

F/YR11/0661/F
19 August 2011

Applicant : Harrier Developments Ltd Agent : Miss E Dent
ICIS Consulting Ltd

Land North of Honeysome Industrial Estate fronting Fenland Way, Chatteris,
Cambridgeshire

Erection of foodstore (A1) and petrol filling station, builders merchants (B8)
with external storage area, associated car parking and highway works and re-
alignment of part of Fenton Lode Twenty Foot drain and associated
engineering works

This proposal is before the Planning Committee due to the significance of the
application and level of objections received.

This application is a major.

1. **SITE DESCRIPTION**

The site is located on what is currently vacant land located to the west of Fenland Way (A141) directly to the north of the existing Honeysome Road Industrial Estate. Residential properties lie directly south-west and directly east on the opposite side of Fenland Way. Land to the west consists of open agricultural fields. The site is relatively flat in nature with existing hedgerows along the western boundary forming a natural boundary with the Twenty Foot Drain. Post and rail fencing is set along the eastern boundary of the site.

2. **HISTORY**

Of relevance to this proposal is:

- F/YR09/0754/O - Erection of food store (A1) petrol filling station, car parking and associated highway works – Granted 19 November 2010.
- F/YR09/0761/O - Erection of a builders merchants and associated highway works – Granted 4 June 2010.
- F/YR09/0159/O - Erection of food store (A1) petrol filling station, car parking and associated highway works – Refused 12 May 2009.
- F/YR06/0862/O - Industrial Development (10.9 ha) Variation of Condition 02 of planning permission F/YR02/1015/O to extend time period for permission of the Reserved Matters - Granted 21 September 2006.
- F/YR05/1315/O - Industrial Development (10.9 ha) – Variation of Condition 02 of planning permission F/YR02/1015/O to extend time period for permission of the Reserved Matters – Granted 25 January 2006.

- F/YR04/4159/O - Industrial Development (10.9ha) – Variation of Condition 02 of planning permission F/YR01/1147/O to extend the time period for permission of the Reserved Matters – Granted 12 August 2004.
- F/YR03/1120/F - Variation of condition 02 of planning permission F/YR01/1147/O to permit Reserved Matters to be submitted within 18 months – Granted 26 November 2003.
- F/YR03/1109/O - Industrial development (10.9ha) – Variation of Condition 02 of planning permission F/YR02/1015/O to extend the time period for submission of the Reserved Matters – Granted 12 September 2003.
- F/YR01/1147/O - Erection of a petrol filling station, restaurant and motel and buildings for B1, B2 and B8 uses – Granted 2 August 2002.
- F/97/0466/O - Erection of a petrol filling station, restaurant, motel and buildings for B1, B2 and B8 uses – Refused 14 January 1998.
- F/91/1032/O - Erection of a motel – Granted 3 June 1992.
- F/91/0599/O - Erection of petrol filling station, restaurant and buildings for B1, B2 and B8 uses – Granted 1 May 1992.
- F/0269/89/F - Formation of vehicular access to serve industrial development – Refused 11 May 1989.
- F/0948/88/F - Construction of new vehicular access at A141 main road – Chatteris bypass – Refused 13 October 1988.
- F/1052/87/O - Use of site for general industry, warehousing and petrol filling station – Granted 12 November 1987.
- F/0307/83/O/REN - Erection of a petrol filling and service station – Granted 23 June 1983.
- F/0474/80/O - Erection of a petrol filling and service station – Granted 21 July 1980.

3. CONSULTATIONS

Parish/Town Council

Raise no objections – welcome additional facilities for the town.

Local Residents/Interested Parties

Eight letters of objection have been received raising the following issues:

- Query need for underpass that may create crime issues.
- Increase in anti-social behaviour.
- Light Pollution

- Increased traffic noise/congestion, associated pollution
- Disruption to play area
- Possible structural issues due to construction of underpass.
- Query need for additional supermarket
- Concerns raised with regard to moving Fenton Lode – query feasibility of moving large amounts of earth.
- Loss of wildlife
- Query need for new site access
- Request that access roads are screened
- Query number of jobs created
- Visual impact of development

One letter has also been received from agents acting on behalf of third parties raising the following comments:

- Suggest fundamental flaws in submitted retail assessment.

One letter of support has been received making the following points:

- Need expressed for new supermarket in Chatteris.

