

Application Number:	2013/0076	Application Type:	Full
Proposal:	Erection of retail unit (279 sq m) with associated car park accessed from Market Street	Location:	Corner of Market Street / Mills Street, Whitworth
Report of:	Planning Unit Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	28 May 2013
Applicant:	Mr M Moss	Determination Expiry Date:	18 April 2013
Agent:	Edge Plan		

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REASON FOR REPORTING	Tick Box
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	<input type="checkbox"/> More than 3 objections received
Other (please state):	

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

That Permission be granted subject to the Conditions set out in Section 10.

2. SITE

The application relates to a broadly rectangular plot of land to the east side of Market Street (A671), of approximately 0.2ha in area. The building on the site formerly occupied by Lords Caterers was demolished towards the end of 2011 and the site has since been vacant.

The site has a 30m frontage to Market Street and a 34m frontage to Mills Street, to the south side of which are commercial premises occupying a 2-storey building of traditional design/facing materials. To the north side of the site is a flat-roofed 1-storey building occupied by Ashoka

Restaurant and beyond that the Health Centre and the Co-op (671sq m). To the rear of the site is a stone retaining wall of approximately 4m in height, topped by a wall of approximately 2m in height, beyond which are commercial premises. On the opposite side of Market Street is a 2-storey terraced building of traditional design/facing materials, which is occupied by a mix of residential and commercial uses.

The site is within Whitworth's Primary Shopping Area, as defined by Policy 1 and 11 of the adopted Core Strategy DPD. Market Street is the main road through Whitworth and is heavily trafficked, with a 'quality bus route' running along it. There are a number of bus stops within walking distance of the site and a zebra-crossing approximately 80m to the north of it.

3. RELEVANT PLANNING HISTORY

2012/444 Erection of single-storey retail unit (372 sqm) with associated car park accessed from Market Street

This application sought permission for the erection of a single storey retail unit of 372 sq m, with its service bay on the north side and car parking to the front, accessed from Market Street. The resulting building would have been set back from Market Street by approximately 20m and have had a footprint of 14.4m x 26m, with a height of 3.9m. Details of the facing materials had not been provided, although drawings indicated the elevation to face Market Street was largely glazed. The drawings showed the parking area with 16 car spaces, including 1 disabled bay, and secure cycle parking.

The Agent advised that as the intended occupier was unknown they wished the permission to allow for occupation by a retailer selling either/both convenience and comparison goods, with opening hours of 7am – 11pm 7 days a week.

The application was accompanied by :

- A Design & Access Statement
- A Retail Impact Assessment
- A Ground Condition Report

When the application was reported to Committee in November 2012 Members were advised that LCC (Highways), LCC Archaeology, RBC Environmental Health and United Utilities had raised no objection. However, it advised that objections had been received from Whitworth Town Council, the Co-op and 14 others expressing particular concern about the adequacy of the proposed off-street delivery/parking arrangements and consequent congestion/obstruction of neighbouring roads that may arise. A copy of the Officer Report in respect of this application is appended.

Contrary to the Officer Recommendation, Committee refused the application for the following reasons :

1. By virtue of being a prominent site on a main road frontage in the town centre, it is considered the proposal fails to take the opportunities available for improving the character and quality of an area and the way it functions. Furthermore, the proposed scheme lacks design detail most particularly there are no confirmed materials and no details of how roof features such as air conditioning units attached to the building would relate to its proposed flat top design. Overall the scheme is considered to be of poor design not in accordance with Section 7 of the NPPF (2012) and Policies 23/24 of the adopted Core Strategy DPD (2011).

2. The delivery and servicing area is unsatisfactory and would cause the temporary loss of parking space provision that is already considered inadequate when vehicles are manoeuvring on site. The concern of inadequate provision includes in relation to the level of disabled parking provided. There is an absence of detail on how deliveries will be managed including how the spaces would be marked off to avoid conflict between customers and delivery/service vehicles and how arrangements for waste storage will also interact with delivery/service vehicle arrangements. The development would lead to an intensification of traffic movements and due to the inadequate parking provision and inadequate delivery arrangements, the scheme is considered unacceptable in terms of accommodating the efficient delivery of goods and supplies and in respect of minimising conflict between traffic, cyclists and pedestrians and thus in respect of highway safety. The scheme is therefore considered to be contrary to Section 4 of NPPF (2012), Policies RT2/RT4 of the Regional Spatial Strategy (2008) and Policies 8/9 of the Council's adopted Core Strategy DPD (2011).

