

Application No: 12/0316N

Location: SITE OF BRISTOL STREET MOTORS, MACON WAY, CREWE

Proposal: Proposed new build, non-food retail unit, up to 3715 sq.m (Use Class A1), including access and associated infrastructure.

Applicant: Maconstone Ltd

Expiry Date: 30-Apr-2012

SUMMARY RECOMMENDATION: Approve subject to the signing of a S.106 Agreement and conditions

MAIN ISSUES:

- Key Issues;
- Principle of Development;
- Employment Site;
- Sequential Test;
- Impact Assessment;
- Impact of the Town Centre Vitality and Viability;
- Design;
- Amenity;
- Highways;
- Sustainability;
- Contaminated Land;
- Drainage;
- Air Quality;
- Landscaping; and
- CIL Regulations

REFERRAL

This application is to be determined by the Southern Planning Committee as the proposed building exceeds 1000sqm.

DESCRIPTION OF SITE AND CONTEXT

The application site, extends to approximately 0.82 hectares and is located approximately 0.6km north of Crewe Railway Station (as the crow flies). The site is bordered by the national railway line to the west filtering into Crewe Railway Station. Located to the north and south of the application site are a number of commercial properties. Furthermore, a number of residential properties stand on the opposite side of Macon Way, which is located to the east.

The development site is presently derelict vacant land. The site used to be occupied by a car dealership, formerly known as Bristol Street Motors. The site is relatively flat with access on to the service road, which runs parallel to Macon Way.

The western perimeter of the site is clearly demarcated with an existing tree line approximately 2m to 3m high and beyond this is the railway line beyond. The remaining boundaries are all denoted with herras type fencing. There is a mix of residential and commercial properties within the immediate locality and the application site is located wholly within the Crewe Settlement boundary.

DETAILS OF PROPOSAL

This is an outline application with all matters reserved apart from access. The matters which are reserved for future consideration are appearance, landscaping, layout and scale. The proposal is for the erection of 1no. standalone retail unit (restricted use).

RELEVANT HISTORY

P07/1095 – Three Retail Units and Car Parking – Withdrawn – 15th October 2007
P07/1588 – Three Single Storey Retail Units (Two Incorporating Mezzanines) and Associated Car Parking (Resubmission of P07/1095) – Refused – 12th February 2008

POLICIES

National Policy

The application should be determined in accordance with national guidance set out in:

National Planning Policy Framework

Local Policy

The principle issue surrounding the determination of this application is whether the development is in accordance with the following policies within the Borough of Crewe and Nantwich Replacement Local Plan 2011:

BE.1 (Amenity)
BE.2 (Design Standards)
BE.3 (Access and Parking)
BE.4 (Drainage, Utilities and Resources)
BE.5 (Infrastructure)
E.7 (Existing Employment Sites)
NE.17 (Pollution Control)
TRAN.1 (Public Transport)
TRAN.3 (Pedestrians)
TRAN.4 (Access for the Disabled)
TRAN.5 (Provision for Cyclists)
TRAN.6 (Cycle Routes)
TRAN.9 (Car Parking Standards)

S.10 (Major Shopping Proposals)

S.12.2 (Mixed Use Regeneration Areas) Mill Street, Crewe

E.7 (Existing Employment Sites)

Other Material Considerations

All Change for Crewe

CONSIDERATIONS (External to Planning)

Landscape: As an outline application with all matters except access reserved, it is only possible to make a general observation on the indicative site plan. Nevertheless, there do not appear to be any apparent landscape issues, subject to appropriate landscape conditions.

United Utilities: No objections subject to the following being conditioned

This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to soakaway and or the public surface water sewer. If surface water is allowed to be discharged to the public surface water sewerage system we will require the flow to be attenuated to a maximum discharge rate of 70 l/s as determined by United Utilities.

All surface water drains must have adequate oil interceptors.

Network Rail: No objections subject to a number of informatives.

Environmental Health: No objections subject to conditions relating to hours of construction, hours of pile foundations, floor floating, no external lighting, acoustic enclosures, hours of use and car park open times.