CCC Highways

Require that detailed highway design is submitted and approved by Highway Authority prior to commencement of works. These details to be secured by condition. The highway works that are required include:

- Construction of a four arm roundabout on the A141.
- Construction of a pedestrian and cycle subway under the A141 to serve the site. The developer is also required to pay a commuted sum to the highway authority representing 25% of the agreed total cost of the subway for its future maintenance.
- Construction of a shared use cycleway/footway of minimum width 2.4m with a 0.5m wide separation zone from the edge of the carriageway of the A141/A142 roundabout to the north. It

is noted that in granting the original Planning Permission for a food store the District Council deleted the requirement for a cycle/footway between the new access roundabout and the A141/A142 roundabout – it is stated that this section of footpath is necessary to provide a safe, sustainable route for pedestrians/cyclists from the north end of Chatteris.

- Minor junction improvement works to A141/A142 roundabout

Financial contributions are required to be paid to the Highway Authority under a section 106 agreement to include:

- £50,000 contribution to FACT to run the community bus access to the store.
- £50,000 contribution towards local pedestrian and cycle improvements in Chatteris.

Valuation and Estates Officer

Notes no impact on FDC land.

Middle Level Commissioners

Raise objection on grounds that proposed land use is inappropriate in this location, increased risks to public and risk of pollution from contaminated matter/debris, potential increased flood risk. Ongoing negotiations are taking place between the applicant and the Middle Level Commissioners in respect of the amended alignment for the Twenty Foot drain – to be reported verbally to Committee.

Arboricultural officer

No objections.

Environment Agency

No objections subject to appropriate conditions.

CCC Fire Service

Require that adequate provision for fire hydrants is made.

CCC Architectural Liaison Officer

Requires adequate provision of surveillance measures for underpass and

ATM i.e. CCTV provision.

CCC Archaeology

Request standard archaeological condition as placed on previous planning permission.

Anglian Water

Raise no objection subject to appropriate surface water and foul sewage conditions.

Natural England

No objection

4. POLICY FRAMEWORK

FDWLP Policy

- | | |
|-----|--|
| E8 | - Proposals for new development should: <ul style="list-style-type: none">- allow for protection of site features;- be of a design compatible with their surroundings;- have regard to amenities of adjoining properties;- provide adequate access. |
| S7 | - To consider permitting retailing from business, general industrial storage or distribution land. |
| TR3 | - To ensure that all proposed developments provide adequate car parking in accordance with the approved parking standards. |
| E20 | - To resist any development which by its nature gives rise to unacceptable levels of noise, nuisance and other environmental pollution. |

East of England Plan

- | | |
|------|-------------------------------------|
| ENV7 | - Quality in the built environment |
| SS1 | - Achieving sustainable development |
| SS6 | - City and Town Centres |

Planning Policy Statements

- | | |
|-------|--|
| PPS1 | - Delivering sustainable development |
| PPS4 | - Planning for Sustainable Economic Growth |
| PPS9 | - Biodiversity and Geological Conservation |
| PPS23 | - Planning and Pollution Control |
| PPS24 | - Planning and Noise |
| PPS25 | - Flood Risk |

5. ASSESSMENT

Nature of Application

This is a full planning application for the erection of an A1 food store, petrol filling station and builders merchants, to be developed on a vacant area of land to the west of Fenland Way Chatteris. The scheme includes a food store with a gross internal floor area of 4290 sq.ms with a net retail sales area of 2525 sqms, builders merchants, car parking and landscaping. The scheme is similar in terms of layout to the previous permissions for a food store and builders merchants (see above) with the main change relating to an increase in floor space for both proposals. Due to an increase in car parking provision additional land is also required, necessitating a realignment of the Twenty Foot Drain which bounds the site to the west. The applicant notes that the food store will be operated by Tesco and the builders merchants by Travis Perkins.

Access into the site will be via a new roundabout sited on Fenland Way and via a new pedestrian underpass providing access under Fenland Way leading from Larham Way. The applicant also proposes to make a financial contribution to the Fenland Association for Community Transport (FACT) to enhance public transport accessibility to the site.

The site is currently allocated for employment use in the adopted Fenland Local Plan. It is bounded by Fenland Way (A141) to the east and 'Fenton Lode Twenty Foot Drain' to the west. The Honeysome Industrial Estate is located immediately to the south. Chatteris High Street is some 400 metres to the east. Open agricultural land exists further to the west of the site with residential development located to the eastern side of Fenland Way. The application site is generally flat in nature.

