
MAIN CASE

Reference No: 17/00146/FUL

Proposal: Development of a neighbourhood convenience store

Site Address: The Chequers 58 - 62 Carter Street Fordham Ely Cambridgeshire
CB7 5JT

Applicant: Punch Partnerships (PML) Ltd

Case Officer: Gareth Pritchard, Planning Officer

Parish: Fordham

Ward: Fordham Villages
Ward Councillor/s: Councillor Joshua Schumann
Councillor Julia Huffer

Date Received: 30 January 2017 **Expiry Date:** 9th June 2017

[S14]

1.0 **RECOMMENDATION**

1.1 Members are recommended to APPROVE this application subject to the recommended conditions below. The conditions can be read in full on the attached appendix 1.

- 1 – Approved plans
- 2- Time Limit
- 3 – Materials and detailed windows and doors
- 4 – Highways
- 5 – Highways
- 6 – Highways
- 7 – Highways
- 8 – Landscaping
- 9 – Landscaping
- 10 – Opening hours
- 11 – Construction hours
- 12 – Delivery and collection times
- 13 – External lighting
- 14 – Noise level
- 15 – Delivery vehicle length
- 16 – Surface Water
- 17 – Plant
- 18 – Plant
- 19 – Hard landscaping

20- Construction management plan

2.0 SUMMARY OF APPLICATION

- 2.1 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>. **Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.**
- 2.2 The application has been called before Planning Committee by Cllr Julia Huffer as: *“there is much concern locally about this and I personally think that it will be a dangerous development as The Chequers bend is a problem area for traffic, also the car park would be shut for 9 months meaning traffic will be even worse. The proposed longer opening hours will mean more deliveries and more traffic. This proposal will sound the death knell for The Chequers as there would be insufficient parking for both businesses. It would be an eye sore right in the heart of the village. There is support for a larger store but not in this location.”*
- 2.3 The application itself is for a proposed convenience store within land currently used as the car park for The Chequers Public House and associated works. When viewed from the front elevation the store would measure 14.7 metres across it, has a depth of 24.2 metres, maximum eaves of 3.8 metres and ridge of 7.7 metres. Amended plans and additional details have been submitted over the course of the application including reductions in height to the proposed building. The application includes the provision of 23 parking space (one being disabled) and accessed via the existing access point.

3.0 PLANNING HISTORY

- 3.1 No relevant planning history

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The site is located within the established development framework for Fordham and is currently a car park associated with The Chequers public house. The Chequers itself is a grade II listed building which fronts Carter Street and has a number of more modern extensions to it.
- 4.2 Opposite the site is an existing CO-OP store with associated parking. The surrounding area is characterised with properties fronting the highway and presenting a mixture of materials. The car park itself currently has soft landscaping in the north of the site with some ornamental and semi-mature trees within it. The entrance to the existing car park is to the south of the site where it is accessed via Carter Street. The area is mixed in nature with a number of residential and commercial premises in close proximity to the site.

5.0 RESPONSES FROM CONSULTEES

5.1 Responses were received from the following consultees and these are summarised below. The full responses are available on the Council's web site.

Ward Councillors – Comments from Cllr Julia Huffer: *“there is much concern locally about this and I personally think that it will be a dangerous development as The Chequers bend is a problem area for traffic, also the car park would be shut for 9 months meaning traffic will be even worse. The proposed longer opening hours will mean more deliveries and more traffic. This proposal will sound the death knell for The Chequers as there would be insufficient parking for both businesses. It would be an eye sore right in the heart of the village. There is support for a larger store but not in this location.”*

Parish – the Parish Council would welcome a larger CO-OP store to serve the village but strongly object to the proposed new store as it will be located on a dangerous section of an already busy road.