4. PROPOSAL

Permission is now sought to erect on the site a retail unit of reduced size, thereby leaving more external space in which to meet delivery/parking needs. The current application is also accompanied by drawings that provide different/fuller details of the design and facing materials of the intended building.

This application seeks permission to erect a retail unit of 279sqm, with its service bay on the north side and car park to the front, accessed from Market Street. The resulting building would be set back from Market Street by approximately 20m and have a footprint of 14m x 20m. The building is to be of greater height than previously proposed (as ancillary office/staff facilities are now to be provided at first-floor level) and is to have a pitched-roof - it will have an eaves height of 3.5m and a ridge-height of 6.5m. The elevation to face Market Street and substantial/the most prominent parts of the gables are to be constructed of reconstituted stone, and the doors and windows to have reconstituted stone lintels/cills, whilst the rear elevation and rear part of the gables are to be rendered. The roof is to be covered with imitation-slate tiles.

Projecting from the NE corner of the building, with a width of 3.5m and length of 7m, is to be a canopy that enables delivery lorries to be unloaded and waste bins to be stored undercover. The canopy is to be fronted by a lorry-standing area of approximately 8m x 16m, occupation of which will not impede cars entering /exiting the proposed car park through the access to be formed to Market Street. To the front of the building is to be a parking area with 16 car spaces, including 1 disabled bay, and secure cycle parking is proposed towards the northern boundary. A 0.6m high knee-rail is proposed between the car park and both the Market Street and Mills Street frontages, whilst a 2.4m high fence is proposed to screen the lorry-standing area and canopy from Ashoka Restaurant.

The Agent has again advised that as the intended occupier is unknown they wish the permission to allow for occupation by a retailer selling either/both convenience and comparison goods, with opening hours of 7am – 11pm 7 days a week. For the same reason employee numbers have not been provided.

The application is accompanied by :

- A Design & Access Statement, incorporating a Retail Impact Assessment
- A Delivery Management Plan
- A Ground Condition Report

The Design & Access Statement states that the unit has been designed in such a way that it could appeal to a number of end users for example a convenience store, household goods store, or electrical goods store by way of example.

Within the Retail Impact Assessment the adopted Core strategy indicates that the focus for new retail development should be in existing centres and Whitworth is identified as a local centre in the retail hierarchy, where new retail development is considered to be acceptable in principle.

Having a floor area of 279 sq m gross, the proposed retail unit is anticipated to have as its catchment area only the residents of Whitworth. Within the existing centre are presently 24 units of which only 3 are vacant and only one of which is for convenience retailing (the Co-op). For a centre of this size Whitworth offers a wide range of services but its retail offer is limited, particularly in relation to food retailing.

It is stated that *“Following refusal of planning permission the architect has significantly altered the appearance of the proposed unit by adopting a more traditional approach. The opportunity has been taken to design a building which strongly reflects the local vernacular by including a pitched roof, local design features and traditional materials”*.

It is said that *“The building occupies less than half of the site’s developable area with the balance given over to car parking and servicing”*.

The Delivery Management Plan indicates that the largest vehicles likely to deliver goods to the site are 10.35m long rigid vehicles &/or 12.6m long articulated vehicles. The report is accompanied by drawings that show how such vehicles can both park on the extended lorry-standing area without obstructing access to the car park and enter/exit the site in forward gear without running over any car parking bays. Figures have also been submitted regarding the number of cars visiting convenience stores of a comparable size, and duration of stay, to show that the proposed car park is of adequate size.

The Ground Condition Report comprises of a Phase 1 (desk-top) study and has identified no impediment to development of the site for the use proposed, but indicates need for further investigations before construction proceeds.

