

Application No: 12/4107N

Location: FORMER SITE OF EARL OF CREWE HOTEL, NANTWICH ROAD, CREWE, CHESHIRE, CW2 6BP

Proposal: Construction of new Foodstore with associated car parking, servicing facilities and landscaping.

Applicant: C/O Agent, Aldi Stores Ltd

Expiry Date: 24-Jan-2013

SUMMARY RECOMMENDATION:

- **APPROVE** subject to conditions.

MAIN ISSUES:

- **The acceptability of the development in principle.**
- **Locally Listed Building**
- **Layout, design and street scene**
- **Sustainability,**
- **Impact on neighbour amenity**
- **Landscape and Ecology**
- **Crime and Disorder**
- **Public Consultation**
- **Highway Considerations**
- **Drainage and flood risk,**

1. REASON FOR REFERRAL

The application has been referred to committee because it is a commercial building of over 1000 square metres in floor area.

2. DESCRIPTION OF SITE AND CONTEXT

The site of the proposed development lies on the south side of Nantwich Road and comprises land formerly occupied by the Earl of Crewe public house, a “pay and display” car park, a range of outbuildings and vacant land formerly occupied by garaging.

The Earl of Crewe was an imposing Victorian building which fronts on to Nantwich Road and has a sizeable mature garden between its east flank and a frontage to Sherwin Street. Within the car park there is a two storey range of outbuildings, which are boarded up and an attached single storey range formerly used as lock up garages. The public house was included on the local list of buildings of historic and architectural interest.

Land uses along Nantwich Road in the vicinity of the site are predominantly commercial, with a mix of shops, financial and professional services, hot food takeaways, restaurants, cafes and public houses. Once away from the main road the area is almost entirely residential.

3. DETAILS OF PROPOSAL

Members may recall that on 22 March 2012 Southern Planning Committee granted full planning permission for the demolition of all the buildings within the site and the construction of a food store of 960sq.m sales area and 1,348sq.m gross internal area at ground floor level. Customer car parking was to be located to the western and southern parts of the site and a total of 85 spaces will be provided. 4no. DDA compliant spaces, 2 no. parent and child spaces along with cycle parking facilities for customers and staff were also to be provided. Servicing facilities and plant would be located to the southern elevation of the store.

This is a revised application which seeks to alter the layout and footprint of the approved store. Rather than the store being constructed so that the main length of the building fronts Nantwich Road, the proposal is to turn the building through 90deg so that its front elevation faces Nantwich Road. The long blank elevation of the building would therefore front Sherwin Street.

The proposed store would have a gross floor area of 1592 square metres (17,137 sq ft) and a net sales area of 1125 square metres (12,109 sq ft). The gross external floor area of the building has therefore been increased slightly from the previously approved scheme by 185 square metres (1,991 square feet), whilst the net sales area has increased by 165 square metres (1,776 sq ft). As the building is to be sited parallel with Sherwin Street, servicing and car parking would be provided to the side and rear. There are a total of 75 spaces being proposed including 4 spaces for mobility impaired users and 10 parent and child spaces, together with cycle storage facilities.

Vehicular access is again to be taken from the western corner of the site onto Nantwich Road. This new access will also accommodate service vehicles with manoeuvring space incorporated within the development to facilitate access to the loading/back up area to the rear of the building.

The building is to be constructed primarily from brickwork, with contrasting courses, together with areas of glazing and steel under a pitched tiled roof and is similar in style to the previously approved store.

4. RELEVANT HISTORY

P06/0868	Erection of eight terraced properties and conversion of outbuildings to three dwellings – Withdrawn
P06/1282	Erection of 7 two storey terraced properties and the conversion of barns to three residential properties. – Approved 12 th February 2007
09/1304N	Demolition of existing building and construction of new foodstore with associated parking – Withdrawn
09/4043N	Demolition of existing building and construction of new foodstore with associated parking –Refused 18 th February 2010.
11/4149N	Demolition of existing buildings and construction of new foodstore with associated car parking and servicing facilities – Approved 22 March 2012
12/1829N	Variation of Conditions 3 and 7 on Planning Application 11/4149N Relating to Opening and Delivery Hours – Approved 2 nd August 2012

