
F/YR23/0134/F

**Applicant: Mr Matthew Wilkinson
Lincolnshire Co-operative Limited**

**Agent : James Grogan
Framework Architects**

Land East Of 6-8, March Road, Coates, Cambridgeshire

Erect a single-storey retail unit Class E(a) including formation of 2 x accesses and associated hard and soft landscaping

Officer recommendation: Grant

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 This application seeks full planning consent for the erection of a single-storey retail unit (Class E(a)), including the formation of 2 accesses and associated hard and soft landscaping.
- 1.2 The application is not considered to introduce any significant adverse impacts upon the character of the surrounding area, nor is it considered to detrimentally impact upon neighbouring residential amenity.
- 1.3 A number of letters of objection were received with regard to highway safety. However, no objections have been raised to the scheme from CCC Highways subject to appropriate conditions.
- 1.4 A number of letters of objection were also received with regard to noise and lighting impacts on surrounding residential amenity. FDC Environmental Health have raised no objections to the scheme subject to conditions to manage and minimise potential noise and light impacts.
- 1.5 As such, the scheme is considered to be acceptable as it complies with Policy LP1, LP2, LP3, LP6, LP13, LP14, LP15, LP16, LP17, LP18 and LP19 of the Fenland Local Plan 2014 and is therefore recommended for approval.

2 SITE DESCRIPTION

- 2.1 The application site is situated on the southern side of March Road, within the settlement of Coates. Residential properties are situated immediately to the east and south of the site.
- 2.2 The last known use of the site was as a John Deere dealership, Anker of Coates. The site appears to have been vacant for more than 10 years.
- 2.3 Coates Conservation Area is situated to the west of the application site.
- 2.4 The application site is situated within Flood Zone 1.

3 PROPOSAL

- 3.1 This application seeks planning permission for the erection of a Class E retail unit, to be used as a Co-Op food-store, comprising 382m² of gross internal floorspace (280m² sales area and 102m² back of house) and associated parking. It is envisaged that the store would employ 15 people on a full-time equivalent basis.
- 3.2 The opening hours would be:
07:00 – 22:00 Monday to Sunday and bank holidays.
- 3.3 The retail foodstore would be accompanied by a car park which will provide 19 car parking spaces (including 2 disabled) and 3 bicycle stands which will provide 6 bicycle spaces.
- 3.4 A new vehicular access and pedestrian access are proposed into the site.
- 3.5 The building occupies a footprint of 382m² and is proposed to be set back from March Road by approximately 11m, with the principal elevation facing north onto March Road. The car park is L-shaped and would be laid out in front and along the northern side of the shop and would be accessed directly from March Road.
- 3.6 The store building will have a height of c.6.5m. The building is proposed to be finished externally in a buff facing brickwork, with grey artificial slate tiles. The doors and windows will be powder coated aluminium and steel.
- 3.7 The car park is proposed to be surfaced in tarmac. Delivery vehicles will turn within the proposed car park. The service yard would be enclosed by a 2.4 m brick wall.
- 3.8 The landscaping would include a mixture of hedge planting, tree planting, planting beds and ground cover planting. A community garden would be situated to the front of the site adjacent to the proposed pedestrian access.
- 3.9 The south-west boundary of the site would be enclosed with a 2.5m brick wall, the south-east and north-east boundary of the site would be enclosed with a 1.8m close boarded timber fence.
- 3.10 Full plans and associated documents for this application can be found at:
[F/YR23/0134/F | Erect a single-storey retail unit Class E\(a\) including formation of 2 x accesses and associated hard and soft landscaping | Land East Of 6-8 March Road Coates Cambridgeshire \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/0884/83/O	Layout of 3 residential building plots	Permitted 05/01/1984

5 CONSULTATIONS

- 5.1 **Whittlesey Town Council** (02/03/2023)

*Request extension of time, until meeting on 13th March.
The Town council request an extension to allow a response on Tuesday 14th March as there is no highways report on the fenland website.*

5.2 Whittlesey Town Council (16/03/2023)

The Town Council recommend refusal of this application until a satisfactory highways report is brought before the town council. There has been a failure to present a highways analysis, there are also concerns about access.

5.3 Whittlesey Town Council (15/11/2023)

The Town Council recommend refusal of this application as it has a detrimental impact on the surrounding area, there are road safety issues with the close proximity of the school. With regards to the lighting and noise assessment, if there has to be a store, we are happy with the noise assessment and lighting plan.

5.4 FDC Environmental Health

The Environmental Health Team note and accept the submitted information and have 'No Objections' in principle to the proposal.

However, should planning permission is granted, it is recommended that the following matters are addressed by way of condition in the interests of public health;

CONTAMINATION

The content of the Phase 1 (Desk Study) Report provided by Humberside Materials Laboratory Ltd (Ref: 0088/5830/P/P1) is noted and accepted.

Based on the findings to date and recommendation for further investigation, it is suggested that this takes place and is secured by the following condition;

No development approved by this permission shall be commenced prior to a Phase 2 contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraph

(a). This is an iterative process, and the results of each stage will help decide if the following stage is necessary. (a) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs (b), (c) and (d).

(b) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(c) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

(d) Upon completion of the works, this condition shall not be discharged until a validation/closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site, and what has been brought on to site.

LIGHTING

Owing to the close proximity of existing residential properties couple with the scale of the proposed development, a light impact assessment should be undertaken by a suitably qualified professional, and the subsequent report submitted as part of a full application in order to demonstrate to what levels nearby residential properties will be affected. The report must include an Iso contour plan and demonstrate that any street or security lighting will be within parameters set in accordance with the Institution of Lighting Professionals Guidance Note 01/21 – Reduction of Obtrusive Light, having regard to the relevant Environmental Zone, that being (E2) Rural areas

NOISE/DUST/VIBRATION

In the interests of protecting the amenity of existing nearby residents during the construction phase, this service would also welcome the submission of a Construction Environmental Management Plan (CEMP). This should be in accordance with the template available on the Fenland District Council website via the following link: <https://www.fenland.gov.uk/planningforms>

The development is proposed in close proximity to a number of existing noise sensitive receptors. At this stage there are no specific details submitted concerning potential noise breakout from the site by fixed plant or vehicular activity (including deliveries). It is therefore imperative that a noise impact assessment is undertaken by a suitably qualified professional, with the subsequent report submitted to the LPA. This shall be undertaken in accordance with the relevant nationally recognised acoustic standards and also provide appropriate means of mitigation were identified as being required.

5.5 FDC Environmental Health (25/10/2023)

The Environmental Health Team note the information submitted in respect of the above re-consultation.

Having observed the latest correspondence including emails outlining the predicated lighting levels in accordance with the relevant guidance and the

supporting lighting plan (Drawing LD230907-2-102), I can confirm that this service is satisfied with the artificial lighting scheme proposals.

Notwithstanding the above and in the event that planning permission is granted, this service reserves the right to investigate any complaints of alleged statutory nuisance from light overspill and/or glare where artificial lighting sources are not installed in accordance with proposals, and it subsequently leads to levels in excess of those predicated at nearby residential properties.

Previous comments provided on 02.03.2023 concerning other matters relevant to this service still apply

5.6 FDC Environmental Health (09/11/2023)

The Environmental Health Team confirm receipt of the Noise Impact Assessment (NIA) report (dated 31.10.23) provided by S. & D. Garritt Ltd.

The methodology and findings are acknowledged and accepted, with reference made to the appropriate industry recognised standards.

The NIA report states the following on Page 12:

“This assessment has been based on items of fixed plant installed at the latest comparable Lincolnshire co-operative food stores. It is possible that as the project progresses, alternative items of fixed plant may be preferred by the design team. If this is the case, then we can advise on their acoustic suitability”

It is therefore imperative when the exact manufacturing details of fixed plant equipment and specifications of noise mitigation schemes such as acoustic barriers/enclosures are confirmed, this must be submitted to and approved in writing by the Local Planning Authority. A follow-up NIA report is suggested whereby it includes the aforementioned information with updated predicated noise levels at the same measurement locations (receptors) as defined on Page 24.

The following on Page 34 is also welcomed by this service in the interests of protecting the amenity of existing nearby residents:

“For these reasons it would be acoustically desirable to ensure that the noise barrier breaks line of sight from the fixed plant to the first-floor windows of dwellings to the south, certainly from the condenser fans so that low impact is targeted by the methods of BS 4142 at all times. We can provide further acoustic design assistance on this point once the exact dimensions and location of the plant items are finalised and if cross section drawings are made available that shows plant, noise barrier location and closest dwelling to the south”

The information regarding potential noise impact from goods delivery, loading/unloading sources is accepted and considered suitable and sufficient for purpose. It is recommended that this forms part of a premises Noise Management Plan that must be adhered to in the interests of protecting the amenity of those residing in the vicinity.