5. POLICY CONTEXT

National

National Planning Policy Framework (2012)

- Section 1 Building a Strong Competitive Economy
- Section 4 Promoting Sustainable Transport
- Section 7 Requiring Good Design
- Section 10 Meeting the challenge of climate change, flooding & coastal change
- Section 11 Conserving and Enhancing the Natural Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

- AVP1 Whitworth, Facit, Shawforth
- Policy 1 General Development Locations and Principles
- Policy 8 Transport
- Policy 9 Accessibility
- Policy 11 Retail and Other Town Centre Uses
- Policy 13 Protecting Key Local Retail and other Services

- Policy 17 Rosendale's Green Infrastructure
- Policy 18 Biodiversity, Geodiversity and Landscape Conservation
- Policy 23 Promoting High Quality Designed Spaces
- Policy 24 Planning Application Requirements

Other Material Planning Considerations

Government response to the Mary Portas Review : High Streets at the Heart of our Communities (March 2012)

6. CONSULTATION RESPONSES

RBC Environmental Health

There is the potential for an increase in noise levels and other nuisance, affecting the local neighbourhood associated particularly with the construction phase and deliveries to site, both in the construction phase and once developed. Recommend the following conditions to any consent in order to protect residential amenity.

Construction works should not be permitted outside the following hours-

Monday to Friday 07:00 to 19:00

Saturday 08:00 to 13:00

Construction shall not be permitted on Sundays or Bank or Public Holidays.

Deliveries to site should be restricted to day time only, avoiding early morning and not during busy shopping periods/or at times with high demand on parking facilities. There should be no deliveries taking place on Saturday afternoon, Sundays and Public/Bank holidays.

If illuminated signs and outdoor lights are to be installed they must be so designed, installed and positioned to prevent glare/light nuisance to residential properties.

It concurs with the conclusions of the submitted Ground Condition Report that has identified no impediment to development of the site for the use proposed, but indicates need for further investigations before construction proceeds.

LCC (Highways)

No objection to the above planning application on highway grounds.

For an A1 Food retail store LCC parking standards require 17 spaces, A1 Non-Food requires 12 spaces, all have a 15% reduction included for a medium accessibility site.

LCC parking standards for a Class A1 Food use give one figure for all sizes of food store. It is accepted that a small express type store has a higher turnover of vehicles than a large supermarket store, which in turn dictates the amount of spaces required and this is not reflected within our parking standards. Therefore the applicant must demonstrate the anticipated number of vehicle trips and vehicle accumulation to determine a sufficient number of parking spaces. The applicant has provided this information which does demonstrate that 16 spaces are suitable to accommodate a small express food store.

It has also been mindful of an Appeal decision made in March 2012 in respect of a proposal in Rishton in Blackburn for an A1 Retail Unit of 430 sq m; the Inspector accepted evidence from 10 comparable stores that length of stay by carborne customers was between 5 and 15 minutes and, consequently, provision of 15 parking spaces (ie 1 per 29 sq m of floorspace) would be adequate. The current application proposes 1 parking space per 17 sq m of floorspace.

Disabled parking spaces and cycle racks are required at a ratio of 1:10 spaces and these have been shown on the plan.

The applicant should demonstrate that a HGV can enter, turn unload and exit the site in forward gear and this has been shown on the plan.

Any boundary walls/fences along Market Street, Mills Street and bounding the adjacent car park from (Market Street for a distance of minimum 5) should be a maximum height of 900mm to ensure that sightlines are maximised at the access points onto Market Street.

The footway is narrow along the frontage of the development and I would seek to widen the footway to 1.8m (recommended minimum). This would mean that the landowner would have to agree to dedicate a narrow strip of land adjacent to the footway. There is scope within the car park to lose a narrow strip of land without compromising the distance between the spaces (6m minimum).

LCC Highways was asked to comment on the revised layout prepared by the Agent which shows upon it a wider access-point and parking for 14 cars within the site, together with a low stone wall rather than a knee-rail behind the 1.8m wide footway to be formed in front of the site (to prevent headlight glare for residents of houses opposite).

LCC Highways has advised that it would not have objection to the revised layout with 14 car parking spaces but its preference is for the layout with 16 car parking spaces as this maximises the off-street parking to be made available within the site whilst still providing adequately for a delivery vehicle to park and turn clear of the highway.

Accordingly, the Agent wishes determination of the application to proceed on the basis of the layout with 16 car parking spaces (which is the scheme neighbours and others were consulted upon). However, the Agent's agreement to have the car park bounded by a low stone wall rather than a knee-rail is welcome.