Air Quality: No objection subject to the following condition

The reserved matters / detailed application shall be accompanied with a detailed air quality impact assessment. The scope, and level of detail of the assessment shall be agreed with the Local Planning Authority before submission. The assessment shall identify any areas where exposure is predicted to increase as a result of the development and outline effective mitigation measures to reduce such exposure.

Contaminated Land

No objection, subject to a contaminated land condition

Highways: No objection subject to the following comments

For the highways authority to support this application a developer contribution of £40,000 should be provided to enable the completion of the cycleway link up to Earle Street and a 'scoot system' to be put in place linking the pedestrian crossing on Macon Way with the B&Q signalised roundabout.

Reason: These two improvements will make this development more sustainable by enabling easier pedestrian, vehicular and cycle movements from and too this site.

VIEWS OF THE PARISH / TOWN COUNCIL

Not Applicable

OTHER REPRESENTATIONS

Letters of objection have been received from the occupiers 10 Gresty Terrace, 34 Gresty Terrace and 132 London Road. The salient points raised in the letters of objection are:

- The area is already congested and the proposal will exacerbate the problems in the locality;
- The surrounding roads are gridlocked and the proposal will lead to road rage and other forms of anti social behaviour;
- The proposal should be constructed within the town centre, this site is not sustainable;
- The supporting documents with the application are full of factual inaccuracies;
- The applicants statement of community involvement was done too quickly and there was not enough consultation. The response to the SCI have not been updated and little weight can be attached to this document;
- An A1 use in the locality is inappropriate. A more appropriate use would be a builders merchant etc.;
- There is no bus service on Macon Way. The nearest bus stop to the site is 350m away on Hungerford Road.

One letter of representation has been received from Savills (an agent acting on behalf of the owner of Grand Junction Retail Park). The salient points are as follows:

- The site is located on the western side of Macon Way approximately 1km walking distance from Crewe town centre. It is therefore in an out of centre location;
- The applicant has not proposed any conditions to restrict the retail use of the proposed floorspace. The amount of unrestricted floorspace in an out of centre location is considered to be contrary to both local and national planning policies;
- The proposal will create a new retail destination within Crewe that would have a significant adverse impact on the town centre;
- The proposal is not in a sustainable location;
- The proposal will not generate linked trips as the site is completely separate from Grand Retail Park;
- The sequential test is not robust as a number of other sites have not been properly assessed;
- The proposal with an unrestricted use will compete directly with the town centre;
- There is little or no requirement for additional floorspace within the Crewe area and the proposal will just create a surplus and enjoy existing tenants within town centre to relocate.

One letter of support from 5 Blackacres Close. The salient points raised in the letter of support are:

- We consider the development will have no adverse impact on our ongoing business and will considerably improve Macon Way which has been blighted by this derelict site for a considerable period.

APPLICANT'S SUPPORTING INFORMATION

- Design and Access Statement
- Planning and Retail Impact Assessment
- Statement of Community Involvement
- Transport Assessment
- Travel Plan

OFFICER APPRAISAL

Key Issues

The main issues in the consideration of this application are the acceptability of the development in principle having regard to retail policy, its impact on residential amenity, drainage, highway safety. Consideration must also be given to matters of design, layout, trees and landscaping.

Principle of Development

In terms of retail development the proposal is located within an out-of-centre location being approximately 1km from the defined town centre boundary. The NPPF requires the application of a sequential test for main town centre uses that are not in an existing centre. An impact assessment is also required and this should include an assessment of the impact of the proposal on existing, committed and planned public and private investment in centres 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 and wider area.

The NPPF advises that where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors (planned public and private investment and town centre vitality and viability etc) then the application should be refused.