Heavy goods vehicle deliveries to the site will only be permitted between the hours of 7am to 7pm Monday to Sunday (Table detailing specifics to suppliers excluded from this email due to potential supplier changes but should be included by the Co-Operative and amended as and when required). Tonal reversing alarms shall not be utilised by delivery vehicles using the site. Broadband reversing alarms or

alternative safety measures shall be implemented when delivery vehicles are reversing on site such as safety person (Banksman). In the event of a customer or member of staff identifying a vehicle using a tonal reversing alarm, then the company and vehicle registration number shall be reported to the Store Support manager.

Vehicles carrying chilled and frozen products shall turn off fridge and freezer motors whilst parked in the service bay. No electrical connections are available for these vehicles. Drivers will be advised to:

- Turn off engine;*
- Switch off radios*
- Vehicle headlights will be switched off when stationary and vehicle lights will be used for vehicle manoeuvring only, to aid safe movement;*
- The use of external alarms or speakers will be prohibited within the service yard;*
- Drivers will be advised by signage within and outside the yard, reminding staff and drivers to be quiet at all times;*
- Noise generation from vehicle manoeuvring into loadings to be kept to a minimum;*
- At all times drivers will be advised to, engage gears within minimal noise, keep engine revs to a minimum, apply brakes gently and close doors with minimal noise.*
- Lower loading plates into the correct position with minimal noise;*
- Avoid making contact with trailer walls, lift guardrails and other obstructions*
- Maintain conversation to a minimum.*

There will be no movement of stock cages or waste bins in the yard after 9pm and the surface of the service yard will be installed and maintained as a smooth surface to minimise noise from trolley, stock cage and bin wheels. The store manager is to monitor the times of the movement of cages in the service yard. Work schedules should be planned so that all movements externally should be completed by 8.30pm.

I trust that the above confirms the stance of this service at the present time, however please let me know if you require any further information.

5.7 CCC Highways (24/03/2023)

In order to make an informed decision in respect of the submitted application, the following information is required:

The applicant needs to incorporate inter-vehicular visibility splays of 2.4m x 43m, measured to the nearside carriageway edge, into their vehicular access design. The visibility must be contained within the application boundary and / or the highway boundary. Should the applicant need to procure a copy of the highway boundary, they can do so by following instructions at the link below.

<https://www.cambridgeshire.gov.uk/business/highway-searches>

There is an existing vehicular crossover at the location of the proposed bell mouth. The footway on the west side of the bell mouth needs to be reinstated at full height to protect crossing pedestrians from overrun. This is however engineering detail which can be addressed post-planning.

To aid future reviews, I would like to request the applicant dimension the site access (width and corner radii) and parking space dimensions. The access width should be between 5m and 6m and corner radii 6m. Parking spaces need to be a minimum of 2.5m x 5m.

The existing vehicular crossover proposed for removal serves as access to 6-8 March Road. An access is being re-provided through the proposed car park, but this approach is not necessarily acceptable as the existing access is directly onto the public highway while the replacement access will be within a private car park. Furthermore, changes to the boundary fencing and parking / turning area are needed for land outside the application boundary. I cannot accept the removal of access onto the public highway in absence of written acceptance from the freeholder of the land.

If the applicant is unwilling or unable to amend the application or provide additional information as outlined above, please advise me so I may consider making further recommendations.

5.8 CCC Highways (10/05/2023)

The revised information has suitably addressed my previous comments and provided sufficient assurance that access to 6-8 March Road can be retained (subject to LPA agreement). However, additional detail should be provided regarding the permitted use of this building to allow me to make an informed recommendation regarding the suitability of access via the Co-op car park in close proximity to the proposed A605 junction. Detail should include permitted use class, floor areas and existing / historic uses.

The application boundary shown on the Location Plan and the Legal Plan does not appear to align with the highway boundary. The indicative mapping to which I have access indicates that a potential ransom strip between the two exists. The applicant will need to procure a copy of the verified highway extent to provide certainty that access can be achieved. The highway record extract submitted to support this application is not a verified copy of the highway boundary. This can be procured from CCC's Searches team by following the instructions at the link below. <https://www.cambridgeshire.gov.uk/business/highway-searches>

5.9 CCC Highways (24/05/2023)

I can confirm I do not object to the application. My recommended Conditions and Informatives are:

Conditions Construction Facilities: Prior to the commencement of the development hereby approved adequate temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Highway Drainage: The approved 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.

Gates/Enclosure/Access Restriction: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.

Wheel Wash Facilities: Development shall not commence until fully operational wheel cleaning equipment has been installed within the site. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris which could fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development.

Off-Site Highway Works: No development shall take place until details of works to widen the footway between the vehicular site access and pedestrian access to 2m have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all of the works have been completed in accordance with the approved details.

Informatives

Works in the Public Highway: This development may involve work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

5.10 CCC Ecology

The application provides insufficient evidence to demonstrate the level of impact of the scheme on biodiversity. It is not possible to determine if the scheme accords with Fenland Local Plan 2014 policy LF-19 which seeks to conserve, enhance and promote the biodiversity interest. We therefore recommend refusal until an Ecological Impact Assessment is submitted.

5.11 CCC Archaeology

Thank you for your consultation with regards to the above referenced planning application. The proposed development is situated in an area of high archaeological potential near the centre of the village of Coates to the south of the March Road, the Horsey Toll to March Private Turnpike (Cambridgeshire Historic Environment Record ref MCB31388). Coates itself is situated on a raised area or 'Fen Island' to the east of Whittlesey and is an area known to be favoured in the Prehistoric and Roman times. This is evidenced in the wider landscape by a number of investigations and finds, including archaeological evaluations to the north of Coates which showed significant evidence for Bronze age and Iron age settlement as well as a possible cremation cemetery (CHER ECB1888). The end of The Fen Causeway is known to terminate around the north of Coates, this is a significant Roman trackway across the fen to the east (CHER MCB11007). Within the proposed development area itself there is a very high potential for Medieval and Post- Medieval archaeology. Immediately to the north at Kings close

archaeological investigations showed evidence of Late Medieval and post medieval activity (CHER ECB2079). To the west of the proposed development part of the buildings at 6-8 March road consist of buildings related to a Corn Mill (CHER MCB23053). The 1st edition OS map indicates a long road fronted building within the redline.

Whilst we do not object to development from proceeding in this location, we consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition, such as the example condition approved by DCLG.

Archaeology Condition

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;*
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;*
- c) The timetable for the field investigation as part of the development programme;*
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.*

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).

Informatives:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

5.12 Cambridgeshire Constabulary

Thank you for the opportunity to comment on this planning application. I have viewed the documents in relation to crime, disorder, and the fear of crime. There doesn't appear to be a section relating to security or crime prevention within the documents, it is important that security and crime prevention are considered and discussed at the earliest opportunity to ensure that the security of buildings, and the environment provide a safe place for visitors. I have searched the Constabulary crime and incident systems covering this location for the last 2 years a two-year period would usually provide sufficient information. I would consider this to be an

area of low risk to the vulnerability to crime at present. Whilst we have no objections to this proposed application, we need to ensure that community safety and vulnerability to crime is addressed at an early stage with this development. This proposed development should incorporate the principles of 'Secured by Design' (SBD) it needs to demonstrate that:

The layout and general appearance look to be acceptable in relation to crime prevention and the fear of crime providing reasonable levels of natural surveillance from neighbour's properties with the majority of homes facing each other, many homes have back-to-back protected rear gardens which reduces the risk and vulnerability to crime, and some have been provided with defensible space to their front. Vehicle parking in-curtilage between and to the sides of properties. The play area and open spaces with the use of footpaths should encourage natural surveillance on this development.

- Natural Surveillance of public spaces and entrance to a car park overlooked from active rooms in property's opposite.
- Defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space, so that all the spaces are clearly defined and adequately protected in terms of their use and ownership.
- External lighting should be column lit all to the standard (BS5489:1 2020 or BS EN 12464-2:2014.) of an adopted road to include car park and footpaths. This office would not support bollard lighting along the pedestrian footpath or within the customer parking shared parking court areas.
- Design and layout of pedestrian, cycle, and vehicle routes into and within the site, including how these integrate with existing patterns in the village.
- Landscaping and planting ensuring there are no potential hiding places which ensures that dark or secluded areas are not created.

Door standards and certification

• Retail Entrance Doors – all door sets allowing direct access, e.g., front, and rear entrance door sets, plant rooms and fire doors will be certificated to one of the following standards:

- STS 202 Issue 3 (2011) Burglary Rating 2 or (Commercial door sets)
- LPS 2081 Issue 1 (2015) Security Rating B+

NB: The benefits of third-party certification are recognised within ADQ, Appendix A, Note 3.

The documents appear to mention glass roof, please could clarification be provided on this please see recommendation for standards below.

• Windows, roof windows and roof lights – all ground floor and easily accessible windows, shall be certificated to one of the following standards:

- PAS 24 - 2022 or
- STS 204 Issue 4:2012 or
- LPS 1175 Issue 7.2 (2014) Security Rating 1 or
- STS 202 Issue 3 (2011) Burglary Rating 1 or
- LPS 2081 Issue 1 (2015) Security Rating A

NB: Easily accessible is defined within Approved Document Q Appendix A.

