

Application No: 17/1574N

Location: LAND AT GRAND JUNCTION WAY, CREWE, CW1 2AT

Proposal: Demolition of an existing building, part demolition of the former PET Hire building, erection of a retail unit (Class A1) measuring 1.207 sq.m. (GIA), alterations to access road, service area and car park layout

Applicant: Triton Property Fund

Expiry Date: 27-Jun-2017

Summary

The principle of development is acceptable and the sequential test has now been met (the failure of the sequential test formed the only reason for refusal as part of application 16/3433N). The design of the proposed development is considered to be acceptable and there would be no amenity issues. The proposed development is also considered to be acceptable in terms of its highway implications. Finally the development would bring economic benefits in terms of increased employment and wages in Crewe. The benefits of this scheme outweigh any harm and as a result the development represents sustainable development.

RECOMMENDATION

Approve subject to a S106 Agreement with conditions

PROPOSAL:

This is a full application for the demolition of an existing unit (located to the east of the site and accessed off Rainbow Street) and the partial demolition of part of the former P.E.T unit and the erection of a new retail unit (Class A1).

The new retail unit would be sited between the existing Sports Direct and Hobbycraft units. The unit would replace an existing service road which provides access to the rear of the existing retail units.

The proposed retail unit would have a gross internal area of 1,207sq.m. This consists of 594sqm at ground floor and 613sqm at mezzanine level (the floorspace at mezzanine level is greater than ground floor as it extends over the ground floor entrance feature).

The proposed development would provide a new vehicle turning area to the rear of the Sports Direct unit and highway works at the junction of Earle Street and Rainbow Street.

SITE DESCRIPTION:

The application site is an irregular shaped parcel of land within the Crewe Settlement Boundary.

The site includes Rainbow Street (and areas of highway land at either side of the junction with Earle Street), part of the former P.E.T unit, a utilitarian building to the rear of the former P.E.T plant hire unit, an existing service road from the retail park and areas of hardstanding/external storage.

RELEVANT HISTORY:

16/3433N - Demolition of an existing building, part demolition of the former pet hire building, erection of a retail unit (Class A1) measuring 1,207sq.m. (GIA), alterations to access road, service area and car park layout – Refused 27th October 2016 for the following reason;

'In this case there is an available unit within Crewe Town Centre which is currently available. This application fails to satisfy the sequential test and as such the development is contrary to Paragraphs 24 and 27 of the NPPF.'

15/5777N - Demolition of An Existing Unit, Erection Of A Retail Unit (Class A1) Measuring 1,207sq.m. (GIA), Alterations To Access Road, Service Area And Car Park Layout – Withdrawn 1st April 2016

POLICIES

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs:

14 Presumption in favour of sustainable development.

23-27 Ensuring the Vitality of Town Centres

32 Promoting Sustainable Transport

56-68 Requiring good design

Development Plan:

The Development Plan for this area is the Borough of Crewe and Nantwich Replacement Local Plan 2011.

The relevant Saved Policies are: -

NE.20 (Flood Prevention)

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Access and Parking)

BE.4 (Drainage, Utilities and Resources)

S.10 (Major Shopping Proposals)

TRAN.3 (Pedestrians)

TRAN.5 (Cycling)

Cheshire East Local Plan Strategy – Submission Version (CELP)

The following are considered relevant material considerations as indications of the emerging strategy:

PG2 – Settlement Hierarchy
PG6 – Spatial Distribution of Development
SD1 - Sustainable Development in Cheshire East
SD2 - Sustainable Development Principles
SE 1 - Design
SE 2 - Efficient Use of Land
SE 13 - Flood Risk and Water Management
IN1 – Infrastructure
IN2 – Developer Contributions

CONSULTATIONS:

CEC Flood Risk Manager: Conditions suggested.

CEC Environmental Health: Condition suggested in relation to contaminated land. Informatives suggested in relation to hours of construction and contaminated land.

CEC Regeneration: The proposed development at Grand Junction Retail Park is an out-of-centre retail scheme and therefore risks undermining the role of the Town Centre. In light of this, the Council seeks to ensure that the proposed development includes measures/contributions in support of strengthening the physical connectivity between the Retail Park and the town centre, to ensure that linkages from the perspective of the shoppers/visitors are improved, such as enhanced pedestrian/vehicular connectivity, physical design/linkages, signposting and promotion.