- Due to entrance being on a bend in an already busy section of road, pedestrians and vehicles entering/leaving the site will not be able to see on-coming traffic from Sharmans Road direction.
- The Parish Council have worked hard with the Local Highway Authority to improve safety on the bend of Carter Street opposite New Path. Issues with HGVs mounting the pavements as there is not enough room for them to both pass at the same time around this bend. Bollards have been erect outside of Chequers and Parish are working with the LHA to reduce risk of incident on this junction. Under plans submitted the footpath would project further into the highway resulting in narrowing on the road and increased risk of incident.
- The plans submitted show rigid heavy goods vehicles movements but these are rarely used to deliver to the current store and articulated vehicles are more common.
- At busy periods The Chequers car park was not sufficient for their own customers on a weekend evening. By taking away a large section the car park and sharing the remainder with the CO-OP customers will be unable to use it resulting in on-street parking.
- Parish Council have been informed by the agents representing Punch Taverns that the build will take 8 months and during this period the car park for The Chequers will be completely closed. During this time it will increase on street parking. The existing CO-OP also has limited parking and users often park in The Chequers car park.
- If during the build and after completion customers of The Chequers are unable to park their vehicles safely it may deter them from visiting the local business and the Parish Council believe would be harmful to the future success of a valuable village asset. It is suggested the CO-OP find an alternative site within the village.

Conservation Officer – *“This application affects a site located within Fordham conservation area and adjacent to the grade II listed Chequers Public House. Therefore any development should take care to preserve or enhance the character, appearance and setting of the listed building and conservation area.”*

The application seeks to construct a single storey building on the existing car park to the Chequers Pub as a new convenience store to replace the existing co-operative store within the village centre. The existing site is currently used solely as a car park for the existing pub it does not contribute positively to the character and appearance of either the conservation area or to the setting of the listed building. However, any proposal must be extremely carefully considered to ensure that any development is a marked improvement on the current situation.

The proposal seeks consent for the construction of a single storey building, orientated to the street with a single storey rear extension. The property has been designed in a traditional style which sits well within the street scene and does not compete with the neighbouring listed building. The proposed materials are in keeping with the village and the fenestration is very domestic in terms of scale and design.

The proposed building has been set back from the public footpath slightly in order to ensure that visually the proposal does not compete with the listed building within the street scene. The applicant has shown in the heritage assessment that the car park was previously constructed upon with a number of small outbuildings shown on the 1890s OS map of the area.

Generally, the proposal is for a very simple building, constructed using traditional materials that is not likely to result in substantial harm being caused to the character, appearance or significance of the listed building or its setting within the conservation area. Due to the proximity of the new building to the adjacent listed building and the fact that the current site is vacant means that it is likely the proposal will result in less than substantial harm being caused to the setting of the listed building. This harm therefore should be assessed against the public benefit of the scheme, in line with the requirements of the NPPF. The proposal will bring facilities and services to the village that will be of benefit.

The applicant should be aware that any proposed signage may require separate advertisement consent. No objections from a conservation viewpoint, subject to any necessary conditions.”

Environmental Health – *“For confirmation as long as the fencing to the external plant area is close boarded rather than hit and miss I have no issues. However I would still recommend the conditions specified in my previous correspondence, including that dated 10th April, as forwarded below.*

For confirmation these are:

- *No additional external plant shall be installed without prior written approval with the LPA by way of planning permission. [Note: This would cover extraction equipment too].*
- *Times of use limited to those requested 07:00 – 23:00 each day.*
- *Delivery and collection times limited to times of use. For the avoidance of doubt this includes waste collection.*

- *Prior to installation, details of external lighting to be submitted and agreed in writing with the LPA. Lighting to be installed in accordance with the agreed scheme. This should include times of use.*
- *Prior to installation, details of external plant to be submitted and agreed in writing with the LPA. All plant to be installed in accordance with the agreed scheme and maintained in accordance with the manufacturer's instructions. The noise level from plant will be at or lower than those assessed within the noise report 'KR05600 Carter Street Co-Op' V1.2 dated 10th April 2017.*
- *The specific rated noise level from the plant on site shall not exceed 37dB(LAeq,1hr) free field at any residential premises during the day or 31dB(LAeq,15min) free field at any residential premises during the night. The noise levels shall be measured and/or calculated in accordance with BS4142:2014.*
- *Construction times, including deliveries during the construction phase, to be limited to the following:*
 - *08:00 – 18:00 each day Monday to Friday*
 - *08:00 – 13:00 on Saturdays*
 - *None on Sundays, bank and public holidays. “*

Waste Strategy (ECDC) – General waste comments relating to commercial waste collection. Business should provide one litter bin to front of the store to reduce chance of litter on the public highway. If waste receptacles are to be stored to the rear collection vehicles should be able to enter the site, turn and leave to avoid obstructing traffic on the public highway.