• CCTV - This is not a universal solution to security problems, but it can help deter vandalism or burglary and assist with the identification of culprits once a crime has been committed. The provision and effective use of CCTV fits well within the overall framework of security management and is most effective when it forms part of an overall security plan. If external CCTV is to be installed then this should meet BS EN 50132-7: 2012+A1:2013 CCTV surveillance systems for use in security

applications, be well signed and be registered with the Information Commissioners Office. Cameras should ideally cover main entrances into the buildings, service yards, car park and cycle storage. (NSI and SSAIB accreditation is also applicable for CCTV)

- *BS 7958 CCTV Management and Operation Code of Practice*
- *BS 8495 Export of Digital Images*
- *BS 8418 Remote Monitoring Stations*
- *BS 62676 British Standard for the minimum requirements for CCTV Surveillance in security applications*
- *Alarms – BS EN 50131 for wired alarm systems 4 grades (to accommodate all EU requirements)*
 - *Buildings - loss prevention standard 1175 Burglary resistance of buildings and fences, Intruder resistance, security grills. Shutters etc. commercial risk 2,3 and 4.*
 - *BS 8220 – Guide for the security of Buildings against crime – comes in 3 parts and gives guidelines on security measures that can be introduced to protect against crime.*
 - *Offices and shops*
 - *Warehouse and distribution*
- *External Cycle racks:*

The issues we are trying to prevent are cycle hoops bolted into the ground; they need to be cemented 300mm into the floor, they should be within view of active windows. Minimum requirements for such equipment are:

 - *Galvanised steel bar construction (Sheffield stands). There are now SBD tested products available.*
 - *Minimum foundation depth of 300mm with welded ‘anchor bar’*
 - *The cycle stands must facilitate the locking of both wheels and the crossbar. (Cycle crime is a problem across the County particularly Cambridge).*
- *Lighting - Please could you provide a copy of the lighting plan including lux levels once available, lights within the car park should be dusk to dawn columns designed to BS5489-1:2020 or BS EN 12464-2:2014. (There are column lights with back shields that prevent excess light spill and are sympathetic to the environment these work alongside ecology for the safety of wildlife and environment!).*

I would encourage the applicant considers submitting a “Secured by design” commercial 2015 application, I believe this development could attain accreditation with consultation.

5.13 Local Residents/Interested Parties

6 letters of support were received with regard to this application. 2 of these letters were from address points along Burnthouse Road, Turves with the remaining 4 letters from address points along March Road, Coates.

A further letter of support was received however no address details were provided.

The reasons for support are as follows:

- Residential Amenity
- Great addition to the village
- Current site is an eyesore
- Could slow traffic through the village
- Welcome addition to have a landscaped area

- Adequate number of bins and regular emptying of waste to minimise litter
- Goods delivery times need considering
- Late night noise and traffic
- Car headlights facing onto properties – landscaping suggested
- Average speed zone would improve safety
- Great use of brownfield site

50 letters of objection were received with regard to this application. 43 of these objections were from address points in Coates, 3 from Eastrea, 1 from Whittlesey, 1 from Thorney, 1 from Turves and 1 from March. The reasons for objection are as follows:

- Density/Over development
- Unsuitable location
- Out of character/not in keep with area
- Waste/litter
- Design/Appearance
- Access
- Anti-Social Behaviour
- Noise
- Devaluing property
- Loss of view/outlook
- Shadowing/loss of light
- Proximity to property
- Smell
- Would set a precedent
- Environmental Concerns
- Wildlife Concerns
- Local services/schools – unable to cope
- Flooding
- Light pollution
- Parking arrangements
- Residential Amenity
- Traffic or Highways
- Shop is not needed, large Aldi within 2 miles
- 2 other Coops and 2 Nisas serving Whittlesey
- Stores are expensive and stock a minimal selection of products
- 90% support for Aldi to be built, overwhelming objection to Coop
- No requirement for Coop on this land
- Something more aesthetically pleasing and functioning would be a greater addition such as a social dwelling for the public
- High traffic/pedestrian risks
- Already a speeding issue on the A605
- Pedestrian crossing predominantly used for the local school
- Impact on the existing village shop and post office – not able to compete
- Properties behind site security affected
- Traffic congestion within the car park during school hours
- Poor public transport in Whittlesey
- Dominate and obscure landscape
- Residents were not publicly notified, only one notice posted on 3rd March
- Lack of consultation with local residents
- Post office used daily by elderly, carers and vulnerable people
- Post office is situated within a conservation area so cannot be easily modified

- Traffic in and around the nearby school is dangerous
- Foul water is and continues to be an issue 2
- Zebra crossing should be moved to a more suitable location
- Bus services need improving
- No green land left soon
- Need for schools, doctors, dentist
- Measures to ensure the village shop is protected
- Coop has a monopoly on Whittlesey
- A fence sound barrier should be installed in line with the noise report
- A sound barrier is proposed – confirmation that the development will be much too close to people’s homes and should not be approved
- Measurements in noise report taken during school half term
- Decision dependent upon evidential data that bears to relation to the location proposed
- 2.4m solid brick wall and noise barrier
- Report advises that drivers should turn off engines, close doors quietly, keep revs to a minimum, tonal reversing alarms not to be used etc – cannot be realistically guaranteed that this will be adhered to

1 letter of representation was received that neither supported nor objected to the application from an address point along The Fold, Coates. The letter of representation raised concerns regarding access, parking arrangements, shadowing/loss of light and traffic/highways.

6 STATUTORY DUTY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).
- 6.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

Chapter 6 – Building a strong, competitive economy

Chapter 7 – Ensuring the vitality of town centres

Chapter 9 – Promoting sustainable transport

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenges of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

Chapter 16 – Conserving and enhancing the historic environment

7.2 National Planning Practice Guidance (NPPG)

7.3 **National Design Guide 2021**

Context
Identity
Built Form
Movement
Nature
Uses
Resources
Lifespan

7.4 **Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development
LP2 – Facilitating Health and Wellbeing of Fenland Residents
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP6 – Employment, Tourism, Community Facilities and Retail
LP13 – Supporting and Managing the Impact of a Growing District
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP17 – Community Safety
LP18 – The Historic Environment
LP19 – The Natural Environment

7.5 **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1 – Settlement Hierarchy
LP5 – Health and Wellbeing
LP7 – Design
LP8 – Amenity Provision
LP11 – Community Safety
LP15 – Employment
LP20 – Accessibility and Transport
LP22 – Parking Provision
LP23 – Historic Environment
LP23 – Natural Environment
LP32 – Flood and Water Management

8 **KEY ISSUES**

- **Principle of Development**
- **Impact on the Character of the area**
- **Highways and Transport**
- **Noise and Lighting**
- **Residential Amenity**
- **Flood Risk and Drainage**
- **Biodiversity**

- **Historic Environment**
- **Contamination**
- **Other Matters**

9 ASSESSMENT

Principle of Development

- 9.1 Policy LP3 sets out the spatial strategy for the district's growth and seeks to direct the majority of growth to the 4 market towns; March, Wisbech, Whittlesey and Chatteris, seen to be the most sustainable of all Fenland's Settlements. Policy LP3 designates Coates as a Limited Growth Village. For these settlements, a small amount of development and new service provision will be encouraged and permitted in order to support their continued sustainability, but less than would be appropriate in a Growth Village.
- 9.2 In respect of retail development, LP6 seeks to direct new retail development to existing centres. Coates is not an identified centre. Notwithstanding the direction of the policy, retail development elsewhere is not completely prevented. As the development falls below the threshold above which the impact of the proposal on existing centres has to be considered, it is considered that the scale of the proposal is appropriate to its location. The site is well located to the A605 which is the main road running through Coates and surrounding residential properties and in compliance with Policy LP3, introduces new service provision which is considered acceptable in Limited Growth Villages.
- 9.3 The principle of development is therefore considered to be acceptable, subject to further policy consideration outlined below.

Impact on the Character of the Area

- 9.4 The building proposed is a modern single-storey L-shaped building with dual-pitched roof to the main part of the building and a hipped roof to the back of house area. The building is not considered to look out of character with the surroundings, given the mixture of styles and scales of built forms in the vicinity. The proposed building is to be finished in a buff brick which is consistent with neighbouring properties within the vicinity. In visual impact terms, the overall appearance of the development would comply with the aims of FLP policy LP6 and LP16(d).
- 9.5 The layout, as with the design of the building, is consistent with similar convenience foodstores in the district and includes adequate circulation for shoppers and delivery vehicles. Above policy-levels of car parking have been proposed (having regard to Appendix A of the FLP which indicates 16 spaces for this scheme). The scheme would also incorporate 3 bicycle stands providing 6 bicycle spaces. The layout also demonstrates the inclusion of appropriate footways within the site, in order to connect the site with the existing footpaths along March Road.
- 9.6 The landscaping would include a mixture of hedge planting, tree planting, planting beds and ground cover planting. A community garden would be situated to the

front of the site adjacent to the proposed pedestrian access. It is considered that the proposed soft landscaping scheme is acceptable and would provide sufficient visual interest and be appropriate to the planting locations proposed.