It is therefore expected that the applicant will identify how they will contribute to a scheme of works to enhance Earle St and the link between the Retail Park and the Town Centre.

CEC Head of Strategic Infrastructure: No objection subject to the imposition of a planning condition.

Network Rail: It appears that the proposed layout of the site and the works to facilitate the design will not impact upon the existing operational railway, unless the developer is proposing any vibro-impact or piling works. There are some works proposed for the road leading to the bridge which appear to be approximately 20m+ from the railway boundary, so again unless the works include excavations or piling then there are no comments to make.

VIEWS OF THE TOWN COUNCIL:

Crewe Town Council: Objects to the application on the following grounds;

- The proposal fails the sequential test because there are eminently suitable premises in the Town Centre at the former BHS store and the M&S store. BHS is vacant and can accommodate the proposed floorspace at ground floor level. M&S are relocating from the

Town Centre to the retail park in August and their town centre premises are being marketed. Both sites have large ground floor areas and are within a few metres of the bus station and large surface car parks.

- The impact of the proposed development on its own, and cumulatively with previous approvals on the viability and vitality of the Town Centre is contrary to the NPPF, Policy S10 of the Borough of Crewe and Nantwich Local Plan 2011, and Policy EG5 of the Cheshire East Local Plan Strategic Policies. Since July 2015 and additional 3,207sqm of floorspace has been approved for Grand Junction Retail Park in a series of incremental applications. The current application would take this to 4,214sqm. This incremental and piecemeal approach has by-passed the requirement in the NPPF for a retail impact assessment which would have been required if that amount of floorspace had been the subject of a single application. The construction of a further unit on Grand Junction could lead to the relocation of yet another major retailer out of the town centre, further reducing its attractiveness and hence its vitality and viability. It is clear that Grand Junction Retail Park is already having an impact on the Town Centre, and further development will make this worse.
- There is already significant traffic congestion at the single entrance to the retail park at peak periods which not only affects local residents but also impedes access to the Town Centre further affecting its attractiveness vitality and viability. Additional floorspace can only make this situation worse.
- The new service access via Rainbow Street is intended for use by HGVs. After the proposed re-alignment it will join Earle Street close to the foot of Earle Street Bridge, almost opposite Brierley Street. Brierley Street is a residential street which also provides access to a primary school, public car park and sports facility. There is already traffic congestion at this point, and the additional HGVs turning movements will cause severe adverse impacts on congestion and road safety.
- Rainbow Street is currently exclusively used as an access to the former PET hire building, River and Reef Aquatics and the small light industrial units on the west side of the street. These businesses generate a lot of traffic, and during the daytime there is on street parking on both sides of the road. If this application is approved, there is potential for conflict between service vehicles accessing Grand Junction Retail Park and vehicle movements associated with the Rainbow Street units and between service vehicles and parked cars. The 5 spaces proposed on the east side of Rainbow Street will not adequately replace the amount of on-street parking currently available.

REPRESENTATIONS:

One letter of objection has been received which raises the following points;

- This is the third time that the applicant has sought planning permission for the additional retail unit and the alterations to the junction with Rainbow Street
- Earle Street is used by emergency services to access the eastern side of Crewe and beyond.
- There is an issue of visibility when travelling over the Earle Street bridge and emergency vehicles will not have a clear view of HGVs using the new junction
- Emergency vehicles have difficulty accessing Earle Street due to the heavy volume of traffic
- The Transport Statement makes little reference to the fact that the Rainbow Street junction is opposite the junction with Brierley Street. Brierley Street serves the Cumberland Sports Stadium and a Primary School and there will be an impact at peak times
- The Lifestyle Centre was determined to be unsuitable when sited on the Cumberland Stadium due to the traffic implications
- The narrow nature of the pavements on Earle Street and Rainbow Street

- Earle Street is difficult to cross for pedestrians
- The alterations to the junction of Earle Street and Rainbow Street will not be safe
- Increased air pollution due to more HGVs in the area. 40,000 people die each year due to air pollution.
- The age of local infrastructure is a concern. Network Rail have concerns over the age and narrow nature of the existing Earle Street railway bridge.
- The application does not take into account the existing traffic congestion during peak hours. Traffic regularly queues over Manchester Bridge and up to Macon Way and Hungerford Road
- It is understood that the bus services 1A and 1B are experimental and are not guaranteed to run in the long term.
- The proposed developments at the Crewe Green Roundabout and Sydney Road Bridge will cause congestion and disruption for the next 2 years with diversions in place.
- The applicants appear to be trying to force through this application and this application should be rejected like the previous application.