LCC Archaeology

The 1st Edition Ordnance Survey (Lancashire Sheet 80), surveyed 1844-5, shows the proposal site to be occupied by an H-shaped block, probably indicative of a group of tenements. The date of construction of the buildings within the proposal site is not known but they may date from the 18th century.

The CBA North-West's *An Archaeological Research Framework for North West England* has identified cleared slum dwellings of the 18th & 19th centuries as being an area of archaeological interest that has not previously been studied in depth, and one that has a potential to contain both structural evidence and assemblages of material worthy of recording.

Consequently, LCAS would recommend that should the local planning authority be minded to grant planning permission to this, or any similar scheme, a condition be attached to require a programme of archaeological works/recording.

United Utilities

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

This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the soakaway/watercourse/surface water

sewer and may require the consent of the Local Authority. If surface water is allowed to be discharged to the public surface water sewerage system we may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

Whitworth Town Council

Its comments have been appended; you will note that it has objection to the proposal for essentially the same reasons it objected to the previous application. In short :

“... on the grounds of loss of residential amenity, inadequate parking, highway safety fears, concerns regarding deliveries and an inability to cope with the large vehicles the unit would require”.

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order site notices were posted on 5/3/13 and letters were sent to the relevant neighbours on 1/3/13.

Objections have been received from the Co-op and 85 others, and 20 letters/emails of support.

The other objectors have said :

- Negative implications for existing local businesses, contrary to RBC’s Economic Development Strategy
- The use would duplicate the retail offer already available, alternative uses should be considered
- The access onto the main highway is of serious concern, it being next to an existing access and increasing potential for road traffic accidents / diminishing pedestrian safety
- Lack of maneuvering space for lorries and cumulative impact of large vehicles causing safety concerns
- The proposal has inadequate car parking spaces - people will park on the main road or pavement
- Mills Street is un-adopted, already becomes congested with residents parking and is too narrow for articulated lorries
- It would increase the emergency services response times.
- Cars using alternative and less suitable routes such as Cowm Park Way, past primary schools
- A Tesco on the outskirts of Rochdale is cited as an example of congestion and traffic related issues.
- The layout and design is not sympathetic to its surroundings
- Bright neon signs and car headlights will shine directly into houses
- The traffic generated will make for unacceptable levels of noise, which will take place for up to 17 hours a day and involve delivery lorries.
- Smell
- The proposed cycle storage facilities are unsatisfactory.

The Co-op considers the proposed access and servicing arrangements deficient. The scheme would therefore have the potential for not only significant implications for wider highway safety but also the ability of deliveries and customers to gain access to our existing store car park and delivery yard.

Those expressing support for the proposal have said :

- Puts to beneficial use a vacant plot that makes the village appear uncared for.

- Will provide a modern food store with easy access at street level.
- We do not want more houses without more shops - we are to have over 200 new houses in Whitworth in the near future so it is unlikely to affect other small businesses.

8. **ASSESSMENT**

The main considerations of the application are :

1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; & 4) Access/Parking.

Principle

The site is located within the Urban Boundary of Whitworth, wherein the Council seeks to locate most new development. Furthermore, the site constitutes previously-developed land and is in a sustainable location, being adjacent to a main road along which runs a 'quality' bus service.

Policy 11 of the Council's adopted Core Strategy states that retail development will be focused within the defined town and local centres. The application site lies within Whitworth's Primary Shopping Area.

The proposal is for a retail unit of 279 sq m. As the end user is unknown the applicant wishes the permission to allow its occupation by either a convenience or comparison goods store.

Due to the size of the unit it is not likely that many people will travel from neighbouring towns to visit it. Therefore, it will not adversely affect the vitality and viability of any neighbouring centre.

The proposal will create a new retail opportunity within Whitworth's Primary Shopping Area. Whilst it has the potential to draw trade from existing businesses, there is not presently a significant number of vacant retail units in the vicinity, the proposed unit is not as large as the existing Co-op and as a result of adding to the retail offer of the existing centre it may assist other units in the centre to hold/add to their trade. Furthermore, implementation of planning permissions for additional housing in Whitworth which are on-going (eg on the Orama Mill and Facit Mill sites), together with the Core Strategy requirement for additional housing to be provided in Whitworth in the coming years, will add to the population / spend of the settlement on retail goods. Consequently, I do not consider that the proposed unit will cause significant harm to the vitality and viability of Whitworth Town Centre.