- 9.7 However, for completeness, it is considered that a landscape management plan should be secured by condition; such to satisfactorily accommodate the planting proposed and support the long-term maintenance of the soft landscaping proposed.
- 9.8 Overall, subject to the imposition of conditions, it is considered that the proposed development would not have a significant detrimental impact upon visual amenity but would make a positive contribution towards the character of the area through the development of this site. In this regard, the proposed development is considered to be compliant with the aims of the NPPF and the FLP.

Highways and Transport

- 9.9 Adequate parking provision is to be provided in accordance with Appendix A as discussed above.
- 9.10 The scheme includes the provision of new vehicle and pedestrian accesses into the site, and it is acknowledged that a number of objections have been received raising concerns regarding highways safety. Notwithstanding this however, CCC Highways have raised no objections to the scheme subject to conditions regarding construction facilities, highway drainage, restriction of gates, wheel wash facilities provision and off-site highway works.
- 9.11 The off-site highway works include the widening of the footway between the vehicular site access and pedestrian access, which will be required prior to development to ensure adequate access to the site is achieved.
- 9.12 The proposed new access would result in the removal of an existing access serving 6-8 March Road, however the officer at CCC Highways has confirmed that re-instating this access would unlikely materially obstruct the site access based on the last known use of the site.
- 9.13 It is therefore considered that the scheme is considered acceptable with regards to highway safety in compliance with Policy LP15.

Noise and Lighting

- 9.14 The application is accompanied by a Noise Impact Assessment which concludes that the sound from the operation of the proposed Co-Op store is predicted to comply with relevant guidance documents and standards if the advice and recommendations within the report are followed.
- 9.15 Upon consultation with FDC Environmental Health, the methodology and findings within the report are acknowledged and accepted. The comments provided acknowledge that the noise impact assessment has been based on items of fixed plant being installed and thus should permission be granted, a condition will be secured to ensure exact manufacturing details of such fixed plant equipment and acoustic barriers/enclosures are confirmed through the imposition of a follow up Noise Impact Assessment.

- 9.16 The FDC Environmental Health officer has also confirmed that the potential noise impact from goods delivery, loading/unloading sources is accepted and considered suitable. It is recommended that a premises Noise Management Plan is also conditioned should permission be granted in the interest of protecting the amenity of neighbouring properties.
- 9.17 It is acknowledged that a number of the letters of objection raised concerns regarding potential noise impacts from the proposed development. Upon consultation with FDC Environmental Health, no objections have been raised with regard to the proposed development, subject to conditions requiring the submission of a Construction Environmental Management Plan in order to protect the amenity of existing nearby residents during construction.
- 9.18 Due consideration has also been given to the proximity of the existing residential properties and the likely noise and disturbance arising from the operation of the retail store from the site. FDC Environmental Health raised no objection to the Noise Impact Assessment subject to conditions.
- 9.19 In addition to this, due consideration must be given to the previous use of the site for B8 storage or distribution, which whilst ceased, remains capable of resurrection and thus is capable of generating of significant noise.
- 9.20 It is therefore considered that the proposed development would have negligible noise impact upon neighbouring residential properties and is thus compliant with Policy LP2 and LP16.
- 9.21 The application is also accompanied by a Lighting Plan. It is acknowledged that some of the letters of objection received raise concern with regard to potential light impacts. Upon consultation with FDC Environmental Health, no objections have been raised to the lighting plan submitted and it is therefore unlikely that the lighting proposed will adversely impact upon surrounding residential amenity.
- 9.22 Notwithstanding the above and in the event that planning permission is granted, FDC Environmental Health reserve the right to investigate any complaints of alleged statutory nuisance from light overspill and/or glare where artificial lighting sources are not installed in accordance with proposals, and it subsequently leads to levels in excess of those predicated at nearby residential properties.
- 9.23 It is therefore considered that the proposed development would have negligible lighting impacts upon neighbouring residential properties and is thus compliant with Policy LP2 and LP16.

Residential Amenity

- 9.24 Residential properties are situated immediately to the east and south of the site. The closest residential properties are situated at 49 Barnfield Gardens (approximately 4.6 metres south of the proposed building) and 20 March Road (approximately 5.3 metres east of the proposed building).
- 9.25 The proposed building would have a maximum height of circa 6.5 metres and therefore it is acknowledged that the building would be visible from the surrounding residential properties. However, given the single-storey nature of the building, it is unlikely that the building would appear significantly visually

overbearing to these properties, nor would it introduce any significant overshadowing impacts.

- 9.26 Similarly, the fenestration proposed will be situated upon the principal elevation of the building and therefore will not introduce any adverse overlooking impacts upon these neighbouring properties.
- 9.27 The south-west boundary of the site would be enclosed with a 2.5m brick wall, the south-east and north-east boundary of the site would be enclosed with a 1.8m close boarded timber fence. The site as existing is enclosed with a close-boarded timber fence. The 2.5m brick wall will partially obscure the development from adjacent neighbouring properties and therefore is not considered to introduce any adverse detrimental impacts upon residential amenity.
- 9.28 Neighbour objections have been received with regard to devaluation of property and loss of view. These factors are not material planning considerations and therefore cannot be used to justify refusal of an application.

Flood Risk and Drainage

- 9.29 The site is less than 1ha and lies within Flood Zone 1, as shown on the Environment Agency's indicative Flood Risk Maps. Surface water drainage will be considered as part of the Building Regulations process.

Biodiversity

- 9.30 The application is accompanied by a preliminary ecological appraisal which notes that no physical evidence or field signs of protected species were identified within the survey area. The report notes that precautionary measures should include vegetation removal outside of nesting season or after inspection to confirm no nests are present and a search for evidence of hedgehogs should be carried out immediately before any taller or dense vegetation is removed. It is acknowledged that a large area of hardstanding is present on site which therefore supports very limited vegetation on site.
- 9.31 It is therefore considered that the scheme is unlikely to detrimentally impact upon biodiversity or upon protected species and is therefore considered to be compliant with Policy LP19.

Historic Environment and Archaeology

- 9.32 The application is accompanied by a heritage statement given that the site is situated adjacent to the Coates Conservation Area.
- 9.33 It is acknowledged that this brown field redundant site makes a negative contribution to the area and therefore it is considered that the development on site would enhance the character appearance of the surrounding area and consequently the adjacent conservation area.
- 9.34 The application site is also situated within an area of high archaeological potential. Upon consultation with CCC Archaeology, no objection has been raised to the scheme subject to a programme of archaeological investigation being undertaken prior to the commencement of development on site.

9.35 As such, it is considered that the scheme is compliant with Policy LP18.

Contamination

9.36 The application is accompanied by a Phase 1 (Desk Study) which notes the findings on site to date as well as the recommendation for further investigation on site. As such, upon consultation with FDC Environmental Health, should permission be granted, a condition will be secured to ensure that a Phase 2 assessment and associated remedial strategy is submitted and approved by the LPA to ensure that contamination on site is adequately addressed.

Other Matters

9.37 A number of letters of objection have been received with regard to this application which have predominantly been addressed within the assessment above. The outstanding comments will be addressed below.

9.38 The objections received raised concern with regard to anti-social behaviour as a result of the development. Upon consultation with Cambridgeshire Constabulary, no objections were raised with regard to scheme as the area is considered to be an area of low risk to the vulnerability of crime.

9.39 Concerns were also raised with regard to local services such as schools, dentists, doctors being able to cope. As the proposal is for a Class E retail use, it's unlikely that the scheme would materially impact upon existing services within the village and thus cannot be used as a reason to refuse the application.

9.40 A number of the letters received raised concern with regard to the proposed development and the potential impacts this may have on the existing village shop and post office, given that there is a presence of Co-op stores within Whittlesey as well as the recent construction of an Aldi approximately 2 miles from the site. Whilst we these concerns are acknowledged; business competition is not a material planning consideration and as such cannot be used as a reason to refuse the application.

9.41 Similarly, concerns were raised with regard to the potential stock within the store with the suggestion that the shop provide products that are not available in the existing village shop as a protection measure. The stock within the store cannot be reasonably conditioned as part of the planning process.

9.42 Some of the letters suggested that an alternative service be provided on the site such as a social dwelling for the public, doctors surgery or dentist. The application has to be considered on its merits and whether the proposed use complies with existing planning policies.

9.43 The letters of objection also noted that residents were not publicly notified of the planning application. In line with the Fenland District Council Statement of Community Involvement, a site notice was erected directly outside of the site on 1st March 2023.