A letter of objection has been received from Cllr Brookfield which raises the following points;

- Earle Street at this location is a very busy thoroughfare and there are concerns for the small traders that will be affected
- One small trader has already reported problems and has requested double yellow lines along Rainbow Street.
- HGV's would affect the businesses along Rainbow Street due to the limited space for customers who will be deferred further.
- It is requested that the Committee look at the Brierley Street junction which is directly opposite Rainbow Street.
- Brierley Street provides access for residents, a primary school, other small businesses, a car park and a sports arena and is heavily used.
- The increased HGV movement in the area would impact greatly on an already congested area. Questions of safety and pollution levels must be raised.
- The single entrance to the Grand Junction from the roundabout at the head of Queen Street experiences significant traffic congestion particularly at peak times affecting the lives of local residents and the trade of the town centre in terms of access. The increase in retail space would only increase this.
- Whilst welcoming there have been moves to improve the connectivity between the Grand Junction Retail Park and the town centre there is no doubt that a further larger retailer will impact negatively on the town centre.
- There is space within the town centre to facilitate any possible demand and would also draw the Committee's attention to the fact that one large store on the Retail Park is closing down imminently and as such vacant space will be available to meet any current demand without the need for further development in this restricted/over developed area.
- The nature of the piecemeal development of this Retail Park has impacted greatly on the Town Centre to its detriment and by passed the requirement for a Retail Impact Assessment under the NPPF.
- It is requested that Planning Committee Members consider the impact on small local businesses, local communities, the town centre and residents when making a decision.

APPRAISAL

Principle of Development

The NPPF requires the application of a sequential test for main town centre uses that are not in an existing centre. The Cheshire Retail Study 2016 identifies that the Grand Junction Retail Park is an edge-of-centre location.

Within the town centre the Cheshire Retail Study 2016 identifies that Crewe Town Centre has a higher number of vacant units than the national average but that the majority of the vacant units are small to medium in scale. However the report also concludes that the town centre is well represented in terms of the convenience (food, drinks, tobacco, newspapers/magazines, cleaning materials, toiletries) and comparison goods provision (all other goods) but is under-represented in terms of its service provision.

The Cheshire Retail Study then goes on to conclude that the health of Crewe Town Centre has declined in recent years and that it is evident that positive steps have already been taken to attracting new investment in Crewe via the production of the Crewe Town Centre Regeneration Delivery framework for Growth in addition to the Council's acquisition of the Royal Arcade site with the intention of delivering a leisure-led mixed use development.

Impact Assessment

An impact assessment is not required as the proposed development is below the threshold of 2,500sq.m as set out within the NPPF.

The point raised by the Ward Member in relation to the cumulative impact of developments is noted. However it is only possible to consider each individual proposal in terms of threshold for the impact assessment.

As long as it can be demonstrated that there are no sequential preferable town centre or edge-of-centre sites then the development is highly unlikely to have a significant impact upon investment in Crewe Town Centre. Crucially, an impact assessment is not required as part of this application due to the modest scale of the proposed development.

Sequential Test

The NPPF advises that where an application fails to satisfy the sequential test then the application should be refused.

Outside of Crewe Town Centre policy S.10 of the Crewe and Nantwich Replacement Local Plan only relates to major proposals (defined as those with a gross floorspace of over 2500sqm). As a result this policy does not apply to this application.

The sequential test is a key element of the NPPF. In support of this the Planning Practice Guidance states that the sequential test should be proportionate and appropriate for the given proposal and should;

- Have due regard to the requirement to demonstrate flexibility. Has the suitability of more central sites to accommodate the proposal been considered? Where the proposal would be located in an edge of centre or out of centre location preference should be given to sites that are well connected to the town centre.

- Is there scope or flexibility in the format and/or scale of the proposal? It is not necessary to demonstrate that a potential town centre or edge of centre site can be accommodate precisely the scale and form of the development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.
- If there are no suitable sequentially preferable locations, the sequential test is passed.

Where a proposal fails to satisfy the sequential test it should be refused.

The applicant states that proposed development seeks to meet the requirements of large format, retail warehouse occupiers and that any alternative sites need to be able to accommodate the total floorspace to be created at the application site (1,207 sq. m).