5. POLICIES

North West of England Plan - Regional Spatial Strategy to 2011

Policy DP 5	Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility
Policy DP 7	Promote Environmental Quality
Policy DP 9	Reduce Emissions and Adapt to Climate Change
Policy RDF 1	Spatial Priorities
Policy W 1	Strengthening the Regional Economy
Policy W 5	Retail Development
Policy RT 1	Integrated Transport Networks
Policy RT 2	Managing Travel Demand
Policy RT 3	Public Transport Framework
Policy RT 9	Walking and Cycling
Policy EM9	Secondary and Recycled Aggregates
Policy EM 11	Waste Management Principles
Policy EM 12	Locational Principles
Policy EM 15	A Framework For Sustainable Energy In The North West
Policy EM 16	Energy Conservation & Efficiency
Policy EM 17	Renewable Energy
Policy EM18	Decentralised Energy Supply
Policy MCR 4	South Cheshire

Cheshire Replacement Waste Local Plan

Policy 11 (Development and Waste Recycling)

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)
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.9 (Nantwich Road)

National policy

National Planning Policy Framework

6. CONSULTATIONS (External to Planning)

Highways Authority

This application seeks a modification to approval 11/4149 and involves the reorientation of the building and an increase in Gross Floor Area of approximately 12%. An overall total of 75 parking spaces is to be provided (previously 85), as well as covered cycle parking. Vehicular access will be taken from Nantwich Road, which is subject to a 20mph speed limit and has advisory cycle lanes.

The applicants include a Transport Assessment with their application which predicts that many trips will be 'pass-by' rather than additional to Nantwich Road, and the impact on traffic conditions will not be significant. Highways concur with these conclusions.

To prevent anti-social usage at periods when the store is closed, access to the car park is to be controlled by rising bollards. The location, and the general form of the entrance, are not unacceptable but are capable of improvement.

The extent of parking to be provided, whilst reduced from the previous approved scheme, is sufficient for the store itself, based on trip arrival and departure data provided with earlier submissions. However, it will have little reserve for non-customer use (or customers also visiting nearby shops) and so is likely to be fully used. This may oblige Aldi to impose tighter restrictions on the car park use than were quoted in the previous Planning Statement.

Deliveries are expected to be by one or two large rigid lorries and one articulated lorry per day. Deliveries will be made during opening hours and involve a lengthy reversing movement within the car park which is potentially dangerous. In the submitted supportive documentation (Transport Assessment Appendix D) states that these reversing manoeuvres will be supervised by the Store Manager and highways recommend that such supervision be made a planning Condition if possible.

Highways would also recommend planning Conditions to cover the following points, essentially as applied to Permission 11/4149c, unless these previous Conditions are deemed to still apply:

- highway drawing approval
- operation, supervision and signing of bollards
- no occupation until completion of parking areas

Environment Agency

No comments to make on the proposed development

United Utilities

No objection to the proposal provided that the following conditions are met: -

- This site must be drained on a separate system combining on site just prior to connecting in to the public sewerage system.
- Surface water flows generated from the new development will need to be limited to a maximum discharge rate of 25 l/s as determined by United Utilities.

Environmental Health

- The hours of demolition / construction works taking place during the development (and associated deliveries to the site) shall be restricted to: Monday – Friday 08:00 to 18:00 hrs Saturday 09:00 to 14:00 hrs Sundays and Public Holidays Nil
- Should there be a requirement to undertake foundation or other piling on site it is recommended that these operations are restricted to: Monday – Friday 08:30 – 17:30 hrs Saturday 08:30 – 13:00 hrs Sunday and Public Holidays Nil
- Prior to its installation details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority.
- Due to the potential for noise disturbance to local residents, the opening times and delivery times to the store shall be restricted to a temporary 12 month permission for the times agreed in planning application number 12/1829N
- The car park shall be closed to all vehicles (apart from staff vehicles) outside the store opening times so as to protect the amenity of the local residents.
- No development shall take place until a scheme to minimise dust emissions arising from demolition / construction activities on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition / construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition / construction phase.
- The application area has a history of commercial use and therefore the land may be contaminated.