10 CONCLUSIONS

10.1 The scheme aligns with both local and national policy as detailed within the assessment section above. The scheme is considered to be acceptable in terms of

visual and residential amenity. No objections have been raised with regard to the scheme from statutory consultees subject to conditions and therefore the scheme is considered to comply with Policy LP1, LP2, LP3, LP6, LP13, LP14, LP15, LP16, LP17, LP18 and LP19 of the Fenland Local Plan 2014.

11 RECOMMENDATION

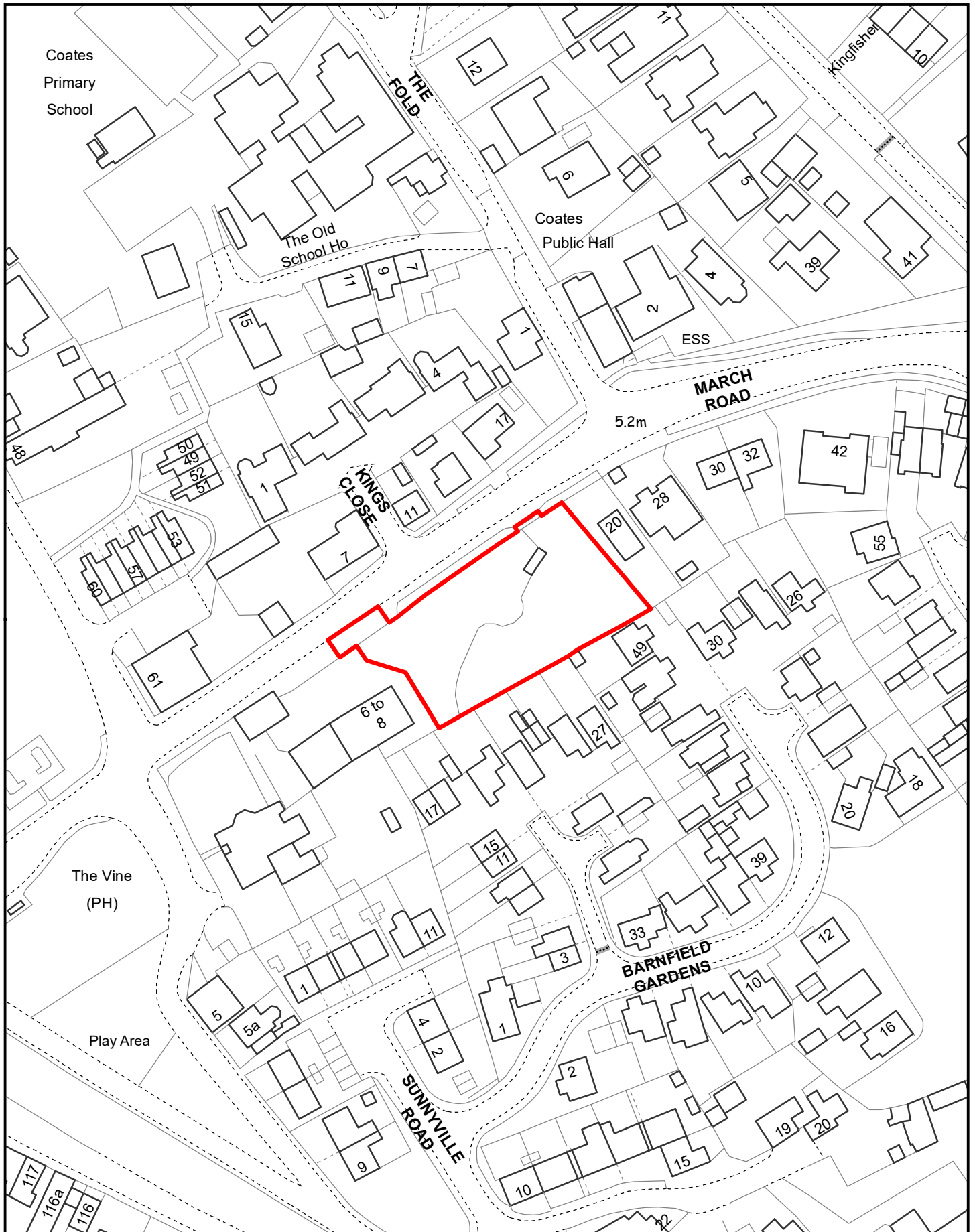
11.1 Grant, with the following conditions:

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
Highways Conditions	
2	<p>Prior to the commencement of the development hereby approved adequate temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.</p> <p>Reason – In the interests of the safe operation of the highway in compliance with Policy LP15.</p>
3	<p>The approved 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.</p> <p>Reason – To prevent surface water discharging to the highway in compliance with Policy LP15.</p>
4	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.</p> <p>Reason – To ensure the permanent availability of the parking/manoeuvring area, in the interests of highways safety in compliance with Policy LP15.</p>
5	<p>Development shall not commence until fully operational wheel cleaning equipment has been installed within the site. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris which could fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development.</p> <p>Reason – In the interests of highway safety in compliance with Policy LP15.</p>
6	<p>No development shall take place until details of works to widen the footway between the vehicular site access and pedestrian access to 2m have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all of the works have been completed in accordance with the approved details.</p> <p>Reason – In the interests of safe operation of the highway and protection of general residential amenity in accordance with policy LP15 and LP16.</p>
Environmental Health Conditions	
7	<p>No development approved by this permission shall be commenced prior to a</p>

	<p>Phase 2 contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraph</p> <p>(a). This is an iterative process, and the results of each stage will help decide if the following stage is necessary. (a) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.</p> <p>No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs (b), (c) and (d).</p> <p>(b) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.</p> <p>(c) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.</p> <p>(d) Upon completion of the works, this condition shall not be discharged until a validation/closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site, and what has been brought on to site.</p> <p>Reason - To control pollution of land or water in the interests of the environment and public safety in compliance with Policy LP2 and LP16.</p>
8	<p>The development hereby approved shall be carried out in accordance with the S. & D. Garritt Ltd. Noise Impact Assessment dated 31st October 2023.</p> <p>Reason - To safeguard the residential amenity of neighbouring occupiers with regard to noise impacts, in accordance with policies LP2 and LP16.</p>
9	<p>Notwithstanding condition 8, no development approved by this permission shall be commenced prior to the submission of full manufacturing details of fixed plant equipment and specifications of noise mitigation schemes, including acoustic barriers and enclosures for approval by the LPA. The development shall not be brought into use until all of the works have been completed in accordance with the approved details.</p> <p>Reason - To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16.</p>
10	<p>Prior to first occupation of the development, the developer shall be responsible for the provision and implementation of a Noise Management Plan to be agreed in</p>

	<p>writing with the Local Planning Authority. The Noise Management Plan shall include management of noise impact from goods delivery and loading/unloading sources.</p> <p>Reason - To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16.</p>
11	<p>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.</p> <p>Reason - To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16 of the Fenland Local Plan, adopted May 2014. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted</p>
	Archaeology
12	<p>No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <p>a) the statement of significance and research objectives;</p> <p>b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</p> <p>c) The timetable for the field investigation as part of the development programme;</p> <p>d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.</p> <p>Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).</p>
	Ecology conditions
13	<p>No removal of nest on building, hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds' nests immediately before the vegetation is cleared or building disturbed and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.</p> <p>Reason - Protected species are a material concern for Local Planning Authorities</p>

	as per the National Planning Policy Framework and Fenland Local Policy. The disturbance of protected species may be an infraction as described within the Wildlife and Countryside Act 1981.
14	<p>The development shall only be carried out in accordance with all of the recommendations for mitigation and compensation set out in the Preliminary Ecology Appraisal (CBE Consulting dated 24 July 2023) which details the methods for maintaining the conservation status Breeding Birds, unless otherwise approved in writing by the local planning authority or varied by a European Protected Species licence subsequently issued by Natural England.</p> <p>Reason - Protected species are a material concern for Local Planning Authorities as per the National Planning Policy Framework and Fenland Local Policy. The disturbance of protected species may be an infraction as described within the Wildlife and Countryside Act 1981</p>
	Approved Plans/Documents
14	<p>CBE Consulting Preliminary Ecological Appraisal dated 24 July 2023</p> <p>Drawing J2232-00103 Rev C Proposed Block Plan Drawing J2232-00104 Rev C Proposed Site Layout Drawing 6883/100 Rev P1 Surface and Foul Drainage Schematic Layout Drawing CHS 22-131-01 Topographical Survey Drawing J2232-00101 Rev B Site Location Plan Drawing J2232-00102 Rev B Existing Block Plan Drawing J2232-00105 Rev B Existing and Proposed Site Sections Drawing J2232-00106 Rev B Proposed Plans Drawing J2232-00107 Rev B Proposed Elevations Drawing J2232-00108 Rev B Proposed Elevations Drawing J2232-00109 Rev B Contextualised Elevation Studies Drawing J2232-00110 Rev B Proposed Boundary Treatments Drawing J2232-00111 Rev B Design Development Study Drawing SK001 Swept Path Analysis Drawing SK002 Swept Path Analysis Drawing SK003 Swept Path Analysis Drawing SK004 Swept Path Analysis Phase 1 (Desk Study) Report Parts 1-4 Surface Water Drainage Strategy Drawing LD230907-2-102 Lighting Plan Noise Impact Assessment Dated 31st October 2023</p>