The sequential test only allows the consideration of town centre or edge of centre sites that are available. It does not ask whether such sites are likely to become available during the plan period or over a number of years (this was determined in a SoS decision in East Northamptonshire in 2014).

A sequential test was considered as part of the previous application and this considered the existing vacant units within Crewe Town Centre. The largest vacant units in Crewe Town Centre are 29 Queensway (the former BHS Unit) (2,818sq.m), (Burford House (523sq.m) and 39 High Street (796sq.m). It should be noted that Burford House measures 1,671sq.m but only 523sq.m is available to let.

In this case the agent states that the proposed development is to meet the requirements of a large format retail warehouse and any alternative sites need to accommodate the total floorspace of 1,207sqm subject to the application of flexibility. The applicants have stated that to demonstrate flexibility they would be looking at sites between 1,000sqm and 1,400sqm.

The largest unit available within Crewe Town Centre is the former BHS Unit and this is the unit which is referred to within the reason for refusal for the previous application (16/3433N). The applicant has stated that this unit is not sequentially preferable for the following reasons;

- The BHS unit is not a 'commercially realistic' alternative to the development site and is of a different scale (2,849sqm – GIA) and format to the bespoke retail warehouse proposed at the application site.
- The unit has been occupied since 1959. Its configuration includes three separate customer entrance points and floorspace is configured over three levels.
- It is possible to occupy the ground floor of the BHS unit but this would represent an inefficient use of space which would impact upon the viability of the operation. The annual rent of the BHS unit is quoted as being £213,150 and this reflects the overall quantum of floorspace within the premises. The proposal is a new unit configured over two levels and multi-level trading is an integral part of the business model of the proposed operator
- It is unrealistic to assume that an operator would occupy a premises that significantly exceeds the amount of floorspace it requires given there will be a rental liability on the surplus space.
- At a previous meeting the Council confirmed that it had not assessed the BHS unit or sought any expert advice to support the assertion that the costs of configuring the premises to create a smaller premises would 'not be significant'. The applicant has appointed a specialist building consultant who has visited and analysed the BHS unit to provide an approximate cost of subdividing and reconfiguring the premises. This has found that;

- The building is in a poor condition with visible signs of lack of investment and proper maintenance for some years. There are signs of structural issues and records of Asbestos Containing Materials.
- The premises would need numerous internal changes such as access corridors, lifts, new service areas/loading bays, removal of existing plant, stripping of internal fittings and possibly a new substation. In addition to the external works; new shop front, windows, roof repairs.
- Works to subdivide the unit.
- Given the complexity of the process and requirements for structural works the total cost to subdivide the premises is estimated to be in excess of £3,500,000. Such cost is not commercially realistic given the rental return from the two separate units when compared to letting the unit as a whole.
- In light of the above the BHS unit is not a viable option to accommodate the proposed development and a more realistic option is a short term letting to a single operator.
- The Council has published clear aspirations for the redevelopment of the Royal Arcade site. The BHS Unit could be retained as part of a future scheme but given the issues highlighted with the integrity of the building and the difficulty of reconfiguring the existing space its retention would be detrimental to the success of any future scheme.
- The BHS Unit does not come with direct level car parking to serve the unit. Whilst not essential this compounds the viability/suitability issues raised with the site.

On this basis of this information it is considered that the BHS Unit is not a sequentially preferable site which could accommodate the proposal.

In this case there are no other units over 1000sqm and the applicant has looked at whether any of the vacant units could be amalgamated to form a larger unit of more than 1000sqm. The applicants have stated that there are a number of locations where units could be amalgamated as listed below;

- 79 and 79A Victoria Street (total size 450sqm)
- 37 and 39 Victoria Street (total size 230sqm)
- 36 and 38 Victoria Street (total size 390sqm)
- 21 and 23 Queensway (total size 410sqm)
- 69 and 71 Market Street (total size 440sqm)
- 267 Edleston Road, 42 High Street and 44-46 High Street (total size 770sqm)
- 2, 4 and 6-10 High Street (total size 300sqm)
- 25 and 27 High Street (total size 1,570sqm)

In this case the amalgamated units would not meet the requirements of sites between 1,000sqm and 1,400sqm. In terms of the site at 25-27 High Street the applicant has also commented that the site is within a secondary frontage, the buildings are of a poor state of repair with low foot fall. The applicant has also stated that the proposed development of this unit would require significant capital expenditure and comprehensive redevelopment and that the current configuration of floor space meets the previous leisure use and is not suitable to meet the requirements of a large format retail operator.