The application is considered to raise the following key issues;

- Site History
- Principle and policy implications
- Transport and access.
- Impact on residential amenity
- Design and layout
- Biodiversity
- Archaeology
- Flood Risk

Site History

As outlined above there is an extensive site history in respect of this site dating back to the early 1980's. An outline planning application for a food store was approved by the Council in November 2010 (F/YR09/0754/O). The current scheme occupies a similar footprint to the original approved development but has a larger floorspace.

Planning Permission has also been granted previously for a builders merchants in June 2010 (F/YR09/0761/O). Again the current proposal occupies a similar footprint but with a larger internal floorspace.

Principle and Policy Implications

The site is designated as an employment area in the Fenland District Wide Local Plan 1993. In the draft Core Strategy for the District the site is identified as being part of the existing urban area of the town. In policy terms significant weight should also be given to PPS4 – Planning for Sustainable Economic Growth which forms the national policy guidance for retail planning.

Within PPS4, Policy EC 10.2 requires new development to limit CO2 emissions and be resilient to climate change, be accessible by a choice of means of transport i.e. walking, cycling, public transport and the car, consider impact on local traffic levels and congestion, secure high quality and inclusive design improving character and quality of the area, consider the impact on economic and physical regeneration and to consider the impact on local employment.

Policy EC 14 requires a sequential assessment to be undertaken for proposed retail sites as well as an impact assessment.

Policy EC 16 sets down specific impact tests against which new retail proposals should be assessed.

The Council have retained Roger Tym and Partners to provide specialist retail planning advice with regard to this application. They note that in assessing Chatteris Town Centre as part of a Fenland District Retail Study Update in 2009 it was concluded that Chatteris was in reasonable good retail health and fulfilling its role as a local service centre.

With regard to Comparison retail impacts Roger Tym expect a significant proportion of the proposed food store's comparison turnover to be derived from the claw-back of expenditure that presently leaks out of the Chatteris area. There are no major concerns, therefore, relating to trade impacts due to the additional 192 sqm of comparison sales are floorspace proposed above that of the existing approved floorspace.

With regard to Convenience retail impacts (i.e.food) Roger Tym note that there will be some diversion of trade from town centre retailers i.e. Budgens. However, the proposed Tesco store is likely to principally draw its trade from other large format food stores located in adjoining towns such as March and Ramsay. It is also noted that up to 1,511 sqm of convenience sales floorspace can theoretically be provided under the current planning permission. The theoretical uplift of convenience floorspace would be 618 sqm (if the applicant accepts a condition restricting convenience floorspace at the store to a maximum of 2,129 sq.m and which limits the comparison sales floorspace to a maximum of 396 sqm).

The previous grant of Planning Permission is considered a strong material consideration in this case. Although accepting there will be some impact on Budgens and other retailers this should be balanced against the positive benefits of the scheme which includes the qualitative need for a large food store in Chatteris, the creation of a large number of jobs and the claw back of a substantial amount of expenditure which currently leaks out of the Chatteris area. In considering this balance Roger Tym conclude there is unlikely to be sufficient basis to resist the application in relation to the PPS4 impact tests.

In terms of retail planning policy the proposed scheme is considered to comply with planning policy. It is also considered that the applicant has provided satisfactorily detail in relation to design and access to the site and provided adequate detail in relation to protection of wildlife and other biodiversity issues. These details are referred to in the following sections of this report.

Transport and Access

The main vehicular access into the site will be via a new four arm roundabout located on Fenland Way between the proposed food store and the Builders merchants. A feeder road will provide access to the main Tesco car park and petrol filling station, which will continue to the west of the car park and the store leading to a service area located to the rear of the proposed store. A separate feeder road will serve the Builders Merchants. The main Tesco car park will have 310 parking spaces with 43 cycle parking spaces also provided.

It is also proposed to create a pedestrian underpass leading from Larham Way, via an existing area of public open space, under Fenland Way. It is noted that there is currently no safe crossing point for pedestrians in the locality.