- The applicant provided a geo-environmental report which, although out of date with current guidance, reveals there to be a low risk with respect to the proposed site use. The report recommends that soil be imported for areas of landscaping.
- As such, and in accordance with the NPPF, this section recommends that the following conditions, reasons and notes be attached should planning permission be granted:
 - Should any adverse ground conditions be encountered during excavation works, all work in that area should cease and this section be contacted for advice.
- Insufficient information has been submitted with the application relating to the impact of the development on Local Air Quality in particular the Nantwich Road Air Quality Management Area. In the absence of this information, it has not been possible to demonstrate that the proposal would comply with material planning considerations.
- An Air Quality Report was submitted with application 11/4149N, and some shortcomings were identified in that report - It is disappointing to note that the applicant has not taken the opportunity of a fresh application to address the shortcomings identified within the initial Air Quality Impact Assessment and submit an updated report
- The former application was approved with the following condition relating to Air Quality;
 1. No development shall commence until a revised air quality assessment has been submitted to and approved by the Local Planning Authority.
 - The assessment shall be updated considering the most current annual data available (i.e. 2010).
 - The report shall acknowledge the identified disparity between measured NO_x and NO₂ concentrations and the projected decline associated with emission factors which form the basis of air quality modelling.
 - The report shall make reference to the number of additional trips to be made to the site post development.
 - The report shall include details of any necessary mitigation methods for both the construction and operational phases (including measures to deal with any dust from the construction site) These shall be implemented in accordance with a timetable to be agreed with the Local Planning Authority prior to the commencement of development.
 - The mitigation measures contained within the report shall also include a Travel Plan. The Travel Plan shall include, inter alia, a timetable for implementation and provision for monitoring and review. No part of the retail store hereby permitted shall be occupied until those parts of the approved Travel Plan that are identified as being capable of implementation after occupation have been carried out. All other measures contained within the approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented, in accordance with the approved scheme of monitoring and review, as long as any part of the development is occupied.

7. VIEWS OF THE PARISH / TOWN COUNCIL:

N/A

8. OTHER REPRESENTATIONS:

One letter of support has been received stating that they welcome the Aldi supermarket and have no objections at all.

9. APPLICANT'S SUPPORTING INFORMATION:

- Transport Assessment
- Design and Access Statement
- Planning Statement
- Geo-environmental Assessment
- Marketing Report
- Building Survey Report
- Air Quality Impact Assessment
- Framework Travel Plan
- Bat Survey
- Report on Potential Uses

10. OFFICER APPRAISAL

Main Issues

The previous permission established the acceptability in principle of the demolition of the locally listed building and the development of the site for a retail foodstore. This application does not, therefore, represent an opportunity to revisit matters of principle.

The main issues in the consideration are the acceptability of the revised site layout and increased floorspace in terms of retail impact, design and street scene, sustainability, impact on neighbour amenity, landscape and ecology, and highway considerations.

Retail Impact

The gross external floor area of the building has been increased slightly from the previously approved scheme by 185 square metres to 1592 square metres whilst the net sales area has increased by 165 to 1125 square metres.

The site lies outside the town centres of Crewe and Nantwich, as defined in the Local Plan, where Policy S.10 states that major retail developments will be permitted only if all of a number of criteria are met. According to the supporting text major proposals for the purposes of this policy will be regarded as those with a gross floorspace of over 2500 sq. m.

Similarly, the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. However, it goes on to state that

local planning authorities should only require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m).

The Local Plan policies have been saved. As a result it is concluded that the proposal is in accordance with the up-to-date development plan. The revised scheme for the Aldi store would remain under the 2,500sq.m. and therefore, under the provisions of both the Local Plan Policy and the NPPF it is not necessary for the developer to demonstrate that there is a proven need for the development; a sequential approach to site identification has been followed; or that the proposal, either by itself or together with other shopping proposals or developments, will not harm the vitality or viability of another shopping centre.

Furthermore, the proposed store would be located partly within the Nantwich Road Shopping Area as defined in the local plan, which comprises a narrow corridor running along either side of Nantwich Road. The revised proposal which involves turning the building through 90 degrees would result in a larger portion of the store falling outside the boundary of the Policy S9 shopping area. However, given that frontage development would be maintained, and that the entrance to the store would be within the Policy S9 shopping area it is not considered that there would be any direct conflict with the aims and objectives of this policy or that reason for refusal on these grounds could be sustained.

The revised proposal is therefore acceptable in terms of retail impact.