The applicant has stated that the former PET Hire unit adjacent to the Grand Junction Retail Park measures 1,150sqm. However the owner of this unit in formal discussions with a potential future occupier of this unit and that the unit is currently subject to a planning application (16/3452N) to

improve the environment and linkages to the town centre and the wider retail park and this forms part of the negotiations with the potential future tenants.

The objection from Cllr Brookfield raises the point that the Brantano Unit (Unit 2B) on the retail park is about to be vacated. In response to this point the agent has confirmed that following the announcement that Brantano would be entering administration that the site has been marketed and four offers have already been received from different commercial operators. Discussion will continue in relation to the Brantano Unit which is not expected to remain vacant for a prolonged period of time. Furthermore, Unit 2B only measures 464sqm, this is just 38% of the floorspace proposed at the application site (1,207 sq.m). Unit 2B is not a suitable or viable alternative to the new unit proposed at the application site. Unit 2B cannot meet the same operator need due to the significant undersupply of floorspace.

Overall, it is considered that there is no sequentially preferable site occupying an in-centre location within Crewe which would meet the applicant's needs. On this basis the sequential test has been met.

Improved Linkages to Crewe Town Centre

The applicant have stated that they are willing to make a contribution to a series of measures that provide improved links between the retail park and the Town Centre. This includes measures/contributions in support of strengthening the physical connectivity between the Retail Park and the town centre, to ensure that linkages from the perspective of the shoppers/visitors are improved, such as enhanced pedestrian/vehicular connectivity, physical design/linkages, signposting and promotion.

The Council is currently working on costing a scheme for these improvements and this will form part of an update report.

Other Economic Benefits

The applicant has stated that the proposed development will provide a number of economic benefits which weigh in favour of the development. These benefits include increased retail choice, increased employment and local wage generation.

Based on the floor area of the development and using Drivers Jonas Deloitte Employment Densities the applicant estimates that this development will create 13 full time equivalent (FTE) positions. This will relate to £166,842 of wages within Crewe (based on an average annual wage of £12,834).

This economic benefit weighs in favour of the proposed development.

Highways Implications

The application would involve the closing of an internal access road within the Grand Junction Retail Park which would result in the use of Rainbow Street as the main service access to the units on the western side of the retail park.

Within Rainbow Street the gable wall of the former PET unit will be demolished and moved eastwards into the site. The Rainbow Street carriageway width will be increased from 5.6m to 7.6m, additional parking bays, dropped kerbs and footway would be introduced. This will allow for HGVs to travel along Rainbow St while on-street parking is taking place.

At the junction of Rainbow Street and Earle Street a new 1.8m wide pedestrian refuge island would be created. Swept paths of 16.5m articulated and 10m rigid vehicles have demonstrated that these vehicles would be able to safely enter and exit via the new Rainbow St/Earle St junction.

Data on the existing HGV deliveries to the retail units along the western edge of the retail park have been provided and are shown in the table below.

Day	During trading hrs		Outside trading hrs	
	16.5m artic	7.5t Box Van	16.5m artic	7.5t Box Van
Monday	4	1	2	1
Tuesday	6	2	1	3
Wednesday	5	2	2	3
Thursday	4	1	1	2
Friday	5	2	2	2
Saturday	3	1	1	2
Sunday	3	1	2	2

The busiest day sees 12 deliveries although a number of these are smaller box vans. This averages at around 3 deliveries per week per unit; it would therefore be reasonable to assume the proposal for 1 additional unit would result in a few extra deliveries over a week.

The proposal will result in the same number of HGVs not having to route through the retail car park where a large number of pedestrians would be located.

The proposal is small in scale and as a stand alone unit it would generate around 1 vehicle per minute during a weekday evening or a Saturday afternoon peak hour.

As this proposal would be located within an existing retail park close to the town centre it is accepted that a proportion of the trips generated to the new unit will be linked trips and as such the number of additional vehicle trips will be less than that of a standalone unit.

The parking provision on the wider retail park is considered to be acceptable and the site would be accessed via linked trips by visitors to the retail park.