The Highway Authority have not raised objection to the scheme but have stated that the developer is required to construct the four arm roundabout on the A141 as a means of access, construct the pedestrian/cycle subway under the A141 and provide 25% of the total construction cost of the subway as a commuted sum for future subway maintenance, construct a shared use cycleway/footway min width 2.4 metres with a 0.5m wide separation zone from the edge of the carriageway of the A141, linking the site to the Honeysome Road Industrial estate to the south and the A141/A142 roundabout to the north and undertake minor junction improvement works to the A141/A142 roundabout. Financial contributions are also required to FACT (community bus) of £50,000 and a further £50,000 towards local pedestrian and cycle improvements in Chatteris. These matters will be secured by 106 agreement.

As previously noted the District Council in approving the previous food store scheme in November 2010 did not accept the need for a cycleway/footpath to the north of the new roundabout/site access. Although noting the Highway Authority's request for this section of footpath to be provided it is considered unreasonable to impose this requirement on the applicant in light of the previous decision. Overall the proposed access arrangements are considered acceptable.

Impact on Residential Amenity

A number of responses to the application have raised concerns in relation the impact of additional traffic movements and possible unsocial behaviour arising from use of the proposed underpass. Although the development will generate additional traffic it must be accepted that Fenland Way is already a busy main road and the additional traffic use and related noise would not be sufficient to consider as a reason to refuse the application. In reality the siting of the new roundabout will result in traffic slowing down on this stretch of road, potentially having less impact on nearby residential properties.

Concerns relating to the use of the underpass are noted but this does form part of the main entrance into the food store and would not be considered a particularly isolated location. It is considered that with suitable security measures incorporated (such as CCTV) there is no reason why the underpass cannot be maintained as a secure environment for public use. Such security measures can

be secured by condition.

The visual impact of the development and issues of light pollution have also been raised. However, the development site is already separated from adjoining residential development by Fenland Way or at such a distance not to be adversely affected by the proposed scheme. It should also be noted that ground level of the site is significantly lower than Fenland Way which acts as a further buffer between the development and residential dwellings. The proposed development is not considered to adversely affect existing amenity.

Design and Layout

The proposed scheme consists of a 4290m² external floor area food store with 310 parking spaces and a Builders Merchants. Also included are a recycling area, bus stop, strategic landscaping, associated highway works and a petrol filling station. The scheme also requires the re-alignment of the Twenty Foot drain to the west of its existing course.

The proposed food store is located close to the sites southern boundary with adjoining industrial development and set some 10 metres back from the highway. The Builders Merchants is located to the north of the site but on a similar building line.

The food store is of contemporary design set at a single level and incorporating a shallow pitch roof. The main front elevation is predominantly glazed but also incorporates timber panelling. Other elevations consist of a mix of artificial cladding and timber panels. The roof of the building will be coloured Grey. The service yard will be enclosed in a 4.5m fence for security reasons. The petrol filling station is of standard design incorporating a canopy over the petrol pump area with a small flat roofed brick built service shop. The overall mass and scale of the proposed foodstore relates well with the existing industrial buildings to the south of the application site. Additional planting will be provided within the proposed car parking areas and to the boundary fronting Fenland Way. Existing planting will be retained to the west boundary of the site.

The proposed Builders Merchants which has an internal floor space of 929 sqm, is designed in industrial style incorporating green metal panelling to the external walls with a merlin grey shallow pitch roof. The premises will predominantly serve delivery vans and small lorries and a turning and parking area is provided within the site for that type of vehicle. Only a small number of car parking spaces are provided which is considered appropriate for a builders merchants. The site will be enclosed in a 2.4m palisade fence.

In summary the visual appearance of the proposed development would not harm the overall character of the locality taking into account existing adjoining industrial development.

As noted it is also proposed to provide a pedestrian underpass into the site leading directly from Larham Way on the opposite side of Fenland Way. Part of an existing grassed play area adjoining Larham Way will be incorporated into a pedestrian/cycleway leading into the underpass. It should be noted that a Public Open Space contribution of £75,000 is required from the developer to compensate for the loss of the play space.

Biodiversity

The applicant has submitted a number of biodiversity reports with this application. The main ecological assessment for the site concludes that although some bat foraging areas may be lost to the development this is compensated for by additional planting forming part of a proposed landscape scheme.

Other surveys submitted with the application, required primarily because of the need to move the Twenty Foot drain, include an eel and fish survey, aquatic plant survey, water vole survey, reptile survey and an invertebrate survey. The Environment Agency have assessed this survey work and have agreed with the wildlife mitigation measures suggested by the applicants. This includes formation of new habitats (aquatic as well as on land) and a detailed fish protection plan. Natural England have not raised objection to the proposed scheme. It should be noted there are no statutory or non-statutory nature conservation sites within 1km of the site.