Trees Officer – There are a number of garden trees to be removed which offer minimal individual value, however, do provide some softening of the landscape. Does not object to the proposals but recommended replanting and maintenance of a tree secured by way of condition.

Economic Development - No Comments Received

Local Highways Authority - The Highway Authority has no objections in principal to this application recommending a number of conditions and stating the following:

“I appreciate that the Parish Council have been working with the Local Highways Officer in this area. However we can only respond to the information submitted and without prejudice to the proposed application and its impact on the highway network. Our response is based on the evidence and information submitted and the police accident records. The Transport planners have stated below that they believe there will be no greater increase in traffic on the highway network as a result of this development. However the local responses suggest that there will be increased parking on the highway. East Cambs are the Parking Authority and therefore I would suggest that these responses are considered when they determine this application.

The applicant proposes to alter and improve the existing access which involves: the widening of the footway and increased visibility for drivers and pedestrians at the existing access point. This will be an improvement on the current situation and is acceptable from an access improvement stance. The carriageway width is

approximately 7m along the frontage of the proposed development. This is wide to accommodate the access and footway improvements and still provide the necessary width of carriageway for a Class B road. However I understand there is an issue with this bend and larger vehicles. Within the CCC transport planning comments it is noted that the size of deliver goods vehicle is of a smaller size than usually used for a store of this size. The drawing also demonstrates that these manoeuvres would be difficult within the confines of the development for a 13 metre long rigid. As such I would recommend that a restriction on the size of deliver vehicles is attached to any permissions and to a lesser size (11 metres rigid) to ensure that deliver vehicles can turn and leave in a forward gear. This could further be reinforced with no loading / unloading pips fronting the store which would prohibit the stopping and / or parking of vehicles in this location. This would have to be attached as a Grampian Condition as this would require a Traffic Regulation Order which requires is a public consultation and as such we cannot guarantee the outcome of the consultation process.

There has been one recorded accident within the last 3 years which involved a pedestrian walking into the road in front of a stationary bus and was struck by and overtaking car. But no reported accidents have been recorded at or near the existing crossover within a three year period.

CCC Transport Planning Comments

With regards to the above application, the Transport Assessment Team do not wish to object to the proposals.

The proposals are for the erection of a new building to relocate the existing Co-op directly opposite the proposed site. The proposed A1 retail store is a local Co-op which due to its size and nature will not attract shoppers from far and wide, it will only attract local shoppers. This isn't a large retail store which will attract shoppers from surrounding villages, it is possible to walk to the site using the existing footway network within Fordham or cycle on road. It is accepted that at some point a new user will be found for the existing Co-op building.

There are some elements of the transport statement I do not agree with but altering these will not affect the Transport Assessment teams view of the proposals. The use of TRICS data is not acceptable to determine trip rates for the proposed Co-op store and the existing public house, actual data from the two operational businesses should be used. This will show exactly how both businesses operate at the minute and provide a true trip rate, rather than a computer generated trip rate.

The use of crash maps is not accepted, Cambridgeshire County Council (CCC) hold the most up to date accident data. So data should be obtained from CCC, having checked the accident data there are no accident clusters close to the site.

Some other general comments -

I note the proposed new building actually limits visibility to the west.

With regards to service vehicles, having dealt with proposed Co-op stores in the past normally they receive deliveries from 16 metre artic lorry's, the artic will

generally service a number of stores in one trip. The tracking provided only shows a vehicle length up to 13 metres, artic are normally 16 metres in length. The tracking provided shows that a 13 metre long vehicle crosses the white centre line on Carter Street, this causes concerns. Within the site a 13m long vehicle has to make the perfect manoeuvre every time, there is no room for error. Normally I would expect room for error rather than the tracking show an HGV touching every boundary feature. It's likely a 16 metre HGV would stop on Carter Street to service the proposed Co-op, this would cause a capacity and safety issue.

I note the parish have mentioned a zebra crossing, I suspect due to the road alignment forward visibility will be an issue in this location."

Access Group – Accessible parking details only show one parking place. 6% is required and should be as close as possible to the principal entrance to the new building. The surface of the path from the car park should be firm, level and slip resistant, and a safe walking route should be indicated from the car park to the principle entrance. Principle entrance should be step free, automatic doors would be needed at the entrance, no A frames should obstruct the thoroughfare. Delivery lorries on site will cause issues for public parking for the general public. Concerned about parking access and egress during deliveries and school arrival/departure times. Good general lighting would be required. No provision for trolley parking. Considered building store to the rear of the site. Should comply with BS8300:2009.