Accordingly, the proposal is considered acceptable in principle.

Visual Amenity

The building now proposed would be set back from Market Street, behind the intended car park. The changes to its design / facing materials from the recently-refused scheme are significant. I am satisfied that they address the concerns of Members about the earlier scheme as the resulting building will better reflects its surroundings, now including a pitched roof and traditional materials.

Neighbour Amenity

A number of the objectors have raised concerns regarding noise nuisance and light pollution. However, the site fronts the heavily-trafficked main road running through Whitworth and is within the Primary Shopping Area, where there is already a mix of commercial uses and some residential properties. This being the case I do not consider the

likelihood of disturbance for any neighbours is such that there are grounds to refuse permission. The Council's Environmental Health Unit has recommended conditions to limit hours of construction and opening. In addition, deliveries will be restricted so that neighbours would not be disturbed in the evening or before 7am.

The site is approximately 13m away from the residential properties on the opposite side of Market Street and the proposed building would be approximately 32m away. Therefore the development would not unduly affect privacy, light or outlook from these properties. The store and its associated delivery area would be suitably screened from the Ashoka Restaurant.

The Agent's agreement to have the car park bounded by a low stone wall rather than a knee-rail (and thereby prevent headlight glare for residents of houses opposite) is welcome. The conditions will secure this.

Any illuminated signs would be the subject of a separate application for advertisement consent. Concerns expressed about the adequacy of proposed access and delivery/parking arrangements are considered below.

Access / Parking

LCC Highways is satisfied that the highway network can accommodate the additional traffic likely to be generated by a retail unit of the size proposed, irrespective of whether it is occupied by a convenience or comparison goods store. Likewise, it is satisfied that sufficient off-street parking spaces are being proposed for a store within a Town Centre and of the size proposed. I concur with its view that the current scheme will provide a lorry-standing area of adequate size (at 8m x 16m) to enable the largest lorry likely to visit the store to occupy it without impeding cars entering /exiting the proposed car park and also be able to enter/turn/exit the site when all the parking spaces are occupied.

In accordance with the wishes of the Highway Authority, conditions are recommended to ensure widening of the footway to Market Street is widened to 1.8m (minimum), and the necessary facilities for delivery vehicles, cars and cycles are provided/maintained, together with the visibility-splays at the access-point.

9. SUMMARY REASON FOR APPROVAL

The proposed development is appropriate in principle for a site located within Whitworth's Primary Shopping Area and fronting a main road along which is a 'quality' bus route. Subject to the Conditions, the scheme will not detract to an unacceptable extent from visual and neighbour amenity or unduly affect public health or highway safety. The development has been considered most particularly in light of the National Planning Policy Framework (2012), Policies RDF1/W1/RT2/RT4/EM1/EM2/EM5 of the Regional Spatial Strategy (2008) and Policies AVP1/1/8/9/11/17/23/24 of the Rossendale Core Strategy DPD (2011).

10. RECOMMENDATION

That Permission be granted subject to the following Conditions.

CONDITIONS/REASONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Unless otherwise required by the conditions below or a variation is first agreed in writing by the Local Planning Authority, the development hereby permitted shall be carried out in accordance with the drawings numbered 4682(P)502, 4682(P)103 and 4682(P)203, dated stamped 21/2/13.

Reason: For the avoidance of doubt.

3. Prior to the commencement of construction :
- a. Details of the Phase II investigation to be carried out shall be agreed with Local Planning Authority and the results submitted and approved in writing by the LPA in line with the recommendations in the RSK Phase 1 geotechnical and environmental study.
 - b. Should the Phase II investigations indicate that remediation is necessary then a Remediation Statement shall be submitted to and approved in writing by the LPA.
 - c. The remedial scheme in the approved Remediation Statement shall then be carried out in accordance with approved details; if during any works on site other contamination is found or suspected the Local Planning Authority shall be notified immediately and, where required, a suitable risk assessment and remediation works carried out in accordance with a scheme and timetable agreed with the Local Planning Authority.
 - d. Should remediation be required a Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to and approved in writing by the LPA prior to the first occupation of the building hereby approved.

