

WM MORRISON SUPERMARKETS PLC
MORRISONS FOODSTORE, CASTLEGATE
MALTON

PLANNING STATEMENT

AUGUST 2015



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1. INTRODUCTION

Introduction

- 1.01 This Report comprises a statement prepared in support of an application submitted on behalf of Wm Morrison Supermarkets plc ("Morrison's") to vary Condition No. 13 of planning permission ref: 99/00123/FUL (a copy of which is appended to this Statement at **Appendix 1**) dated 17 February 2000, which relates to the delivery hours of the Morrison's foodstore (former Safeway store), located on Castlegate, Malton, YO17 0DT.

Background

- 1.02 Food retailing is a highly competitive business and it is essential that major food retailers are able to organise their operations in an efficient manner. An important part of this is the need to ensure that the delivery system to the store operates efficiently, providing the freshest produce at the store in time for it to be merchandised, at minimal cost whilst also considering other factors such as road congestion and the carbon footprint of such activities.
- 1.03 A significant proportion of deliveries to Morrison's stores are made during the night (defined in acoustic terms as 23:00 – 07:00 hours). This provides a number of advantages including:
- Fresh produce as it arrives, is unloaded and made available for purchase prior to the store opening;
 - Delivery vehicles do not add to congestion on the road network during busier periods thereby minimising journey times and the carbon footprint;
 - Ensuring vehicles can be unloaded in an efficient manner as opposed to unloading several vehicles at a time which leads to inefficient work and excessive noise as this has to be done as quickly as possible;
 - Prevents congestion of delivery vehicles in and around the delivery yard/foodstore;

- 1.04 Condition 13 states that:

"All deliveries to the store shall be limited to between 06.00 hours and 22.00 hours. The number of delivery vehicles shall be limited

to one Safeway company vehicle between the hours of 06.00 and 07.00 and one Safeway company vehicle between the hours of 20.00 and 22.00. The Safeway company vehicles delivering to the site shall switch off any refrigeration units prior to accessing the site, reversing beepers shall be switched off during manoeuvring and the engine shall be switched off as soon as manoeuvring is completed. Other vehicle deliveries to the store during the permitted hours shall switch off refrigeration units prior to accessing the site and switch off engines after manoeuvring."

- 1.05 As such, currently, there is insufficient time to unload vehicles, unpack products, merchandise and stock shelves ready for the store opening at 08.00 hours.
- 1.06 The variation of Condition No. 13 will allow deliveries to the store to be staggered and thereby provide the benefits identified at paragraph 1.03 above.

Planning Issues

- 1.07 The reason for Condition No. 13 of planning permission ref: 99/00123/FUL relates to the interests in residential amenity. However, as outlined in this report, neither the Noise Policy Statement for England nor the National Planning Policy Framework (which reflects the Noise Policy Statement) expects noise to be considered in isolation, separately from the economic, social and other environmental dimensions of proposed developments.

Structure of the Report

- 1.08 This report is written in the following sections:
- Section 2 describes the application site;
 - Section 3 summarises the salient elements of the planning policy context against which the proposal should be assessed;
 - Section 4 provides an analysis of the issues highlighted above; and
 - Section 5 sets out overall conclusions and the consistency of the proposal with relevant planning policy.

2. SITE DESCRIPTION

- 2.01 The Morrisons store is located on Castlegate in Malton Town Centre. The store is the main foodstore facility within the town centre.
- 2.02 To the north of the site is Castlegate (B1248) with a mix of retail and office units. The Maltings, a residential and office development is located on the other side of Castlegate, adjacent to the access point into the car park.
- 2.03 To the east of the site is Chandlers Wharf, a small residential development.
- 2.04 To the south of the store is the customer car park. The south of the site is then bounded by the River Derwent.
- 2.05 To the west of the store is the service yard which has its own vehicle access point off Carpenters Yard. To the west of the site is a mix of commercial and industrial properties located on Carpenters Yard, including the hardware and country clothing store Ralph Yates. The garden centre and pet shop is also located there.
- 2.06 The surrounding area is strongly dominated by a mix of retail and commercial units as the site is located at the southern extent of the town centre. The only nearby residential properties are those located to the east of the site on Chandlers Wharf; which is the furthest point from the service yard, and the flats contained within The Maltings on Castlegate, close to the vehicular access point into the store.

3. PLANNING POLICY CONTEXT

3.01 The purpose of this Section is to establish the planning policy framework against which the criteria of the application should be assessed.