The site lies outside the town centre boundary for Crewe, as defined in the Local Plan and as such the proposal will be assessed against Policy S.10 (Major Shopping Proposals) (over 2500sqm) requires major retail developments to meet all six criteria listed within the policy and this includes that;

- *There is a proven need for the development;*
- *A sequential approach to site identification has been followed, giving first preference to town centre sites, followed by edge of centre sites where suitable, viable and available opportunities exist and only then out of centre sites that are or can be made accessible by a choice of means of transport;*
- *The proposal, either by itself or together with other shopping proposals or developments, will not harm the vitality or viability of another shopping centre;*

- *The proposal is of acceptable scale, materials and design and does not harm the urban or rural environment or residential amenity;*
- *The traffic generated by the proposal can be accommodated safely on the local highway network and sufficient car parking and servicing will be provided on the site;*
- *The proposal is sited so as to reduce the number and length of car journeys and can serve not only carborne shopping but is also accessible to those on foot, bicycle or those who rely on public transport.*

Employment Site

The approved use of the site is currently as a car dealership and therefore considered to be in “employment use” and must therefore be considered in relation to Policy E7 of the Local Plan, which deals with loss of existing employment sites. However, given that the proposed retail use will generate a significant number of new jobs it is not considered that there would be any conflict with Policy E7.

Sequential Test

The sequential test is a key element of both the NPPF and Policy S.10 (Major Shopping Proposals). In support of this application a number of alternative sites within the town centre and edge of centre have been considered. The applicant has considered 61 sites and vacancies in Crewe with 3 sites over 0.41ha considered in more detail. The applicant has dismissed several sites for being too small i.e. below the 0.41ha.

A retail planning consultant appointed by the Council considers that some of these sites in a particular the former MFI unit and the Market Centre Extension on the corner of Vernon Way and West Street could be used in more flexible formats.

However, it is considered that the MFI site is unavailable due to an extant consent to develop a Sainsburys superstore on this site. Furthermore, the site on the corner of Vernon Way and West Street could be used, as there is an extant consent subject to a legal agreement to develop this 0.33ha town centre site for non-bulky goods retailing. However, taking a pragmatic view this site has been available for some considerable time and there have been no applications to develop it.

As previously stated 3 of the 61 sites assessed were over 0.41ha. The Victoria Community Technology School, Ludford Street has been vacant for a number of years. The applicant claims that there are a number of restrictive covenants on the title of the land which stipulates that any changes of use on the land must be approved by the Board of Education and this could create long delays. Furthermore, this site has been considered in the Cheshire East SHLAA (2011) which deems it suitable, available and deliverable for residential use for approximately 122 new dwellings.

The former Electricity Works and Warehouses, Electricity Street is identified as an edge of centre location, the site measures approximately 0.69ha and is roughly rectangular in shape. The applicant has dismissed this site as an application for 145 apartments was approved in 2009. It is considered that these apartments have not been constructed due to the current economic climate. Furthermore, the site was considered in the Councils latest SHLAA which identifies it as being suitable, available and deliverable for residential use. The Councils Retail

Consultant agrees with the applicant's conclusions and these two sites are not sequentially preferable.

The remaining site is located on Mill Street and was recently occupied by Tesco, whilst the new store was being constructed. It is considered that this site is not available due to an outline planning consent for a mixed use development which includes retail development.

Overall, it is considered that there are no sequentially preferable sites occupying in-centre, edge of centre or out of centre location within Crewe. It is accepted that there are no units available which would meet the applicant's needs. The National Planning Policy Framework document states that Councils should '*allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available*'. If planning permission is to be approved, in order to mitigate any impact on the town centre a condition will be attached to the decision notice restricting the types of goods sold.

Impact Assessment

The impact assessment is a key consideration and is referred to within Policy S.10. Greater detail on how to apply the impact assessment is given within the newly published NPPF as can be seen in the principal of development section above.

It is considered that the proposal and the town centre stores are competing for a different market opportunity. Whilst there is some bulky goods retailing in the town centre most of the comparison goods sold there are non bulky and the applicant has confirmed that they are willing to accept a 'bulky goods' condition on this development. However, an objection has been submitted on behalf of UBS Global Asset management (UK) owners of Grand Junction Retail Park, it is considered that many of their objections can be dealt with by a bulky goods condition.

The Councils Retail Planning Consultant concludes '*The impact of the proposal with bulky goods condition on existing investment in the town centre is at best neutral but at worst it will not be significantly adverse. The proposal therefore satisfies this particular Framework impact test*'.

In recent years a number of bulky goods retailers at Grand Junction Retail Park have been replaced by non-bulky operators such as Next, Soccer Sports, TK Maxx, and Boots. This has diminished the supply of units available to bulky goods operators. Therefore despite the quantitative shortfall in capacity, there may be a qualitative case for new bulky goods floorspace in Crewe.

