection. National Grid / Cadent Gas have requested that hazardous consents be revoked.

Other Issues Raised by Representation

Whilst objectors have referenced concern that this proposal does not comply with the outline consent, particularly the balance of retail floorspace, the outline consent has been varied by planning ref; 18/2665M to allow minor revisions to the convenience floorspace. This reserved matters scheme does comply with the scheme as varied.

CONCLUSIONS

The principle of developing the site for retail uses has already been accepted at appeal. The proposal would make efficient use of this brownfield site on a key gateway into Macclesfield.

The proposal would have an acceptable impact on the character of the area and would be commensurate with the area in terms of appearance, scale and design. It is considered that the extent to which the proposals would impact on neighbouring residential amenity would be acceptable owing to separation distance, the context of the site and noise attenuation. The proposed car parking provision is acceptable for the size of development proposed and the detailed layout would allow better connectivity for pedestrians with Black Lane than the indicative plans shown at outline stage. Matters relating to air quality and flood risk were found to be acceptable by the Inspector and conditioned accordingly. The scheme is acceptable in all other respects and is found to be sustainable in the social, economic and environmental sense and is recommended for approval.

APPROVE subject to the following conditions:

- 1. Details of external materials to be submitted and approved (areas of brickwork to be stone clad)**
- 2. Provision of an acoustic fence to the boundary with the properties on Withyfold Drive in accordance with amended plans. Fence to be completed prior to the first use of the retail units hereby permitted**
- 3. Surfacing materials to be submitted and approved**
- 4. Landscaping scheme to be submitted and approved**
- 5. Implementation of landscaping scheme**
- 6. Development to be carried out in accordance with submitted acoustic assessment**
- 7. Vehicular access to Black Lane for use by vehicles servicing Units 2, 3 and 4 only**
- 8. Scheme for dust control to be submitted, approved and implemented**
- 9. Piling Method Statement to be submitted, approved and implemented**
- 10. Floor Floating Method Statement to be submitted, approved and implemented**
- 11. Parking provided prior to first use of development hereby permitted**
- 12. Details of boundary treatments and retaining structures to be submitted, approved and implemented**
- 13. Details of levels to be submitted, approved and implemented**

In order to give proper effect to the Board's/Committee's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.