Created on: 17/02/2023

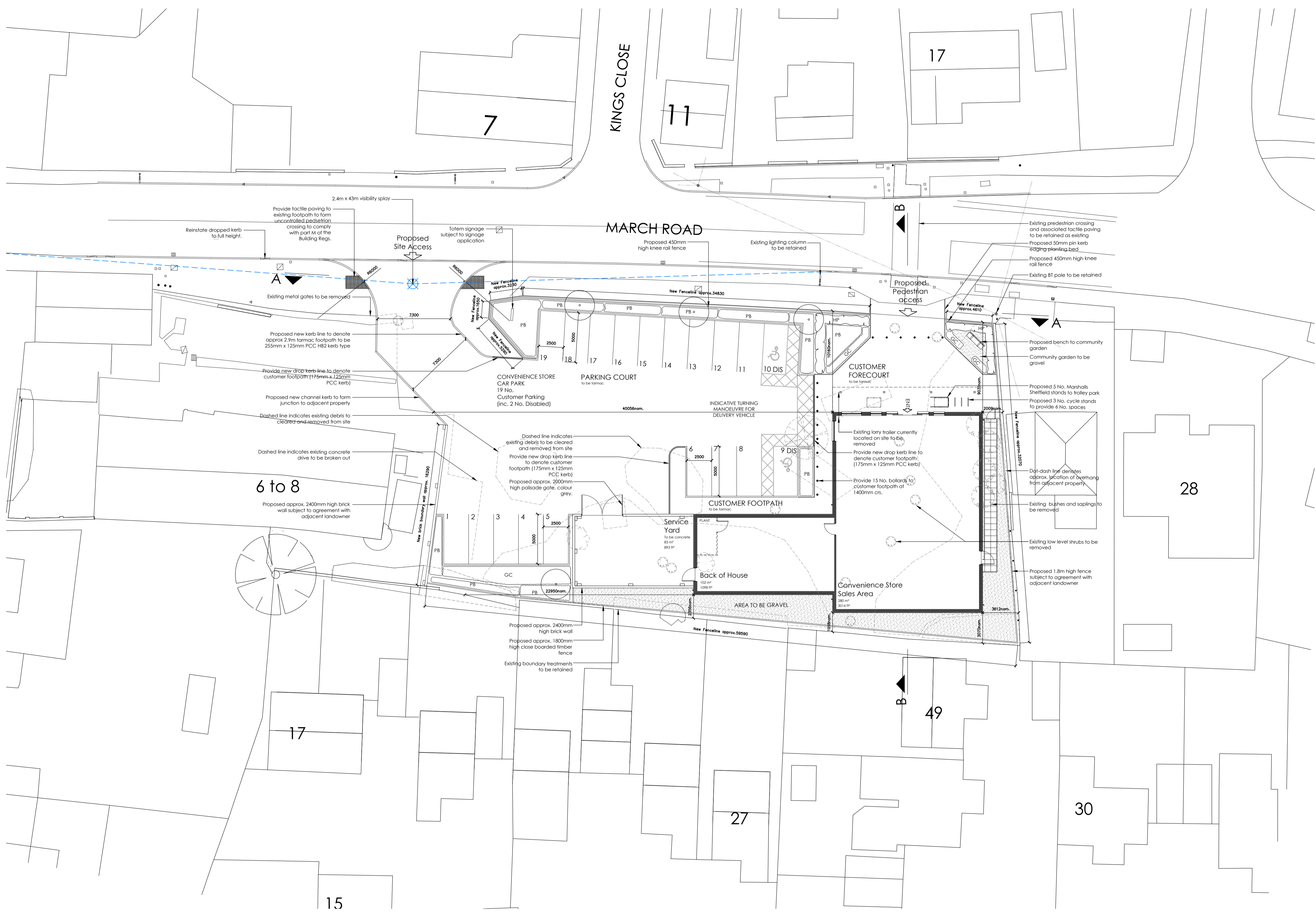
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Scale = 1:1,250



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Proposed soft landscaping legend

- GC** Ground cover: groundcover planting to be mixture of: Buddlejia Royal Red, to be planted at 1250 ctrs. 5/sq m Radius Eucalyptus Fortune 'Silver Queen', to be planted at 500 ctrs. 3/sq m Radius Choisya Ternata, to be planted at 1250 ctrs. 5/sq m Radius Procumbent Rose, to be planted at 300 ctrs. 0.2/sq m Radius
- All in prepared ground with compost beds 150mm deep with 100mm bark mulch
All plants to be pot grown 30-60cm
- PB** Planting bed: Planting beds to be a mixture of: Lavandula, to be planted at 800 ctrs. 1.8/sq m Radius Melaleuca Cuspidata 'Nootka', to be planted at 300 ctrs. 0.2/sq m Radius Procumbent Rose, to be planted at 300 ctrs. 0.2/sq m Radius Santolina Chamaecyparissus, to be planted at 500 ctrs. 0.8/sq m Radius Weigela Red Prince, to be planted at 800 ctrs. 1.8/sq m Radius Choisya Ternata, to be planted at 1250 ctrs. 5/sq m Radius Weigela Red Prince, to be planted at 800 ctrs. 1.8/sq m Radius
- All in prepared ground with compost beds 150mm deep with 100mm bark mulch
All plants to be pot grown 30-60cm
- Tree planting:** all trees to be standard 1.5 - 1.8m high, suitably staked and tied.
- HP** Hedge planting: Beech, Fagus sylvatica, 80-100cm Planted 300mm apart in double staggered row, (7No per linear metre).

Proposed hard landscaping legend

- cycle stands & trolley park:** Provide 3 No. Marshalls Sheffield stands for secure cycle parking fixed with 150mm x 150mm x 6mm base plate & tamper proof bolts. Provide 5 No. Marshalls Sheffield stands to trolley park area fixed with 150mm x 150mm x 6mm base plate & tamper proof bolts
- bollards:** To be 178mm dia stainless steel tube bollards set in 450 x 450mm concrete foundation to finish 1200mm above finished ground level

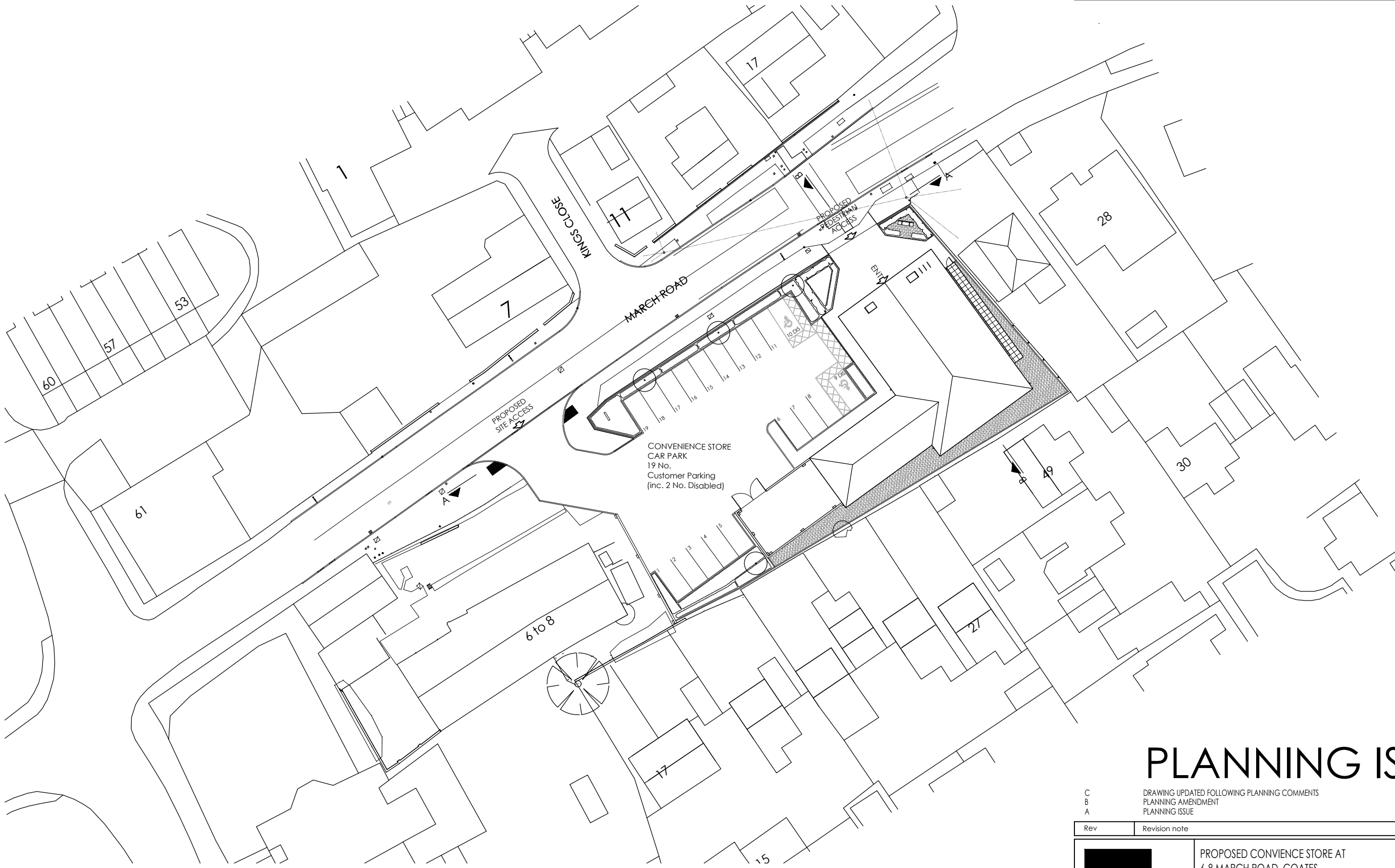
Proposed Site layout (Scale 1:200)