Archaeology

The County Council Archaeology section have noted that from previous investigations in the vicinity of the site it is likely that important archaeological remains will survive in this area, particularly those of Roman, Iron Age, medieval and post medieval origin. Should the application be granted it is appropriate that a planning condition is attached requiring a programme of investigation work.

Flood Risk

The Environment Agency have not objected to the scheme but have stipulated that conditions relating to the control of land contamination should be attached to any Planning permission. The Middle Level Commissioners have raised issues relating to flood risk and technical matters concerning the alignment of the water course. As noted above negotiations are ongoing between the applicant and Middle Level and any progress in respect of those discussions will be verbally reported to the Committee. However, it would be possible to secure the necessary detail via a planning condition.

Conclusion

In conclusion it is considered that the proposed scheme is acceptable. The proposal has been considered against the sequential and impact tests set down within PPS4 and is found to comply with those tests. Although the proposed food store has increased in size and will have some impact on the town centre this is outweighed by the overall benefits that a large food store will bring to the town in terms of job creation and retail claw back.

Access to the site can be provided for by various transport modes including walking, cycling, public transport and the car. There are no highway objections to the scheme.

Taking all matters into consideration it is considered that the application is recommended for approval subject to appropriate conditions and Section 106 Agreement.

Under the Town and Country Planning Direction 2009 (Circular) the local authority are required to consult the Secretary of State prior to final determination of the application due to the fact that the food store exceeds 2500m² in floorspace area and is within 1km of the town centre. If the Committee are minded to approve this

application it will be necessary to refer the matter to the Secretary of State prior to final determination.

6. RECOMMENDATION

GRANT SUBJECT TO

- (i) Prior completion of Section 106 Agreement - heads of terms to be verbally reported to Committee.**
- (ii) Appropriate Conditions:**
 - 1 The development permitted shall be begun before the expiration of 3 years from the date of this permission.**

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the commencement of the development hereby approved a scheme and timetable to deal with contamination of land and/or groundwater shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall then be implemented on site in accordance with the approved timetable.**

The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

1. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to and approved in writing by the Local Planning Authority.

IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:

2.A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:

- (i) A desk-top study has been completed, satisfying the requirements of paragraph (1) above.**
- (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and**
- (iii) The extent and methodology have been submitted to and approved in writing by the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to and approved in writing by the Local Planning Authority.**

Following written LPA approval of the Site Investigation the LPA will require:

3. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

4. The provision of two full copies of a full completion report confirming the objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring and pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority.

Reason - To control pollution of land or water in the interests of the environment and public safety.

- 3 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.**

Reason - To control pollution of land and controlled waters in the interests of the environment and public safety.

- 4 Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted and agreed in writing with the Local Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.**

Reason - To ensure a satisfactory method of foul water drainage and to prevent the increased risk of pollution to controlled waters.

- 5 Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed in writing with the Local Authority in consultation with the Drainage Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.**

Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding.

- 6 Prior to the commencement of development, a plan for the protection of the fish populations of the Twenty Foot Drain and their associated habitat, both during construction works and once the development is complete, shall be submitted to and agreed in writing by the Local Planning Authority. Any change to operational (including management) responsibilities shall be submitted to and approved in writing by the Local Planning Authority. The fish protection plan shall be carried out in accordance with a timetable for implementation, as approved.**

The scheme shall include the following elements:

- A method statement explaining how the fish populations will be protected during the construction works, in particular with regard to the realignment of the Twenty Foot Drain.**
- Details of the replacement habitat to be created, which should be suitable for the fish populations present.**

Reason - To protect fish and their habitat within and adjacent to the development site, in accordance with Planning Policy Statement 9.

- 7 Prior to the commencement of development, a plan for the protection and/or mitigation of damage to the river and drainage ditch habitats and associated species, both during construction works and once development is complete, including management responsibilities, shall be submitted to and approved in writing by the Local Planning Authority. The protection plan shall be carried out in accordance with a timetable for implementation, as approved.**

The protection plan shall include the following elements:

- Details of the replacement habitat to be provided by the realignment of the Twenty Foot Drain;**
- Evidence that the replacement habitat is of enhanced biodiversity potential compared with the existing habitat;**
- Details of both the channel and the banks;**
- Details of how the existing channel will be infilled.**

Reason - To protect river and drainage ditch habitats and associated species within and adjacent to the development site, in accordance with Planning Policy Statement 9.