5.2 Neighbours – eight neighbouring properties were notified and the responses received are summarised below. A site notice was also posted and an advert placed in the Cambridge Evening News. A full copy of the responses are available on the Council's website.

- Extremely dangerous to safety of pedestrians and cars using Carter Street. Many large vehicles come wide on the bend outside The Chequers with many near miss incidents already.
- The CO-OP delivery drives are already a nuisance, arriving 7 days a week and leaving engines running.
- Deliveries cause traffic on dangerous bend when reversing into the current CO-OP car park. Blocking traffic up for 15 minutes whilst the drive manoeuvres numerous times.
- CO-OP lorries blocking in cars in the car park
- Numerous cars have been damaged by these delivery lorries
- Own car on the street has been damaged 9 times in the last few years due to traffic issues on the street.
- It will also cause further parking issues on Carter Street if sharing a car park with The Chequers. Car parking already very limited Friday and Saturday evening and residents struggle to find space to park.
- The path is very narrow on that bend and children use it for walking to school.
- Proposal will not improve street safety
- New store will require at least one delivery a day so lorry movements through the village will continue.
- Number of parking spaces to be provided are not adequate in particular during peak times

- Re-development of the existing store will see more car movements not factored into this application
- Not an appropriate location and should be re-considered.
- Has parking survey taken into account the further 400+ houses for Fordham
- Scottsdale development would have a store and it would be better to build a larger store from the ground up rather than shoe horning it into a site that is less than ideal.

Letters in support were also received with comments including:

- Wider aisles to assist with accessibility
- More parking spaces so less cars parked on the roadside
- Bigger choice of food
- Current store does not meet dietary requirements and new store will help with this
- Do not agree with the Parish Council
- Downturn in the village and starting to look drab with what few shops there were have dwindled away.
- The village needs it to boost the village, and helps old people see friendly faces who live locally
- As village grows important facilities improve to cater for demand.
- Access changes will be an improvement
- Employment for the village
- Reduce food miles by keeping food local
- Community building

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

| | |
|----------|--|
| ENV 1 | Landscape and settlement character |
| ENV 2 | Design |
| ENV 3 | Shop fronts and advertisements |
| ENV 7 | Biodiversity and geology |
| ENV 8 | Flood risk |
| ENV 9 | Pollution |
| ENV 12 | Listed Buildings |
| COM 1 | Location of retail and town centre uses |
| COM 7 | Transport impact |
| COM 8 | Parking provision |
| GROWTH 1 | Levels of housing, employment and retail growth |
| GROWTH 2 | Locational strategy |
| GROWTH 4 | Delivery of growth |
| GROWTH 5 | Presumption in favour of sustainable development |
| EMP 1 | Retention of existing employment sites and allocations |

6.2 Supplementary Planning Documents

Developer Contributions and Planning Obligations
Design Guide

6.3 National Planning Policy Framework 2012

- 1 Building a strong, competitive economy
- 2 Ensuring the vitality of town centres
- 7 Requiring good design
- 12 Conserving and enhancing the historic environment

7.0 PLANNING COMMENTS

7.0.1 The main considerations of this application are: principle of development, residential amenity, visual amenity and impact on the historic environment, highways safety, parking provision, trees, landscaping and other issues.

7.1 Principle of Development

7.1.1 The site is located within the established development framework for Fordham and therefore is considered to be in a sustainable location. It would also see the number of employment opportunities rise from 14 to 20 and is therefore considered to comply with Local Plan policy GROWTH1.

7.1.2 Policy COM1 states that proposals for retail outside of the town centres of Ely, Soham and Littleport, may be permitted under the following circumstances:

- The sequential approach has been followed and there are no suitable sequentially preferable sites available.
- Suitable use and design and building form appropriate in local context.
- Scale and type of development is directly related to the role of and function of its locality.
- For retail developments of 280sqm net floor space or larger, there would be no adverse impact on the nearest town centre, or any other centres as demonstrated in a Retail Impact Assessment.
- Be accessible by a range of means of transport.