PLANNING ISSUE

C	DRAWING UPDATED FOLLOWING PLANNING COMMENTS	31.03.2023	ST
B	PLANNING AMENDMENT	08.02.2023	ST
A	PLANNING ISSUE	23.12.2022	SW

Rev	Revision note	Date	Drawn by
1	PROPOSED CONVENIENCE STORE AT 6 - 8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE		
2	Drawn by ST	Checked	Date NOV 22
3	PROPOSED SITE LAYOUT	Dwg No J2232 - 00104	Scale 1:200 @A1
4		Rev C	

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CONVENIENCE STORE
 CAR PARK
 19 No.
 Customer Parking
 (inc. 2 No. Disabled)

PLANNING ISSUE

C	DRAWING UPDATED FOLLOWING PLANNING COMMENTS	31.03.2023	ST
B	PLANNING AMENDMENT	08.02.2023	ST
A	PLANNING ISSUE	23.12.2022	SW

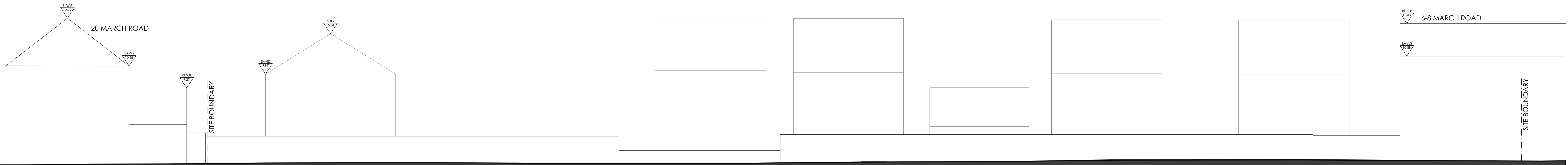
Rev	Revision note	Date	Drawn by
	PROPOSED CONVENIENCE STORE AT 6-8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE		
	Drawn by ST	Checked	Date DEC 22
	Scale 1:500 @A3		
	Framework Architects	PROPOSED BLOCK PLAN	Dwg No J2232-00103
			Rev C

Proposed Block Plan (Scale 1:500)

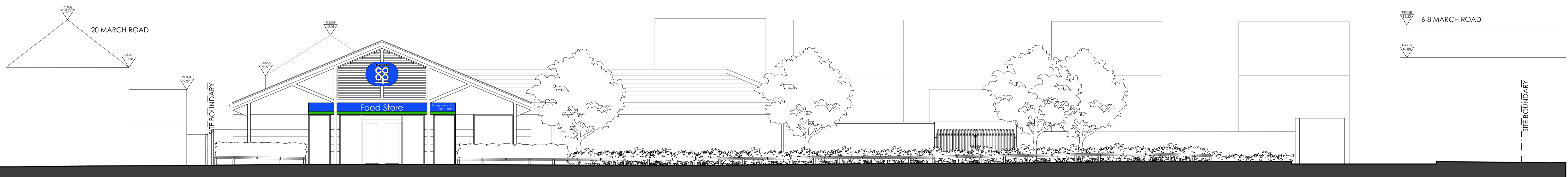


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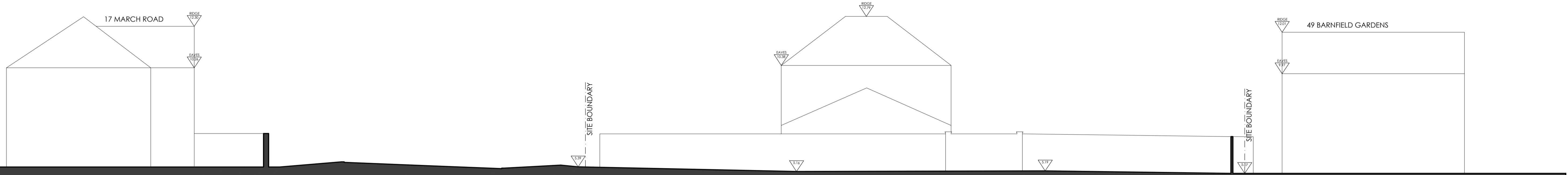
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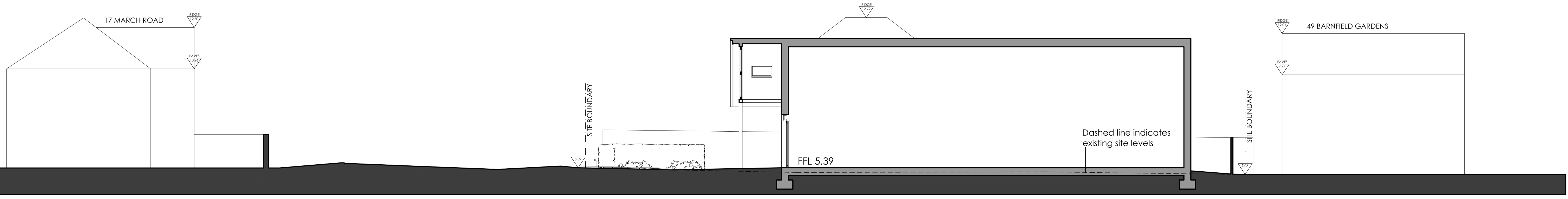
Existing Site Section A-A



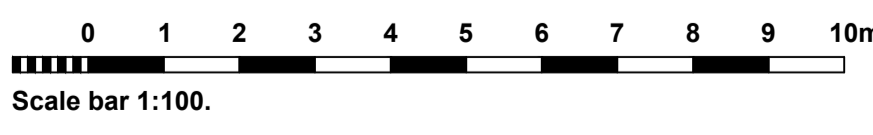
Proposed Site Section A-A



Existing Site Section B-B



Proposed Site Section B-B (Scale 1:100)

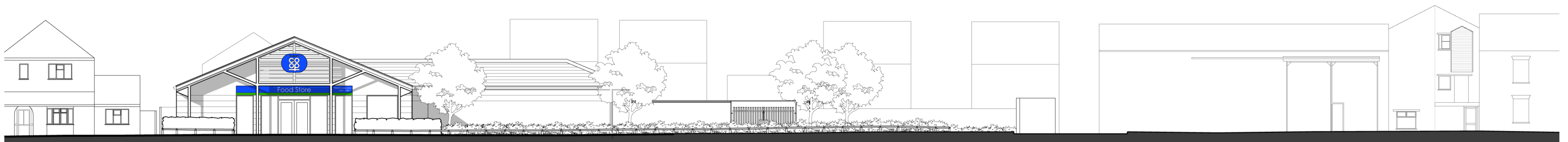


PLANNING ISSUE

Rev	Revision note	Date	Drawn by
ST	PROPOSED CONVENIENCE STORE AT 6-8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE	DEC 22	ST
ST	EXISTING AND PROPOSED SITE SECTIONS	J2232-00105	Rev B

Drawn by: ST
 Checked: ST
 Date: DEC 22
 Scale: 1:100 @A1
 Dwg No: J2232-00105
 Rev: B
Framework Architects