3.02 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Conversely, applications which are not in accordance with relevant policies in the Plan should not be allowed unless material considerations justify a grant of planning permission.

3.03 However, Paragraph 215 of the NPPF confirms that following a period of 12 months from the day of publication of the NPPF due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight may be given).

3.04 The Statutory Development Plan comprises:

- The Ryedale Local Plan – saved policies (adopted March 2002).

3.05 Further material policy considerations include:

- The Ryedale Plan Local Plan Strategy DPD (adopted September 2013) ;
- The National Planning Policy Framework (2012);
- Planning Practice Guidance (2014); and
- Noise Policy Statement for England (2010).

3.06 Each of these documents is reviewed below.

Development Plan

The Ryedale Local Plan – saved policies (March 2002)

3.07 The Ryedale Local Plan allocates the site as being with Malton Town Centre which is defined as the principal town centre within the district.

- 3.08 The Saved Policies only relate to some of the housing and employment allocations so there are no saved policies within the Local Plan of relevance to this planning application other than the site's allocation.

Other Material Policy Considerations

The Ryedale Plan Local Plan Strategy DPD (September 2013)

- 3.09 Ryedale Council are in the process of preparing a replacement Local Plan 'The Ryedale Plan'.
- 3.10 The Local Plan Strategy contains a policy on Town Centres and Retailing (Policy SP7). The policy identifies Malton as the principal town centre in the district and also identifies Castlegate as part of the Primary Retail Frontage where the policy will protect retail uses.
- 3.11 Policy SP7 also states that retail uses will be supported where proposals maintain and enhance the vitality and viability of Malton Town Centre.

The National Planning Policy Framework (NPPF) (2012)

- 3.12 The NPPF contains national planning policy on a variety of different subjects and how these are expected to be applied. The Framework is to be read in conjunction with the Planning Practice Guidance (2014).
- 3.13 The NPPF does not change the requirement for planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise (Section 38 (6) of the Planning and Compulsory Purchase Act 2004).
- 3.14 The NPPF confirms that the purpose of planning is to help achieve sustainable development. There are three dimensions to sustainable development, which are:
- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

3.15 Paragraph 14 confirms that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. In respect of decision taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - Specific policies in this Framework indicate development should be restricted.

3.16 Paragraph 17 outlines a number of core planning principles, which undermine both plan-making and decision-taking. These include the statement that planning should *inter alia*...

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.....;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Support the transition to a low carbon future in change climate.....; and
- Contribute to conserving and enhancing the natural environment and reducing pollution.....

- 3.17 Paragraphs 18 and 19 confirm that the government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. In addition, the government is committed to ensuring that the planning system does all it can to support sustainable economic growth with the planning system encouraging and not acting as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.
- 3.18 In respect of promoting sustainable transport, paragraph 30 is clear that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 3.19 Having regard to decision taking, paragraph 187 states that the advice to Local Planning Authorities is that solutions rather than problems should be looked for with decision takers at every level seeking to approve applications for sustainable development where possible.
- 3.20 Paragraph 196 re-iterates that the planning system is plan-led and that planning law requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. In respect of decision making, the NPPF is a material considerations. Paragraph 197 re-iterates that LPAs should apply the presumption in favour of sustainable development.

Planning Practice Guidance (Noise) (2014)

- 3.21 As outlined above, the NPPF is supported by a range of guidance on a variety of topics. In this instance, the most relevant topic is noise.
- 3.22 Paragraph 002 confirms that noise can override other planning considerations. However, neither the Noise Policy Statement for England nor the National Planning Policy Framework (which reflects the Noise Policy Statement) expects noise to be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.
- 3.23 When determining the noise impact, LPAs and decision takers should take account of the acoustic environment and in doing so consider:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur; and
- Whether or not a good standard of amenity can be achieved.

3.24 In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure is, or would be, above or below the significant observed adverse effect level and the lowest observed effect level for the given situation. As noise is a complex technical issues, it may be appropriate to seek experienced specialist assistance when applying this policy.

Noise Policy Statement for England (2010)

3.25 The NPSE outlines the Noise Policy Aims as

“Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- *Avoid significant adverse impacts on health and quality of life;*
- *Mitigate and minimise adverse impacts on health and quality of life; and*
- *Where possible, contribute to the improvement of health and quality of life”.*

3.26 Paragraph 2.7 confirms that the application of the NPSE should enable noise to be considered alongside other relevant issues and not to be considered in isolation. In the past, the wider benefits of a particular policy, development or other activity may not have been given adequate weight when assessing the noise implications.