Policy COM1 also allows for small scale localised facilities in villages where it meets specified criteria, including it meeting an identified local need, not of a scale that would be within identified town centres and all other relevant policies are met.

7.1.3 Based on the information provided the existing store would likely be let out for retail use and this alongside the proposed new store would see a net gain in retailers in Fordham. As a result it is important to consider the impact on the town centre of Fordham and Soham.

7.1.4 The applicant has submitted a Retail Assessment as part of this application to address the points highlighted above, and it should be noted that the net retail floor space is shown as 234sqm below the 280sqm threshold. Within the sequential approach the applicant has noted that Fordham does not have a defined town centre boundary, but that the surrounding area of the proposed store represents the

centre due to its character and ability to serve the majority of the village within 1000m of the site. Within this context they found no other centrally located site capable of accommodating the proposed development. Re-development of the existing store was also considered but it was felt inappropriate due to the lack of land and parking to achieve it.

- 7.1.5 As a convenience store with a net sales floor space of less than 280sqm the store is considered to be a 'small shop' which is capable of operating on Sundays. The size of the proposed development means it is not considered to have a detrimental impact on neighbouring centres and this is confirmed in the Retail Impact Assessment.
- 7.1.6 Policy GROWTH2 does seek for the key focus of employment and retail growth to be in the markets towns. However, it notes that more limited growth in the villages which have defined development boundaries will be required (as is the case with Fordham) to help support local services and community needs. The convenience shopping nature of the proposed also means its use is acceptable in the context of Fordham and serving the community. The proposed is considered to meet the scale of development acceptable under both policies COM1 and GROWTH2.
- 7.1.7 Fordham as a village is currently considered to be a larger village in East Cambs and recently approved applications have seen the continued growth of the village. It is considered that the scale of the proposed development is in keeping with the growth of the village, and would help support this growth in population and demand for services. The need for a new store is recognised by many of the consultees including the Parish Council and Ward Councillor (however they believe it should be located in an alternative site within the village).
- 7.1.7 The design and transport aspects of policy COM1 are discussed later in this report.

7.2 Residential Amenity

- 7.2.1 Under Local Plan policy ENV2 this application must ensure that it does not result in a significantly detrimental harm to the residential amenity of neighbouring occupiers as a result of the proposed.
- 7.2.2 Given the location of the proposed in relation to the nearest residential units it is not considered to result in a detrimental impact in terms of causing a significant loss of light or loss of privacy, as due to the location there are limited residential properties in the vicinity. Consideration has been given to potential loss of light to the occupier at 52 Carter Street to the east, however it has no windows in the side elevation facing the proposed development. The Chequers also already limits the light entering the amenity space associated with this dwelling. The proposed store is also separated by approximately 10 metres to the boundary.
- 7.2.3 The first floor of The Chequers provides ancillary accommodation for the pub and an additional plan showing the level of accommodation was submitted during this application. The rear window serving bedroom 3 would face onto the proposed development separated by approximately 5 metres. While this relationship is not considered to be complementary, given that the rooms are ancillary to the Public

House and that the roof is hipped towards the rear of the proposed store, it is not considered that this relationship is significantly detrimental. At present the window already looks over the existing car parking and the coming and going of vehicles, and it is not considered that the proposal will exacerbate the current situation.

- 7.2.4 Consideration has also been given to the potential noise impact for nearby residents as a result of the proposed store. This would be through increased opening hours of 07:00 – 23:00 and the associated customer movements, plant/machinery, deliveries and collections. Environmental Health have raised no concerns with the proposed subject to necessary conditions relating to the development including noise level from the site due to plant/machinery, and restricting delivery times. Amended plans have been submitted over the course of the application to include a close boarded fence around the plant/machinery to reduce noise impacts instead of a hit-and-miss timber fence.
- 7.2.5 Consideration has also been given to the lighting around the store and in particular for the car park and back of house areas. No lighting details have been submitted and it is considered that this can be dealt with by way of condition.
- 7.2.6 For the above reasons the application is therefore considered to comply with Local Plan policy ENV2.