Layout, Design and Street Scene

The previously proposed store was sited at the front of the site and was orientated with the main frontage at 90 degrees to the road. Consequently the Nantwich Road frontage was formed by a long blank elevation. However, efforts were made to add interest and detail to this elevation by wrapping the entrance around the corner and incorporating gables, brick modelling and elements of structural glazing in order to create the illusion of an active frontage. A similarly blank elevation was presented to Sherwin Street, although the impact will be softened by proposed tree planting and again brick modelling has been introduced to the gable end.

The revised proposal involves re-orientating the previously approved store through 90 degrees, to run along the Sherwin Street boundary, with the main frontage, which is located on the narrow “gable-end” of the building facing onto Nantwich Road.

This would result in a reduction in the “sense of enclosure” to the street scene and a wider gap to the adjoining development which may result in “leaking of space” into the carpark. Furthermore, the parking would become more visible which could increase the extent to which the frontage becomes dominated by car parking.

However, the proposal also has some significant positive aspects. In particular, that a more active frontage would be provided to Crewe Road and the car parking would become easier for customers to use and safer as it would not involve walking through

the delivery area when travelling between the store and parking area. It is considered that these significantly outweigh the disadvantages outlined above.

Furthermore, the sense of enclosure could be assisted and the leakage of space could be overcome through the use of an appropriate boundary treatment such as a low wall and possibly planting, to the Nantwich Road boundary of the parking area. This could be secured through the standard condition.

The proposed elevation to Sherwin Street remains largely blank, with the exception of three brick gables. Whilst it is acknowledged, that this was the case with the previous approval, due to the reorientation, this elevation is now longer. Notwithstanding the fact that the proposed landscaping will help to break up the bulk of the building, the length of this elevation, and the lack of fenestration does give some cause for concern. It is therefore recommended. However, it is considered that the brick modelling and elements of structural glazing, which were previously to be used on the Nantwich Road frontage in order to create the illusion of an active frontage, are re-introduced on the Sherwin Street elevation. This could be secured by condition.

With regard to elevational detail the same approach as previously has been taken to the design. The majority of the development along Nantwich Road, including the properties to either side of the site, is of between two and three storeys in height with a vertical emphasis and rhythm created by fenestration patterns, stops in the building line, bay windows and gables. Buildings are generally traditional in style with pitched, tiled roofs and red facing brick walls. These are features which have been replicated on the proposed store which is similar in overall height to the adjacent buildings and includes a steeply pitched roof, a vertical emphasis to the glazing and gables. Overall, therefore, it is considered that its scale, form and siting are acceptable in terms of their impact on the character and appearance of the street scene.

Crime and Disorder.

Large scale retail proposals often raise concerns about car-related antisocial behaviour on the car park when the supermarket is closed. Such problems have been experienced at other stores in the Borough and therefore the previous approval was subject to requiring the erection of gates or other physical measures to secure the site access outside store opening hours, as well as the provision of CCTV and speed humps. These should be attached to the revised approval.

Sustainability

The new Regional Spatial Strategy places considerable emphasis on achieving sustainable development, minimising waste and energy consumption. It also advocates provision within new development of micro-generation opportunities. Policy EM 18 states that *"in advance of local targets being set, new non residential developments above a threshold of 1,000m² and all residential developments comprising 10 or more units should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable."*

The applicant has previously provided a supporting statement which explains that on previous new build Aldi schemes, where there has been a planning requirement to provide 10% renewable energy, one of two solutions have been adopted. These are either an air source heat pump to provide the required 10%, or a heat recovery system, whereby the waste heat energy from the refrigeration condensers has been utilised to provide heating to the store, which is substantially in excess of the 10%. On similar sized stores to the one proposed, the predicted annual energy consumption would be in the order of 438,240kWh resulting in a 10% figure of 43,826kWh. The proposed heat pump system would generate approximately 50,483kWh per annum, with the heat recovery providing approximately 120,000kWh per annum. The provision of these systems can be secured by planning condition, as per the previous approval, and on this basis it is considered that the requirements of policy EM18 (Decentralised Energy Supply) will be met.

In accordance with the principles set out in RSS Policies EM9 (Secondary and Recycled Aggregates) and EM11 (Waste Management Principles) as well as the provisions of Policy 11 (Development and Waste Recycling) of the Waste Local Plan a statement has previously been submitted explaining that any material derived from demolition works will be reused where possible on site. The most obvious application is reclaiming aggregates for use in pedestrian and car parking areas. Waste taken from the site will be closely monitored by the site manager. A detailed Waste Management Plan can also be conditioned as it was previously.