Impact of the Town Centre Vitality and Viability

The applicant has not undertaken a health check for Crewe town centre but instead refers to the conclusion of the 2011 White Young Green study. This concluded:

'The centre has a strong proportion of convenience goods floorspace, and strong comparison goods provision, but service provision is below national average. Since 2000 the town centre has experienced a gradual increase in vacancies and since 2006 is above the national

average, this coupled with the level of comparison goods provision declining. The centre position in the hierarchy has remained constant with moderate growth levels in rents and stable yields showing the centres resilience to current economic conditions, however despite good performance indicators Crewe may become vulnerable if conditions worsen'.

It is clear that the town centre is not performing that well on some key indicators of vitality and viability. The centre is in need of investment that will be realised by the Delamere Place development although as indicated above it is considered this proposal restricted to the sale of bulky goods will discourage that investment.

Overall, it is considered provided the proposal is restricted to the sale of bulky goods it will not have a significant adverse impact on the vitality and viability of the Crewe town centre.

Design

Layout

According to the applicants Design and Access Statement the proposed layout of the application site has been principally influenced by the design constraints imposed by the road infrastructure and site boundary conditions. According to the illustrative plans the footprint of the proposed retail warehouse is roughly rectangular in shape and measures approximately 49m wide by 36m deep. The proposed retail shed will be located adjacent to the northern boundary of the application site.

According to the submitted plans there are two proposed access points. It is envisaged that the main customer entrance will be via the northern entrance and HGV access and egress will be via the southern vehicular access in to the site. The remainder of the site will comprise areas of landscaping, car parking for up to 165 vehicles (8 of the spaces will be for disabled people), cycle shelter and a service yard which is located west of the proposed retail shed.

According to the indicative site plan the proposed building is set well back from the service road running parallel to Macon Way. It is considered that this set back will help to reduce the overall impact that the proposal has on the streetscene.

It is considered the extent of hard surfacing to the side of the building fronting onto Macon Way would create a car dominated frontage and would do little to enhance this part of Macon Way. It is considered that improved landscaping will help to soften the proposal. However, as this is only an outline application and details regarding the design of the site will be submitted as part of the reserved matters application, there is insufficient justification to warrant refusal on design grounds and sustain it at any future appeal.

Retail Unit

The development will comprise of a single retail unit measuring approximately 3715 sqm accommodating the main shop floor with a separate storage/staff amenity block to the rear of the unit along with a full level mezzanine floor.

Whilst it is acknowledged that this application is an outline application with all matters reserved apart from Access. The applicant has stated that the elevational treatment will be

kept simple with two primary cladding types to produce a strong horizontal image. However, the overall scale, massing and elevational treatment of the unit will be determined by means of a subsequent reserved matters application. In any event, a condition relating to materials will be conditioned, in the event that planning permission is approved.

Amenity

Policy BE.1 (Amenity) states that development will be permitted provided that the development is compatible with surrounding land uses, does not prejudice the amenity of future or neighbouring occupiers, does not prejudice the safe movement of traffic and does not cause an increase in air, noise, water pollution which might have an adverse impact on the use of land for other purposes.

In view of the previous use of the site as a car-dealership, subject to appropriate controls relating to opening hours, illumination etc. It is not considered that the nature of the proposed use will adversely impact on residential amenity of neighbouring occupiers.

A distance of over 60m will be maintained between the proposed building (as shown on the illustrative plan) and the dwellings on the opposite side of the road. It is therefore considered that there will be no adverse effect on the living conditions of these properties as a result of overshadowing or loss of privacy.

Highways

The access to the proposed unit would be via two accesses off the Macon Way Service road. These accesses would be sited in the same locations as the existing accesses which previously served the car dealership use, i.e. at the southern boundary of the site's frontage opposite the service roads junction with Macon Way and 55m to the north of this access. These accesses would be improved to take the form of 6m wide accesses. As part of these improvements to the existing accesses, tactile paving would also be provided on the crossing points for pedestrians walking past the site frontage.