The development would provide a pedestrian island at the junction of Rainbow Street and Earle Street and this would help to maintain the existing pedestrian connections between Crewe Town Centre and the retail park.

In terms of the highway works on Rainbow Street it is noted that such works may cause some levels of disruption (as it would on any site where highway works are involved). However such works would be temporary and would be managed in a way to minimise the impact upon the existing businesses and residents in proximity to the site. As such this issue could not be used as a way to resist this development

The traffic impact on the road network capacity will therefore be minimal.

Highways Conclusion

The proposed development would be situated within a sustainable location and would not adversely impact on the local highway network capacity.

The proposed improvements to the pedestrian infrastructure, and the widening and improvements to Rainbow Street, would allow for safe two-way vehicle movement and would suitably mitigate any adverse impact on pedestrian infrastructure.

Amenity

The site is located within an existing retail park between two retail units. There are no residential units in close proximity to the site and as a result it is not considered that the development will have a detrimental impact upon residential amenity through overbearing impact, loss of light or loss of privacy.

In terms of litter generation it is not considered that a proposed retail unit would generate litter. There are existing bin facilities on the retail park for patrons to use.

Noise

Given the scale of the development, intervening land uses and separation distances involved it is not considered that the development would have a detrimental impact upon amenity due to noise. This is supported by consultation response from Environmental Health.

Air Quality

The applicant has submitted a Transport Statement addressing the potential impact of the proposed development on the existing infrastructure. The site is already an existing retail park occupying numerous retail units being accessed daily by customers. The site is easily accessible by all means of travel both car and non-car travel. It is therefore deemed that the proposal will provide a sustainable development in transport terms.

In order to ensure that sustainable vehicle technology is a real option for future occupants / future patrons at the site to ensure that one fast (7Kv) charge point shall be provided and shall be made publically available. This will be secured through the imposition of a planning condition.

The issue of dust from the demolition and construction works will be controlled through the use of a standard condition which relates to dust control.

Contaminated Land

The application area has a history of factory, works, electricity substation and former pond use and therefore the land may be contaminated. Furthermore the site is within 250m of an area of ground that has the potential to create gas.

As a result a condition will be attached in relation to contaminated land as requested by Environmental Health.

Design

The proposed development relates to an elongated flat roofed unit which would be sandwiched between two existing retail units on Grand Junction Retail Park.

The front elevation includes a projecting gable at first floor level which would be supported by brick plinths. The materials that would be used are brick and cladding to match the adjacent units.

The detailed design would not appear out of character on this modern retail park and the detailed design complies with the NPPF and Policy BE.2.

Flood Risk and Drainage

The application site is an existing area of hardstanding and the Councils Flood Risk Manager has confirmed that he has no objection to the development subject to the imposition of planning conditions.

CONCLUSION

The principle of development is acceptable and the sequential test has now been met (the failure of the sequential test formed the only reason for refusal as part of application 16/3433N). The design of the proposed development is considered to be acceptable and there would be no amenity issues. The proposed development is also considered to be acceptable in terms of its highway implications. Finally the development would bring economic benefits in terms of increased employment and wages in Crewe. The benefits of this scheme outweigh any harm and as a result the development represents sustainable development.

RECOMMENDATION:

Approve subject to the completion of a S106 Agreement with the following Heads of Terms;

- **A contribution towards strengthening the physical connectivity between the Retail Park and the town centre (Sum to be confirmed)**

And the following conditions;

- 1. Standard Time 3 years**
- 2. Approved Plans**
- 3. Materials to match the adjacent units**
- 4. The off-site highway works proposed on the approved plans should be complete prior to commencement of development of the retail unit.**
- 5. Contaminated Land**
- 6. Surface Water Drainage details to be submitted and approved**
- 7. Overland Flow details to be submitted and approved**
- 8. Restriction on goods sold from the unit to bulky goods**

9. The retail consent shall be for non food sales only in bulky trades normally found on retail parks which are furniture, carpets, DIY, electrical goods, car accessories, garden items and such other trades
10. Fast charge car charging point to be provided

In order to give proper effect to the Board's/Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning (Regulation), in consultation with the Chair (or in his absence the Vice Chair) of Southern Planning Committee, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

Should the application be subject to an appeal, the following Heads of Terms should be secured as part of any S106 Agreement:

- A contribution towards strengthening the physical connectivity between the Retail Park and the town centre (Sum to be confirmed)