Amenity

The proposed store will be sited over 20m away from the properties on the opposite side of Nantwich Road which will be sufficient to prevent any loss of light or privacy to those properties, particularly given that they are already located on a busy main road. A distance of 18m will be maintained between the proposed building and the properties on the opposite side of Sherwin Street, which will be adequate to prevent any overshadowing and given the lack of glazing in this elevation, privacy is also not considered to be an issue. Distances in excess of 20m will be maintained to all of the other neighbouring dwellings.

With regard to the operation of the building the Environmental Health section have raised concerns about noise, odour and light from the premises, but are of the opinion that these can be adequately mitigated through appropriate conditions. Furthermore, compared to the previous pub use, any disturbance resulting from customer or early morning delivery activity is considered to be minimal and it is therefore considered that there are no sustainable amenity grounds for refusal.

Following the previous approval (11/4149N) in March 2012, an application to amend the opening hours of the store and the delivery hours to the site was submitted. (12/1829N refers) Aldi were seeking to extend the opening hours to 0800-2200 Monday to Saturdays and 1000 to 1700 hours Sunday. The required delivery hours are 0700 – 2300 Monday to Saturdays and 0800 to 2200 Sundays.

The opening hours requested by the applicants, when permission was originally sought for the store were between 0800 - 2000 hours Monday to Saturday and 1000 – 1700 Sunday. No details were provided of delivery hours. It was on this basis that the application was considered and in approving the proposal, contrary to the Officer recommendation, Members imposed conditions accordingly.

Since the previous approval there has been no material change in circumstances in terms of the proposed use of the site or the nature of the surrounding development, which to the rear of the site, where the car park and service yard is located, is entirely residential. The store has yet to be constructed and the applicants have therefore been unable to demonstrate that it can operate within the approved hours without problems occurring.

However, in the absence of any evidence that problems would occur, it was considered that a refusal of the application would be difficult to defend. Therefore on 2nd August 2012 officers, under delegated powers granted a variation of conditions or a temporary period of 12 months to allow the authority to assess any impact on the amenity of the neighbouring occupiers.

A 12-month temporary permission would allow the opportunity for a body of evidence to be gathered as to the extent to which the extended hours of operation would impact on the locality. If there are any significant problems experienced locally these could be properly monitored and recorded. In the event that an application were to be submitted for a renewal of consent at the end of the 12 month period any evidence of negative impacts on residential amenity in the locality would be a material planning consideration which would inform the Council's decision at that stage. In the event that the Council then resolved to refuse planning permission, and an appeal were to be lodged against that decision, the evidence gathered would assume considerable importance in fighting the appeal. A straight refusal of planning permission without any such firm evidence of harm to residential amenity would be much more difficult to defend.

It is recommended, therefore, that the same temporary opening and delivery hours should be applied to this revised consent.

Landscape and Ecology

The proposal involves the loss of a number of mature trees from the middle of the site. However, these were to have been removed as part of the previously approved scheme and in view of this fall-back position and the fact that the trees are not protected by a Tree Preservation Order, it is not considered that a refusal on these grounds could be sustained. Furthermore, a number of replacement trees are proposed within the new development and these can be secured through an appropriate landscaping condition.

The previous application was supported by a bat survey of the former Earl of Crewe building. However, no evidence of bats was recorded during the survey and as the building has now been demolished no further action is required in respect of protected species.

Highways and Parking.

The developer has submitted a Traffic Impact Assessment with the application. The only highway issues are in respect of any additional traffic generation resulting from the increase in floor space and the suitability of the revised car-park and internal site layout. The Strategic Highways Manager has examined the application and raised no objection to the principle of the increased floorspace and subject to similar conditions to those which were imposed previously he is satisfied with the revised access and parking arrangements.

Air Quality

The site is adjacent to an Air Quality Management Area which has been declared due to the levels of nitrogen dioxide in the area. The Environmental Health Officer has commented that An Air Quality Report was submitted with application 11/4149N, and some shortcomings were identified in that report. It is disappointing to note that the applicant has not taken the opportunity of a fresh application to address the shortcomings identified within the initial Air Quality Impact Assessment and submit an updated report. In the absence of this information, it has not been possible to demonstrate that the proposal would be acceptable in Air Quality terms.