7.3 Visual Amenity and impact on the historic environment

- 7.3.1 Under Local Plan policy ENV1 this application should ensure that it provides a complementary relationship with existing development, and conserve, preserve and where possible enhance the distinctive and traditional landscapes, and key views in and out of settlements. Local Plan policy ENV2 requires this application to ensure its location, layout, form, scale, massing and materials are sympathetic to the surrounding area. Under Local Plan policy ENV12 a proposal that affects the setting of a listed building should not materially harm the immediate or wider setting of a listed building.
- 7.3.2 The site at the moment currently operates as a car park which offers little in terms of visual attractiveness to the surrounding area, and is not considered to contribute positively to the setting of the listed building.
- 7.3.3 The proposed new store would front the highway which matches the built form in the surrounding locale of Carter Street. However, it is also stepped back slightly in a manner that ensures it does not compete with the neighbouring grade II public house. The height has also been reduced during the application to ensure it does not compete with the listed building and is subservient within the street scene.
- 7.3.4 The property has been designed in a traditional style which sits well within the street scene and does not compete with the neighbouring listed building complies with the shop front SPD. The proposed materials are in keeping with the village and the fenestration is very domestic in terms of scale and design especially when viewed from the front elevation. The proposal has sort to break up the eastern elevation which will be visible due to it running along the access and car park. The applicants have used a mock chimney and brick detailing to reduce this mass, and create a more visually appealing development.

- 7.3.5 Due to the proximity of the new building to the adjacent listed building and the fact that the current site is vacant it is considered the proposal will result in less than substantial harm being caused to the setting of the listed building. This harm therefore should be assessed against the public benefit of the scheme, in line with the requirements of the NPPF. The proposal will bring facilities and services to the village that will be of benefit, and the application does not include amendments to the grade II listed building itself, but would improve the setting of the building.
- 7.3.6 The applicants have also proposed high quality materials which would compliment the surrounding area based on the elevations. The exact materials have not been provided and these will be secured by way of condition to ensure a high quality finish alongside the grade II listed building.
- 7.3.7 For the above reasons the application is considered to comply with policies ENV1, ENV2 and ENV12 of the Local Plan and requirements of the NPPF.

7.4 Highways safety and parking provision

- 7.4.1 Under Local Plan policy COM7 this application should ensure that it can provide a safe and convenient access to the highways network, accommodate the efficient delivery of goods, supplies and services, and be capable of accommodating the level/type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality.
- 7.4.2 A number of concerns have been raised regarding the proposed access to the site and the potential dangers it will cause to other road users and pedestrians as a result of traffic generated and delivery vehicles.
- 7.4.3 The Local Highways Authority have been consulted as part of this application and do not object to it. They consider that the amendments to the footpath and existing access point are improvements on the existing conditions.
- 7.4.4 However, they have requested due to the constraints of the car park that delivery vehicles are limited in size to 11m rigid secured by way of condition. The Local Planning Authority has sort legal advice regarding conditioning this aspect of the application, and it was considered that this condition would meet the six tests as set out in the NPPF. The applicant has also submitted additional information over the course of the application to show that it has a fleet size capable of accommodating this size condition, and shown the likely route a delivery would take. It is considered that this element is acceptable.
- 7.4.5 The Local Highways Authority noted there has only been one recorded incident in the last three years where a pedestrian was struck by a car overtaking a stationary bus. But no incidents have been recorded at or near the existing crossover within a three year period.
- 7.4.6 Due to the size and nature of the proposed it is not considered likely to attract shoppers from far and wide, and will attract more local shoppers from the village who are able to access the store using the existing footpath network, and it is accepted that a new user will be found for the existing CO-OP store when vacated.

The site can be accessed by car and also by bus. The site would also cover a large area of the village within an 800 metre walkable catchment area.

7.4.7 Some concerns were raised with other aspects of the transport statement including TRICS data being used for the trip rates when actual operational data could be used rather than computer generated, and the use of crash data should have been obtained from the County Council. However, the Local Highways Authority have advised this would not have altered their views of the proposal and they do not object to the proposal.

7.4.8 It is for the above reasons the application is considered to be capable of complying with Local Plan policy COM7 as it is not considered to have a detrimental impact on the safety of the highways network.