According to the indicative site plan there will be 165 car parking spaces (8 of which will be for disabled people). The application has been assessed against the Council's standards which are for the provision of a maximum of 1 space per 20sqm GFA, which equates to a maximum of 185 spaces. The applicant is proposing 165 spaces, which is 20 below the maximum. Colleagues in Highways have been consulted and raise no objection. It is considered that this number of parking spaces is sufficient for the proposed development and will not impact on off site provision. Furthermore, there is sufficient space within the car park for vehicles to access and egress the site in a forward gear.

The applicant's Transport Assessment states that the *'proposed development would have no significant impact on traffic conditions in the study area in the context of existing conditions and that the operation of the highway network would not be materially affected by the proposals'*.

The applicant has assessed the proposal against the previous use of the site, which was a car dealership. It is considered that the car dealership would have attracted a significant number of comings and goings. The applicant's Highways Engineers accept the proposed use

would generate more traffic than the previous use. The applicants Highway Engineer stresses that the majority of people accessing the site will make link trips and will be via passing trade. However, it is considered that the surrounding highway network is already at capacity and there is regular congestion in the locality. It is considered that the proposed development exacerbate congestion in the area. In order to help mitigate the proposal the Council Highway engineers are requesting a contribution of £40,000 for traffic management improvements. Subject to this contribution the Councils Highway Engineers do not have objections to the proposal. Overall, it is considered that the proposal is in accord with policy BE.3 (Access and Parking) and TRAN.9 (Car Parking Standards).

Sustainability

The NPPF identifies that there is a presumption in favour of sustainable development and that significant weight should be attached to proposals which enable economic growth and the delivery of sustainable development. With regard to the urban economy, the Framework advises that developments should be located and designed where practical to:-

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;
- Consider the needs people with disabilities by all modes of transport

The document goes onto enunciate that

‘Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised’. (paragraph 34).

It is noted that the application site is located wholly within the Crewe settlement and is approximately 1km away from the town centre. Furthermore, the application site is located adjacent to Macon Way, which is a main arterial road leading in and out of Crewe. Additionally, there are number of bus stops within close proximity of the site with an infrequent bus service. According to the indicative plans provision has been made on site for secured covered cycle parking and this will be required by condition. Furthermore, it is considered that, in order to encourage some sustainable forms of transport, a condition relating to a travel plan should be attached to any permission. The NPPF advocates the use of Travel Plans stating:

‘All developments which generate significant amounts of movement should be required to provide a Travel Plan’ (para. 36).

Whilst it is acknowledged that there is pedestrian and cycle provision along the A532 Macon Way and the surrounding network. It is considered that the people using these modes of transport will be quite limited. It is noted that the provision of a secured cycle shelter may encourage people to cycle to the retail unit. However, it is considered that the number of people using this mode of transport will be quite limited. Furthermore, it is considered due to

the location of the site within an 'out of centre' location and its distance from the railway station amount of pedestrians accessing the site will be limited.

It is considered given the proposed use of the site and its location; it will be almost inevitable that the majority of people accessing the site will be via private motor car. The NPPF makes it clear that sustainability should not only be considered in terms of transport mode. But other factors such as economic and social considerations are important material considerations.

It is acknowledged that the proposal will regenerate a brownfield site that probably cannot be regenerated by other means due to contamination of the site and other constraints to development. Furthermore, the applicant states that the proposal will create 41 jobs. However, the full time equivalent posts will be around half the total number of jobs due to the part time nature of retail employment. In any event, it is considered these are all benefits to be considered in the round when considering issues of sustainability.

Contaminated Land

Although a retail use is not a sensitive end use, there is potential for contamination on the land given the historic use of the site. It is suggested that a Phase I Contaminated Land survey be carried out in line with the advice contained in NPPF. This can be secured by condition.

Drainage

Development on sites such as this generally reduces the permeability of at least part of the site and changes the site's response to rainfall.

The NPPF states that in order to satisfactorily manage flood risk in new development, appropriate surface water drainage arrangements are required. The guidance also states that surface water arising from a developed site should, as far as possible, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development.

It is possible to condition the submission of a satisfactory drainage scheme in order to ensure that any surface water runoff generated by the development is sufficiently discharged. This will probably require the use of Sustainable Drainage Systems (SUDS) which include source control measures, infiltration devices as well as filter strips and swales which mimic natural drainage patterns.