- 8 Prior to the commencement of development, a scheme for the provision of lighting, CCTV and security measures for the proposed underpass and remainder of the development shall be submitted to and approved in writing by the Local Planning Authority. Such approved details shall be installed/implemented prior to commencement of the hereby approved use and retained thereafter in perpetuity.**

Reason - In order to ensure adequate safety and security on site.

- 9 No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme and timetable of archaeological work and recording in accordance with a written scheme of investigation which has been**

submitted by the applicant and approved in writing by the Local Planning Authority. The approved programme shall then be implemented in accordance with the approved timetable prior to any other works taking place on site.

Reason - To secure the provision of the investigation and recording of archaeological remains threatened by the development and the reporting and dissemination of the results in accordance with Policy E7 of the Fenland District Wide Local Plan.

- 10 All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.

- 11 Prior to the commencement of any works or storage of materials on the site all trees that are to be retained shall be protected in accordance with British Standard 5837:2005. Moreover measures for protection in accordance with that standard shall be implemented and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development for Building Regulations purposes.

Reason - To ensure that retained trees are adequately protected.

- 12 All vegetation clearance at the site shall only take place outside the bird breeding season of March to August inclusive.

Reason - To ensure compliance with Section 1 of the Wildlife and Countryside Act with respect to nesting birds and to provide biodiversity mitigation in line with the aims of Planning Policy Statement 9 Biodiversity and Geological Conservation.

- 13 The net convenience retail sales area of the food store hereby approved (including any mezzanine floorspace used for retail purposes) shall not exceed 2129 square metres and the comparison sales floorspace area shall be restricted to 396 square metres.

Reason - In the interests of safeguarding the viability and vitality of Chatteris and surrounding town centres.

- 14 The gross internal floorspace of the food store hereby approved shall not exceed 4290 square metres unless otherwise agreed in writing by the Local Planning Authority.**

Reason - To ensure a satisfactory form of development.

- 15 The detailed design of the proposed highway works shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works.**

The highway works that are required are as follows:

- The construction of a four arm roundabout on the A141 as a means of access to the site.**
- The construction of a pedestrian and cycle subway under the A141 to serve the site.**
- The construction of a “shared-use cycleway/footway of minimum width 2.4m with a 0.5m wide separation zone from the edge of the carriageway of the A141 linking the site to the Honeysome Road Industrial Estate to the south and upto and including the new access roundabout to be located on Fenland Way.**
- Minor junction improvement works to the A141/A142 roundabout.**