7.4.9 Local Plan policy COM8 sets out the parking provision for proposed developments.

- The A1 use for the proposed store should have:
 - Up to 1 car space per 14sqm of retail floor space
 - 1 cycle space per 25sqm of retail floor space
 - 6% of parking should be disabled parking
- The Public House should have:
 - Up to 1 car space per 5sqm
 - 1 cycle space per 20sqm
 - 6% of parking should be disabled parking

7.4.10 The following table outlines what this development should provide based on net floor space.

| | The Chequers (103sqm) | Proposed CO-OP store (234sqm) |
|-------------------|-----------------------|-------------------------------|
| Parking provision | 21 spaces | 17 spaces |
| Cycle provision | 5 spaces | 7 spaces |
| Disabled parking | 1 space | 1 space |

7.4.11 Staff and resident parking is provided in the public parking provisions for both The Chequers and the proposed new store. The Chequers does have a three bedroom ancillary accommodation to the pub on the first floor.

7.4.12 The proposed application would provide 23 parking spaces of which one would be disabled. It would also provide five cycle hoops for parking bikes. As can be seen from the above table this would be a shortfall of 15 parking spaces, two cycle spaces (5 hoops capable of accommodating two bikes) and one disabled parking space.

7.4.13 Concerns were raised by the officers in relation to parking, and the applicants have provided both model trip data and a parking survey conducted on a Friday and Saturday covering the longest opening hours between the public house and the proposed new store. This was with a view to demonstrating how the Public House

and proposed store could work in unison regarding parking and the number of spaces required.

- 7.4.14 The greatest demand for parking spaces is considered to be when both sites are open, this would be between 17:30 and 23:00. While the Public House is closed during the day the parking spaces to be provided are considered to be sufficient enough to cater for the proposed new store and are in-line with the requirements of policy COM8 set out above.
- 7.4.15 This considered peak in demand is also reflected in the applicants parking survey which showed demand rising when both sites were operating, with peak demand being 18:45 on both days with a maximum of 19 spaces required.
- 7.4.16 Deliveries to the site would impact on the volume of parking available at the site. Deliveries to the Public House would result in the loss of seven parking spaces which would be controlled by bollards. This delivery is currently operating once a week and is scheduled for Wednesday between 09:00 – 13:00, this is during a low peak time for demand in parking. The proposed CO-OP store may have a number of deliveries throughout the day. The size of the delivery vehicle will be conditioned as previously highlighted, and the vehicle would pull alongside the east side of the store during deliveries, the size of the delivery vehicle will result in minimal spaces being blocked from use due to manoeuvring issues.
- 7.4.17 It is acknowledged that the proposed fails to meet the 'up to' requirements of the parking provision set out in policy COM8. However, it is considered that the sites could work effectively together given the restricted opening hours of the Public House, and based on the evidence provided to the Local Planning Authority as part of the parking survey. It is for these reasons that the application is considered to meet the requirements of policy COM8 despite not meeting the maximum limits as denoted within the policy.

7.5 Trees and landscaping

- 7.5.1 Under Local Plan policy ENV7 this application is required to protect biodiversity and geological value of land and buildings, and minimise harm to or loss of environmental features such as hedgerows and trees.
- 7.5.2 The application would see the removal of a number of garden/ornamental trees in the north of the site to facilitate the proposed car park. The Tree Officer has raised no concerns with their removal, and has recommended that the replanting of a tree fronting the site is conditioned. The application is therefore considered to comply with policy ENV7.

7.6 Other issues

- 7.6.1 It is considered that an acceptable surface water scheme can be secured by way of condition.
- 7.6.2 As the application is not over 1000sqm it does not need to comply with the BREEAM requirements set out in policy ENV4.

7.7 Planning balance

- 7.7.1 The principle of the proposed convenience store within the centre of Fordham is considered to be acceptable in-line with policy COM1. Visually the proposed store is considered to have a less than significant impact on the setting of the grade II listed Public House, and visually is considered to be well thought out and high quality subject to the recommended conditions.
- 7.7.2 Concerns have been raised regarding highways safety, however, the Local Highways Authority have not objected to the application on these grounds and in some aspects believe the access to be an improvement. The application does fail to meet the upper limits of parking provision as set out in policy COM8, however, the applicant is considered to have demonstrated how the two businesses could operate in tandem through their submission of a parking statement/assessment. As a result on balance the application is therefore recommended for approval.
- 8.0 APPENDICES
- 8.1 Draft planning conditions

| <u>Background Documents</u> | <u>Location</u> | <u>Contact Officer(s)</u> |
|-----------------------------|---|---|
| 17/00146/FUL | Gareth Pritchard Room No. 011 The Grange Ely | Gareth Pritchard Planning Officer 01353 665555 gareth.pritchard@eastcambs.gov.uk |