3.27 Paragraph 2.23 states that the first aim of the NPSE is that significant adverse effects on health and quality of life should be avoided while also taking into account the guiding principles of sustainable development.

3.28 Paragraph 2.24 states that the second aim of the NPSE refers to the situation where the impact lies somewhere between LOAEL¹ and SOAEL². It requires that all

¹ Lowest Observed Adverse Effect Level – this is the level above which adverse effects on health and quality of life can be detected

reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects can occur.

- 3.29 Paragraph 2.25 confirms that the third aim of the NPSE is to, where possible, positively improve health and quality of life through the pro-active management of noise while also taking into account the guiding principles of sustainable development, recognising that there will be opportunities for such measures to be taken and that they will deliver potential benefits to society. The protection of quiet places and quiet times as well as the enhancement of the acoustic environment will assist with delivering this aim.

Summary

- 3.30 There are no policies in the statutory development plan of relevance to the application proposals.
- 3.31 The NPPF is clear that the golden thread running through planning is the presumption in favour of sustainable development and that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.
- 3.32 The NPSE and Planning Practice Guidance are clear that whilst noise can override other considerations, it should not be considered in isolation, separately from the economic, social and environmental dimensions (the three dimensions of sustainable development) of proposed development.
- 3.33 The NPPF confirms that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 3.34 Within NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. In respect of decision taking this means:
- Approving development proposals that accord with the development plan without delay; and

² Significant Observed Adverse Effect Level – this is the level above which significant adverse effects on health and quality of life occur

- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - Specific policies in this Framework indicate development should be restricted.

4. PLANNING ANALYSIS

Introduction

4.01 This Section addresses the issues identified at paragraph 1.07 above.

Impact on Residential Amenity

4.02 As outlined at above at paragraph 1.07, Condition No. 13 of planning permission ref: 99/00123/FUL was imposed to protect the amenity of residents.

4.03 In order to assess the impact on the amenities of neighbouring properties, it is important to understand the site layout and the access route that delivery vehicles take and the relationship to residential dwellings in the vicinity of the site.

4.04 Delivery vehicles utilise the entrance off Carpenters Yard to the west of the application site. This provides direct access into the service yard. As Carpenters Yard is occupied by retail, commercial and industrial units, there is no residential properties overlooking or within close proximity to the service yard. Furthermore, the surrounding area to the north and west of the site is strongly dominated by a mix of retail and commercial units, given the site's location within the town centre.

4.05 It is also important to consider the store's location within the town centre. Planning policy in relation to noise is clear. Whilst noise can override other considerations, it should not be considered in isolation.

Other considerations

4.06 As outlined above, at paragraph 3.22, planning practice guidance confirms that the impact of noise should not be the sole consideration in determining planning applications, but regard should also be had to the economic, social and environmental dimensions of the proposal.

4.07 In respect of the economic dimension, if approved, the proposal would improve the efficiency of deliveries to the store and reduce the journey times / fuel consumption by delivering outside peak traffic periods. This will lead to positive economic benefits and should therefore be afforded significant weight as per the provisions of paragraph 19 of the NPPF.

- 4.08 In respect of the social dimension, the proposed variation of Condition No. 13 would ensure that the accessible local service is able to provide the relevant goods that the community requires as soon as the store is open for trading. This therefore reduces the need to travel longer distances to other stores which is particularly important in a large town serving a largely rural area. As the only main foodstore in Malton; this is an extremely important consideration.
- 4.09 The proposal would also have a positive impact on the environment by reducing the carbon footprint of delivery vehicles and customer vehicles i.e. it should reduce the journey times / fuel consumption for delivery vehicles and reduce the need for customers to travel to other stores for goods that may not be available when the store opens. The proposal is therefore consistent with paragraph 30 of the NPPF.

Summary

- 4.10 Having regard to the above information, it is clear that the proposal would not have an adverse impact on residential amenity.
- 4.11 In addition, the proposal has a number of benefits in respect of the three dimensions which form sustainable development.
- 4.12 The proposal is therefore considered to represent a sustainable form of development.

5. CONCLUSIONS

5.01 The analysis set out at Section 4 above demonstrates that:

- (a) the proposed variation of Condition No. 13 attached to planning permission ref: 99/00123/FUL will not impact on amenity and/or any other residents in the locality; and
- (b) the variation of Condition No. 13 has a number of benefits in respect of the three dimensions that form sustainable development and can therefore be classed as sustainable development.