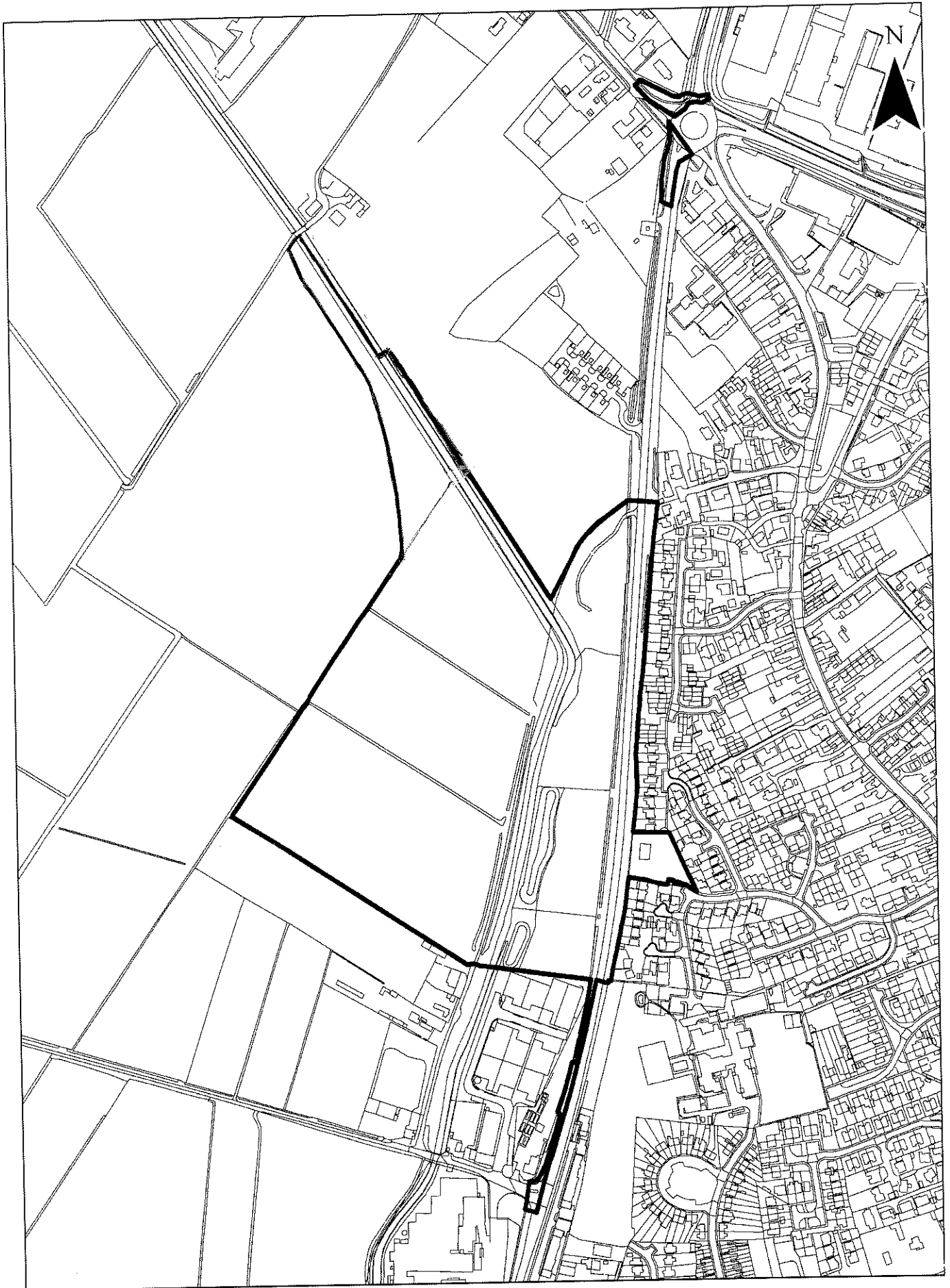
Reason - In the interests of highway safety and to ensure a satisfactory form of development.

- 16 Prior to the first occupation of the development hereby approved, the proposed on-site parking shall be demarcated, levelled, surfaced and drained in accordance with the approved plan(s). Thereafter, these spaces shall be permanently retained and available for the parking of vehicles of residents/occupiers of the approved scheme, and shall not be used for any other purpose.**

Reason - In the interests of highway safety.

- 17 The hereby approved Builders Merchants shall be used as a Builders Merchants and for no other purpose (including any other purpose in class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 2005 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).**

Reason - In granting this permission the Council has had regard to the special circumstances of this case and considers that unrestricted use within Class A1 would be unacceptable in view of local, regional and national planning policy which seek to direct retail uses to town centres.