However, given the previous approval on the site, and the relatively small increase in floor area, it is not considered that any additional impact on air quality would be sufficient to sustain a refusal. Furthermore, the previous permission was subject to conditions requiring an updated assessment and packing of mitigation measures, including a travel plan to be submitted to an approved prior to commencement of development. It is therefore considered that subject to a similar condition being imposed on any revised consent, the proposal would be acceptable in air quality terms.

11. CONCLUSIONS

In summary the acceptability of retail development on this site has been established by the previous consent. This proposal involves turning the building through 90 degrees and a small increase in gross external floor area of 185 square metres and net sales area of 165 square metres.

This increase would not result in the development exceeding the 2,500 square metre threshold for retail impact assessment as set in Local Plan Policy S10 and the NPPF and it is therefore considered to be in accordance with adopted Policy. The proposal would result in a larger portion of the store falling outside the boundary of the Policy S9 (Nantwich Rd) area. However, given that frontage development would be maintained and that the extent of the active frontage would be improved, it is not considered that there would be any direct conflict with the aims and objectives of this policy.

Although the proposed change to layout will result in a reduction in the sense of enclosure to Nantwich Road, this could be addressed through landscaping and boundary treatment conditions. The proposal will also have some significant positive aspects. In particular, that a more active frontage would be provided to Nantwich Road and the car parking would become easier for customers to use and safer.

The proposal is similar in terms of elevational detail to the approved scheme and subject to a condition requiring the introduction of structural glazing to the Sherwin Street elevation, in order to add visual interest is considered to be acceptable.

It is also considered that the developer has adequately demonstrated how the proposal will contribute to sustainable development objectives through renewable energy, energy saving design and waste minimisation and recycling.

The proposal will not exacerbate existing air quality problems on Nantwich Road and is considered to be acceptable in terms of its impact on crime and disorder, landscape and ecology, amenity of neighbouring properties, drainage and flood risk. Therefore, in the light of the above, and having due regard to all other matters raised, it is concluded that the proposal is contrary to policies BE.13 (Buildings of Local Interest), of the Borough of Crewe and Nantwich Replacement Local Plan 2011. Subject to no objection being raised by the Strategic Highways Manager it is recommended for approval.

12. RECOMMENDATIONS

APPROVE subject to the following conditions:

- 1. Standard**
- 2. Plans**
- 3. Submission / approval of materials**
- 4. The retail store hereby permitted shall not be opened to the public except between the following times 0800-2200 Monday to Saturdays and 1000 to 1700 hours Sunday for the first 12 months from the first occupation of the retail store. These opening hours shall be discontinued on or before that date and shall revert to 0800 – 2000 Monday to Saturday and 1100 – 1700 on Sundays and Bank Holidays unless a further permission to amend those opening hours has first been granted on application to the Local Planning Authority.**
- 5. Submission / approval of details of highway access**
- 6. Submission / approval of landscaping**
- 7. There shall be no deliveries to the site except between the following times 0700 – 2300 Monday to Saturdays and 0800 to 2200 Sundays for the first 12 months from the first occupation of the retail store. These delivery hours shall be discontinued on or before that date and shall revert to Monday – Friday 08.00hrs - 20.00hrs; Saturday 08.00hrs - 20.00hrs; Sunday 10.00hrs - 17.00hrs unless a further permission to amend those opening hours has first been granted on application to the Local Planning Authority.**
- 8. Construction Hours restricted to; Monday – Friday 08:00 to 18:00 hrs; Saturday 09:00 to 14:00 hrs; Sundays and Public Holidays Nil.**
- 9. Should there be a requirement to undertake foundation or other piling on site these operations shall be restricted to: Monday – Friday 08:30 – 17:30 hrs; Saturday 08:30 – 13:00 hrs; Sunday and Public Holidays Nil.**
- 10. Submission / approval of details of the design and position of removable bollards / barriers or other means to secure the car park. Car**

park shall be closed to members of the public outside store opening hours

- 11. Submission / approval of Contaminated Land Report**
- 12. Submission / approval of sustainable energy saving features and 10% renewables**
- 13. Submission / approval of construction waste recycling scheme**
- 14. Provision of parking and turning areas**
- 15. Submission / approval of scheme of external lighting**
- 16. Submission / approval of Air Quality Assessment and mitigation measures including travel plan**
- 17. Submission / approval of details of structural glazing to Sherwin Street Elevation.**

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