5.02 As such it can be concluded in relation to relevant planning policy that the proposal is compliant with the provisions of **Policy SP7** contained in the Ryedale Plan Local Plan Strategy DPD.

5.03 In addition, the proposal is consistent with national planning policy contained in the NPPF and Planning Practice Guidance (Noise) and the Noise Policy Statement England.

5.04 Accordingly, with the above in mind, it is respectfully requested that as stipulated at paragraph 14 of the NPPF, the application to vary Condition No. 13 from planning permission ref: 99/00123/FUL is **approved** without delay.

APPENDIX 1

DECISION NOTICE REF: 99/00123/FUL

RYEDALE DISTRICT COUNCIL
TOWN & COUNTRY PLANNING ACT 1990

FULL APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT

RYEDALE DISTRICT COUNCIL, THE LOCAL PLANNING AUTHORITY, HAS CONSIDERED THIS APPLICATION AND HAS DECIDED IT SHOULD BE APPROVED SUBJECT TO THE CONDITIONS STATED BELOW:

Application No: 99/00123/FUL

Proposal: Erection of extensions and alterations to supermarket to include additional sales area, storage/loading/staff/preparation facilities, plant room, additional car parking and formation of new service access from Railway Street

at: Safeway Stores Plc Castlegate Malton North Yorkshire YO17 0DT

for: Safeway Stores PLC

Decision Date: 17 February 2000

CONDITIONS AND ASSOCIATED REASONS

01 The development hereby permitted shall be begun on or before 16 February 2005.

Reason:- To ensure compliance with Sections 91 to 95 and Section 56 of the Town & Country Planning Act 1990.

02 There shall be no sale of food or drink for consumption on the premises by members of the public.

Reason: In the interests of the retail vitality and viability of Malton Town Centre.

Safeway Stores PLC
c/o Dennis Lister & Associates
58 Albert Road
Middlesborough
Cleveland
TS1 1QD

Ryedale District Council	
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- 03 Before any part of the development hereby approved commences, plans showing details of a landscaping and planting scheme to include upgrading of existing landscaping, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the planting of trees and shrubs and show areas to be grass seeded or turfed. The submitted plans and/or accompanying schedules shall indicate numbers, species, heights on planting, and positions of all trees and shrubs including existing items to be retained. All planting seeding and/or turfing comprised in the above scheme shall be carried out during the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved.

- 04 No development or other operation shall commence on site until a scheme (herein after called the Method Statement for Arborticultural Works) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the Method Statement. In relating to that Statement:

(a) No operations shall commence on site in connection with the development hereby permitted (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and/or widening, or any other operation involving the use of motorised vehicles or construction machinery) until the tree protection works required by the Method Statement are in place on site.

(b) No excavations for services, storage of materials, or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place inside or within 10m of an area fenced off or otherwise protected in the Method Statement.

(c) The fencing or other works which are part of the Method Statement shall not be moved or removed, until all works including external works, have been completed and all equipment, machinery and surplus materials removed from the site, without the prior written approval of the Local Planning Authority.

Reason:- To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area.

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- 05 Before the development hereby permitted is commenced, details and samples of the materials to be used on the exterior of the proposed building(s) shall be submitted to and approved in writing by the Local Planning Authority. No variation of the approved materials shall be undertaken without the express consent in writing of the Local Planning Authority.

Reason:- To ensure a satisfactory external appearance.

- 06 No development shall take place within the application site until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation submitted by the applicant and approved in writing by the Local Planning Authority.

Reason:- The site is of archaeological interest.

- 07 There shall be no raising of ground levels or storage of materials, including soil, within that part of the site liable to flood as delineated on the attached plan.

Reason:- To ensure that there will be no increased risk of flooding to other land/properties due to the impence of flood flows and/or reduction of flood storage capacity.

- 08 Notwithstanding the provision of Schedule 2, Part 4, Class A of the Town & Country Planning General Development Order 1995 (or any Order revoking or enacting that Order) no temporary buildings or storage containers shall be erected within that part of the site liable to flood as delineated on the attached plan.

Reason:- To ensure that there will be no increased risk of flooding to other land/properties due to the impence of flood flows and/or reduction of flood storage capacity.

- 09 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

Reason:- To prevent pollution of the water environment.

- 10 Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction shall be located over or within 3.0 metres of the line of the sewer which crosses the site.

Reason:- In order to allow sufficient access for maintenance and repair work at all times.