Air Quality

As previously stated this application is an outline application for a non-food retail development. The application site is located approximately 230m south east of the Earle Street Air Quality Management Area declared with respect to breaches of the air quality standards for nitrogen dioxide, resulting from emissions from road vehicles.

Therefore, any development with potential to either increase transport emissions, or to significantly change traffic patterns (congestion or volumes) will require an assessment to

ensure that any increases in key pollutants are mitigated particularly with respect to the Air Quality Management Area.

Colleagues in Environmental Health have been consulted and raise no objection to the proposal subject to a air quality impact assessment being submitted with the reserved matters application. Therefore, it is considered that the proposal complies with policy NE.17 (Pollution Control)

Landscaping

As previously stated there are number of trees along the western boundary of the site adjacent to the railway. It is considered that none of these trees are of sufficient amenity value or maturity to warrant a TPO. Notwithstanding the above, this matter will be addressed at the reserved matters stage. If planning permission is to be approved, a condition relating to landscaping of the application site will be attached to the decision notice.

CIL Regulations

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The provision of a contribution towards the highway works is required to help mitigate against the highways impact of the development. The proposed development cannot proceed without these improvements and the contribution is reasonably related in scale and kind to the development. It is directly related to the development and is fair and reasonable. On this basis the S106 recommendation is compliant with the CIL Regulations 2010.

CONCLUSIONS AND REASON(S) FOR THE DECISION

It is considered that there is sufficient space within the application site for the development to site comfortably in the area without causing significant harm to the character and appearance of the streetscene or the amenities of nearby residents.

It is accepted that there are no sequentially more preferable sites and the proposal will not have a significant detrimental impact on the vitality and viability of Crewe town centre.

The proposed development can be satisfactorily accessed without significant harm to highway safety.

There are no significant concerns relating to protected species or loss of trees.

The proposal is therefore in compliance with Policies BE.1 (Amenity), BE.2 (Design Standards), BE.3 (Access and Parking), BE.4 (Drainage, Utilities and Resources), BE.5 (Infrastructure), BE.6 (Development on Potentially Contaminated Land), E.7 (Existing

Employment Sites), NE.9 (Protected Species), TRAN.9 (Car Parking Standards) and S.10 (Major Shopping Proposals) of the Borough of Crewe and Nantwich Replacement Local Plan 2011, and guidance contained within the National Planning Policy Framework.

(A) APPROVE subject to the following conditions and the satisfactory completion of a S106 Agreement comprising;

Heads of terms

- **Provision of £40,000 for traffic management improvements in the local area**

And the following conditions

- 1. Commencement of Development**
- 2. Reserved Matters**
- 3. Plans**
- 4. Details of Materials to be submitted and approved in writing**
- 5. Details of Surfacing Materials to be submitted and approved in writing**
- 6. Details of any external lighting to be submitted and approved in writing**
- 7. Landscaping to be submitted**
- 8. Landscaping Implemented**
- 9. Details of secured covered cycle parking to be submitted and approved in writing**
- 10. Details of bin storage areas to be submitted and approved in writing**
- 11. Details of boundary treatment to be submitted and approved in writing**
- 12. Restrict the Use of Unit to A1**
- 13. Restrict goods sold**
- 14. Access to be formed in accordance with the approved plans**
- 15. Car parking and turning areas to be constructed and made available prior to the unit being occupied**
- 16. No subdivision of the building**
- 17. Pile foundations**
- 18. Restrict Retail Floor Space to 3715sqm**
- 19. Contaminated Land Report**
- 20. Air Quality Assessment**
- 21. Noise Control – Hours of Construction**
- 22. Waste**
- 23. Floor Floating**
- 24. Hours of operation**
- 25. Travel Plan to be submitted and approved in writing**
- 26. Details of Car Park Opening Times to be submitted and approved**
- 27. Oil Interceptors**
- 28. Acoustic Enclosures**
- 29. Accesses to be constructed in accordance with the submitted plans**

(B) In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the

Head of Planning and Housing is delegated authority to do so, provided that he does not exceed the substantive nature of the Committee's decision.

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