Reason : To ensure the site is properly remediated and any risk to human health and controlled waters is minimised, in accordance with the recommendations of the submitted Phase 1 geotechnical and environmental survey, RBC Environmental Health comments and Policy 24 of the RBC Core Strategy DPD (2011).

4. Notwithstanding what is shown on the approved drawings, prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of :
- a) The widening of the footway of Market Street fronting the site to not less than 1.8m in width;
 - b) The boundary treatments (including the treatment intended for retaining walls bounding the site and to ensure the stone wall to bound the proposed car park does not exceed a height of 0.9m along Market Street, Mills Street and on the northern boundary within a distance of 5m of Market Street); &
 - c) The cycle facilities.

The approved scheme shall be implemented prior to first use of the building, unless otherwise first agreed in writing by the Local Planning Authority.

Reason : In the interests of visual amenity and highway safety, in accordance with Policy 24 of the RBC Core Strategy DPD.

5. No development shall take place until details of the proposed foul and surface water drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall provide for surface-water to drain separate from the foul and for surface-water regulation. No part of the development shall be occupied until the approved systems of water drainage have been fully implemented.

Reason: To reduce risk of flooding and pollution of ground & surface-waters, in accordance with Section 10 of the NPPF, Policy EM5 of the Regional Spatial Strategy and Policy 24 of the Council's Core Strategy DPD.

6. No works shall take place until the applicant, or their agent or successors in title, have secured the implementation of a programme of archaeological work, comprising both building recording & analysis and below-ground archaeological investigation. This must be carried out by a professionally qualified archaeological/building recording consultant or organisation in accordance with a written scheme of investigation which shall first have been submitted to and agreed in writing by the Local Planning Authority.
Reason To ensure and safeguard the recording and inspection of matters of archaeological/historic importance associated with the building/site, in accordance with comments from LCC Archaeology, Section 12 of the National Planning Policy Framework, Policy EM1 of the Regional Spatial Strategy and Policy 16 of the Council's Core Strategy DPD.
7. Notwithstanding what is shown on the submitted drawings, no external shutters shall be installed on the building and prior to the commencement of construction samples of facing materials to be used in the elevations and roofs of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved materials.
Reason: To ensure that the development will be of satisfactory appearance, in accordance with Policy 24 of the Rossendale Core Strategy DPD.
8. Any demolition works, ground remediation works or construction works associated with the development hereby approved shall not take place except between the hours of 7:00 am and 7:00 pm Monday to Friday and 8:00 am and 1:00 pm on Saturdays. No construction works shall take place on Sundays, Good Friday, Christmas Day or Bank Holidays.
Reason: To minimise noise disturbance to neighbouring residents, in accordance with Policy 24 of the adopted Core Strategy DPD.
9. Prior to first occupation of the building hereby permitted the lorry standing area, car parking bays and vehicle manoeuvring areas shall be hard-surfaced, drained (in a manner avoiding run-off to the highway) and delineated, and these areas shall thereafter kept freely available for use as such
Reason : In the interests of highway safety, in accordance with Policy EM2 of the Regional Spatial Strategy (2008) and Policy 24 of the RBC Core Strategy DPD.
10. The premises hereby permitted shall not be open to the public outside the hours of 07:00 – 23:00 Monday to Sunday.
Reason: In line with the requested hours of opening being applied for and to minimise noise/disturbance to neighbouring residents, in accordance with Policy 24 of the adopted Core Strategy DPD.
11. Notwithstanding what is shown on the approved drawings, details of any system of external lighting shall be submitted to and approved in writing by the LPA prior to its installation.
Reason: To minimise disturbance to neighbours, in accordance with Policy 24 of the adopted Core Strategy DPD.
12. No delivery lorries shall be received at or despatched from the site outside the hours of 09:30 – 15:30 Monday – Saturday, and a single delivery 07:00 – 08:00, and at no time on Sundays, Bank or Public Holidays.
Reason: To minimise noise disturbance to neighbouring residents and in the interests of highway safety, in accordance with Policies 8 and 24 of the adopted Core Strategy DPD.