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- 11 The site shall be developed with separate systems of drainage for foul and surface water.
Reason:- In the interest of satisfactory drainage.
- 12 Prior to the commencement of the development details of external lighting shall be submitted to and approved in writing by the Local Planning Authority.
Reason:- In the interests of visual amenity.
- 13 All deliveries to the store shall be limited to between 0600 hrs and 2200 hrs. The number of delivery vehicles shall be limited to one Safeway company vehicle between the hours of 0600 and 0700 and one Safeway company vehicle between the hours of 2000 and 2200. The Safeway company vehicles delivering to the site shall switch off any refrigeration units prior to accessing the site, reversing beepers shall be switched off during manoeuvring and the engine shall be switched off as soon as manoeuvring is completed. Other vehicle deliveries to the store during the permitted hours shall switch off refrigeration units prior to accessing the site and switch off engines after manoeuvring.
Reason:- In the interests of residential amenity.
- 14 Prior to the commencement of the development, details of the pallet trucks to be used in association with the unloading of produce at the store shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the only approved pallet trucks shall be used for unloading purposes.
Reason:- In the interests of residential amenity.
- 15 Details of ventilation and refrigeration shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development.
Reason:- In the interests of residential amenity.
- 16 Prior to the commencement of the development, detailed construction drawings shall be submitted and approved in writing by the Local Planning Authority for the improvement to the site access with Castlegate as indicated on Drawing No 4549/001 Rev B. The approved details shall be completed to the reasonable satisfaction of the Local Planning Authority before the extended store is first brought into use.
Reason:- To secure implementation of the approved access arrangements in the interests of highway safety and the convenience of vehicles and pedestrians visiting the site.

Safeway Stores PLC
c/o Dennis Lister & Associates
58 Albert Road
Middlesbrough
Cleveland
TS1 1QD

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- 17 Prior to the commencement of the development, detailed construction drawings¹ for the service yard access and footpath link junction with Carpenters Way shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed to the reasonable satisfaction of the Local Planning Authority before the service yard and footpath are first brought into use.

Reason:- To secure implementation of the approved access arrangements in the interests of highway safety and the convenience of vehicles and pedestrians visiting the site.

- 18 The development shall not be commenced until full details of the construction, surfacing, lighting, surface water drainage and marking out of the car park, cycle park, recycling areas and service yard indicated on Drawing No A906/SK5 Rev E have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed to the reasonable satisfaction of the Local Planning Authority before the extended store is first brought into use.

Reason:- To secure implementation of the approved access arrangements in the interests of highway safety and the convenience of vehicles and pedestrians visiting the site.

- 19 The existing public right of way shall be protected and kept clear of any obstruction at all times.

Reason:- To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

- 20 Prior to the commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the access and parking for construction traffic associated with the building of the extended store.

Reason:- To secure implementation of the approved access arrangements in the interests of highway safety and the convenience of vehicles and pedestrians visiting the site.

- 21 Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site during the construction of the store shall be submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. The approved precautions shall be made available before the development commences on the site and shall be kept available and in full working order until such time as the Local Planning Authority agrees in writing to their withdrawal.

Reason:- To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

Safeway Stores PLC
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- 22 Details of any gates, barriers or other means of enclosure at the boundary of the service yard and the public highway shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter the access gates shall remain open to vehicular traffic between the hours of 0600 and 2200.

Reason:- To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

- 23 Provision shall be made to prevent surface water from the site discharging onto the public highway.

Reason:- To ensure a satisfactory arrangement of highway drainage in the interests of the amenity of the area.

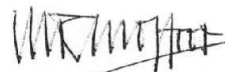
- 24 Prior to the commencement of the development a car parking management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking regime on site shall be managed in accordance with the approved management plan.

Reason:- To ensure the maximum utilisation of the car park.

INFORMATIVE:

In association with Conditions 17 and 18 consideration should be given to a gated access for emergency vehicles at the southern end of the service yard following consultation with the emergency services and the Local Planning Authority.

NO CONSENT OR APPROVAL HEREBY GIVEN REMOVES ANY REQUIREMENT TO SERVE NOTICES OR SEEK APPROVAL FROM THE DISTRICT COUNCIL WHERE SUCH ACTION IS REQUIRED BY THE BUILDING ACT 1984 OR OF ANY OTHER STATUTORY PROVISION. NO PART OF THE PROPOSED DEVELOPMENT SHOULD BE STARTED WITHOUT COMPLYING WITH SUCH REQUIREMENT.



HEAD OF PLANNING SERVICES

Safeway Stores PLC
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