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

APPENDIX 1 - 17/00146/FUL Conditions

- 1 Development shall be carried out in accordance with the drawings and documents listed below

| Plan Reference | Version No | Date Received |
|---------------------------------|------------|--------------------|
| 103 | C | 19th May 2017 |
| 100 | | 6th February 2017 |
| 5614/SK501 | | 30th January 2017 |
| 101 | | 17th February 2017 |
| 102 | C | 15th May 2017 |
| KR05600 NOISE IMPACT ASSESSMENT | | 3rd May 2017 |

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 No above ground construction shall take place on site until sample details of the external materials including; walls and roofing to be used on the development and detailed window and door designs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 3 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 and the special architectural or historic interest, character, appearance and integrity of the Listed building and its setting in accordance with policy ENV12 of the East Cambridgeshire Local Plan 2015.
- 4 The access shall be laid out in accordance with drawing 102 Rev C including access width and shall thereafter be retained in perpetuity.
- 4 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 5 Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway as shown in drawing 102 Rev C. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.
- 5 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 6 Prior to commencement of use visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the submitted plan 102

Rev C. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

- 6 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 7 The access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.
- 7 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 8 Prior to first occupation or commencement of use a full schedule of the landscaping details as show on plan 102 Rev C shall be submitted to the Local Planning Authority and agreed in writing. Details are to include written specification of the species of tree and a detailed implementation programme. The works shall be carried out in accordance with the approved details prior to the end of the first planting season. If within a five year period from the date of planting, or replacement planting, the tree is removed, uprooted or destroyed or dies, another tree of the same species shall be planted at the same place, unless otherwise agreed in writing by the Local Planning Authority.
- 8 Reason: To assimilate the development into its surroundings, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 9 Prior to any occupation of the development, a scheme for the maintenance of the soft landscaping for a minimum period of 5 years from last occupation, shall be submitted to and agreed in writing by the Local Planning Authority. All works shall be maintained in accordance with the agreed scheme. The scheme shall include the following:
 - i) methods for the proposed maintenance regime;
 - ii) detailed schedule;
 - iii) details of who will be responsible for the continuing implementation
 - iv) details of any phasing arrangements
- 9 Reason: To assimilate the development into its surroundings, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 10 The use hereby permitted shall take place only between the hours of 07:00 - 23:00 each day.
- 10 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 11 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 08:00 - 18:00 each day Monday-Friday, 08:00 - 13:00; Saturdays and none on Sundays, Public Holidays or Bank Holidays.
- 11 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

- 12 Delivery and collection times to/from the hereby approved development including waste collections are limited to the opening hours of 07:00 - 23:00.
- 12 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 13 Prior to commencement of use a detailed external lighting scheme shall be submitted to and improved in writing by the Local Planning Authority including times of use. All works shall be completed in-line with approved plans.
- 13 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 14 The specific rated noise level from the plant on site shall not exceed 37dB(LAeq,1hr) free field at any residential premises during the opening hours of 07:00 - 23:00, or 31dB(LAeq,15min) free field at any residential premises during closed periods. The noise levels shall be measured and/or calculated in accordance with BS4142:2014.
- 14 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 15 Delivery vehicles to the hereby approved store and existing public house shall be restricted to that no larger than 11 metre rigid. This measurement shall be taken from bumper to bumper of the delivery vehicle.
- 15 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 16 Prior to above-ground development the results of soakaway testing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the results of the soakaway testing and drawing 5614/SK501 prior to commencement of use.
- 16 Reason: To reduce the impacts/risk of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 17 No additional external plant or machinery shall be installed without prior written approval with the LPA by way of planning permission.
- 17 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 18 All plant is to be installed in accordance with the agreed scheme and maintained in accordance with the details submitted in KR05600 Carter Street Co-Op' V1.3 dated 3rd May 2017 and the manufacturer's instructions. The noise level from plant will be at or lower than those assessed within the noise report.
- 18 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

- 19 No development shall take place until full details of hard landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include hard standing materials. The works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority.
- 19 Reason: To assimilate the development into its surroundings, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 20 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.
- 20 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.