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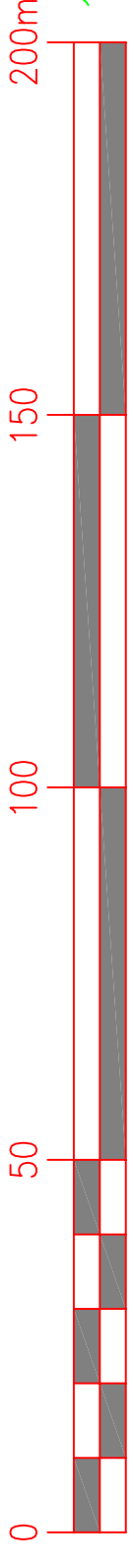
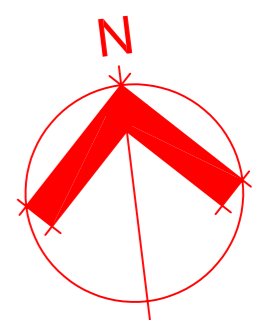
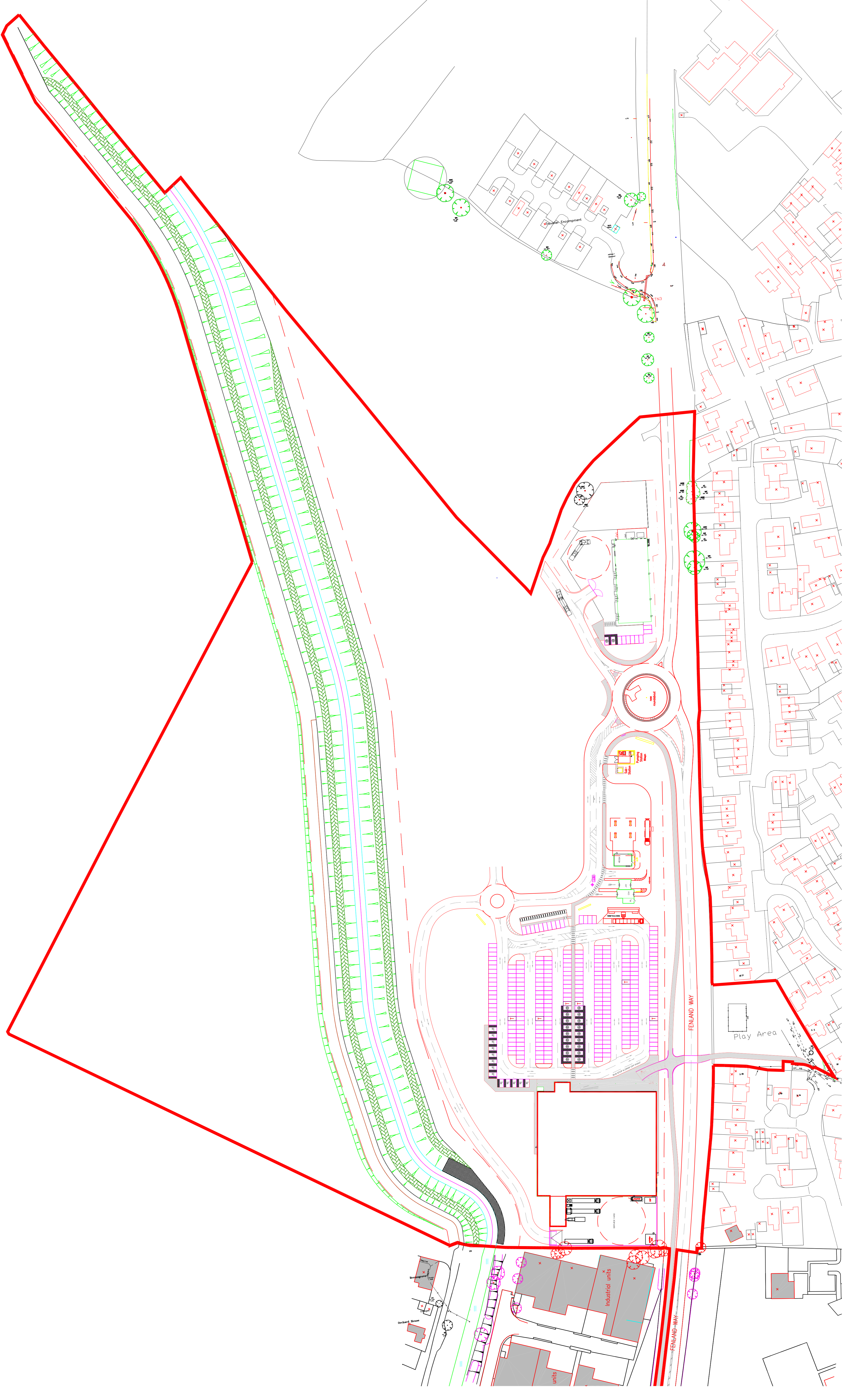
Development Services

Reference: F/YR11/0661/F

Scale: 1:5,000



All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.



1:1000 scale bar @ A1

Purpose of Issue: **FULL PLANNING APPLICATION**
 Client: **HARRIER DEVELOPMENTS LIMITED**
 Project: **FENLAND WAY - CHATTERIS**
 Drawing Title: **Proposed Block Plan**
 Project number: **1241A**
 Drawing number: **PL1110**

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 chkd: RL date: May 2011 scale at A1: 1:1000
 drawn: FF
 rev: **B**

rev	date	drn	chkd	Revision note...
A	22-11-11	MJB	-	DRAIN UPDATED
B	15-12-11	MJB	-	DRAIN UPDATED