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March Road Elevation

Contextualised Elevation Studies

NOT TO SCALE

PLANNING ISSUE

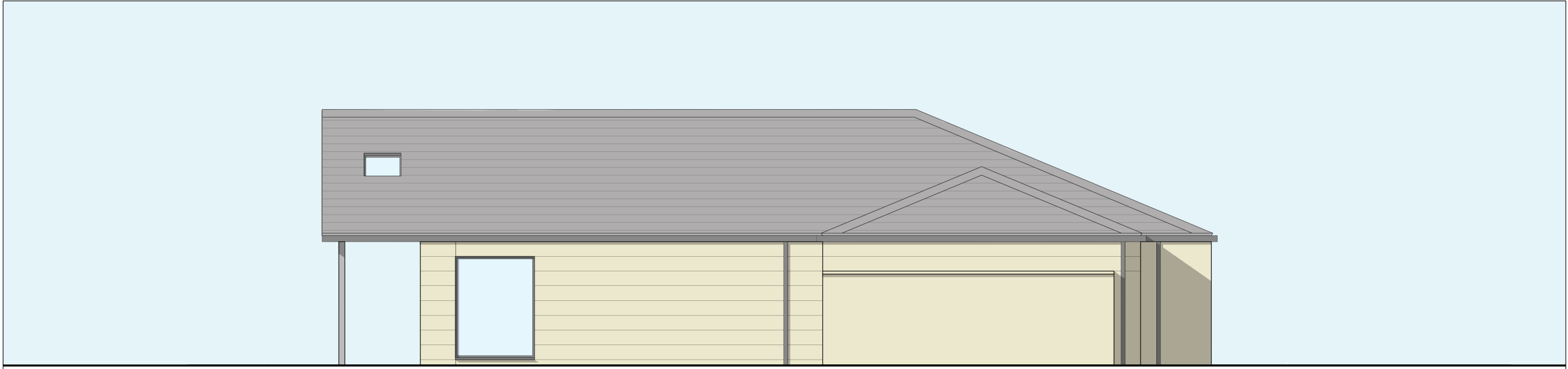
B PLANNING AMENDMENT 08.02.2023 ST
 A PLANNING ISSUE 21.12.22 ST

Rev	Revision note	Date	Drawn by
	PROPOSED CONVENIENCE STORE AT 6-8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE		
	Drawn by ST	Checked	Date DEC 22
	Scale NTS	Dwg No J2232 - 00109	Rev B
	CONTEXTUALISED SITE ELEVATION STUDIES NOT TO SCALE A3		

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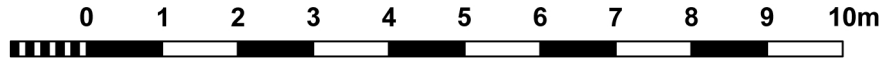


Proposed Front Elevation



Proposed Side Elevation

Proposed Elevations



Scale bar 1:100.

PLANNING ISSUE

B	PLANNING AMENDMENT	08.02.2023	ST
A	PLANNING ISSUE	23.12.2022	SW

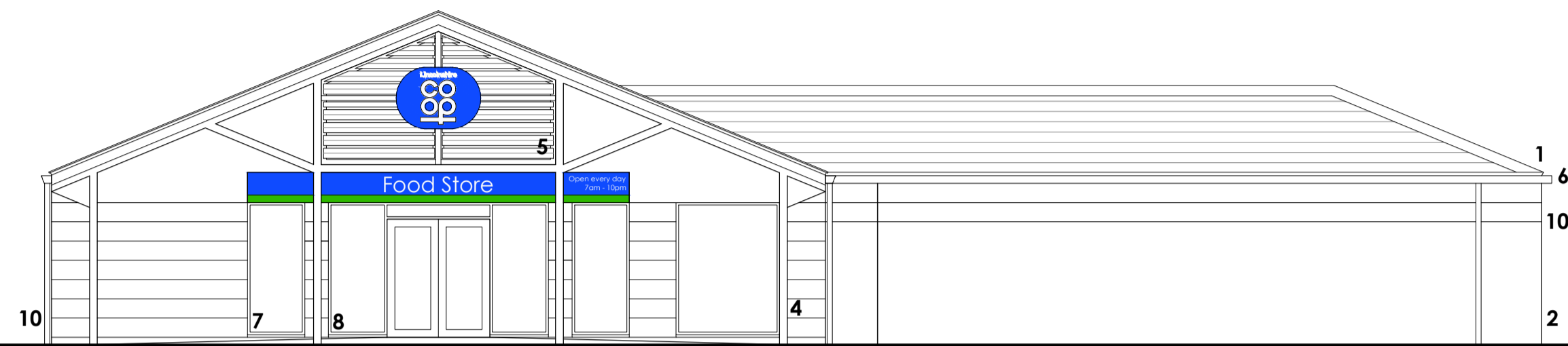
Rev	Revision note	Date	Drawn by
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<p>Framework Architects</p>	PROPOSED CONVENIENCE STORE AT 6-8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE			
	Drawn by ST	Checked	Date DEC 22	Scale 1:100 @A3
	COLOUR ELEVATIONS		Dwg No J2232 - 00108	Rev B

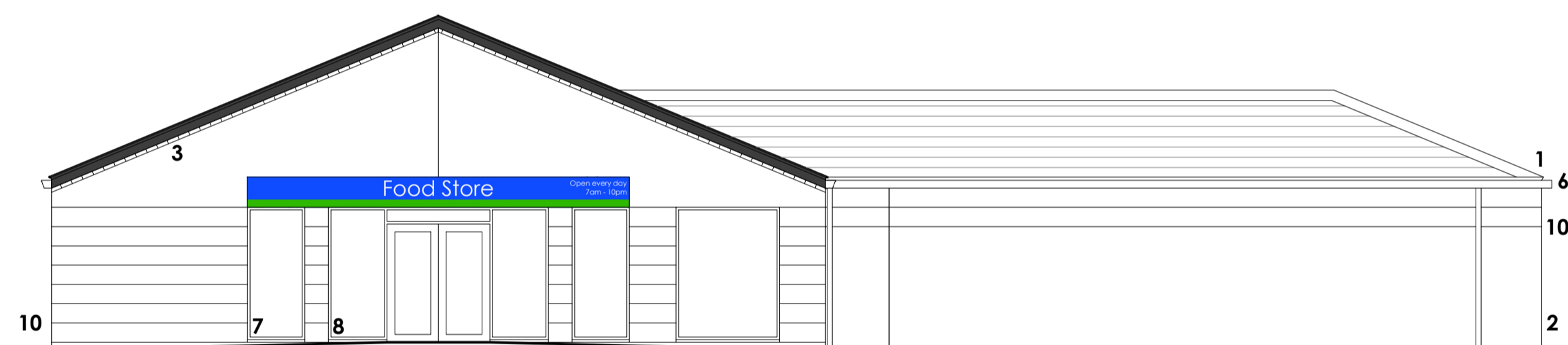
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MATERIALS

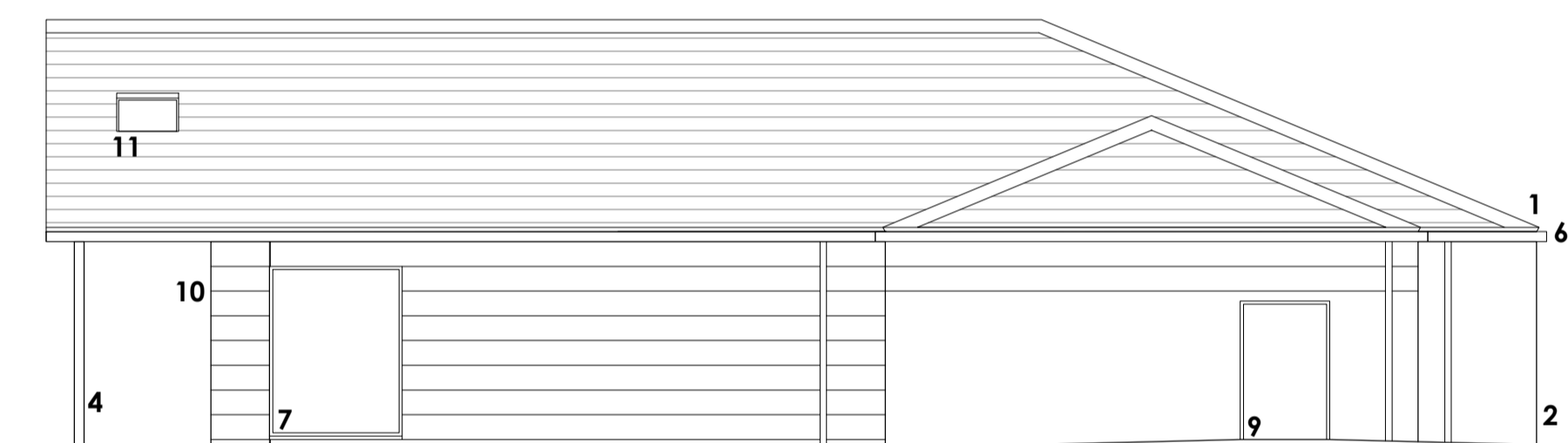
- 1. Roof - Grey interlocking artificial slate tiles
- 2. Walls - Buff facing brickwork
- 3. Verge Brick Detailing - Buff facing brickwork
- 4. Canopy - Feature steel canopy truss, colour grey
- 5. Timber Cladding - Horizontal panels, colour grey
- 6. Rainwater Goods - Powder coated aluminium, colour dark grey
- 7. Windows - Powder coated aluminium, colour dark grey
- 8. Shopfront - Powder coated aluminium, colour dark grey
- 9. Service Door - Steel, colour grey
- 10. Brick Detailing - Recessed Mortar Joints
- 11. Glazed roof light to canopy



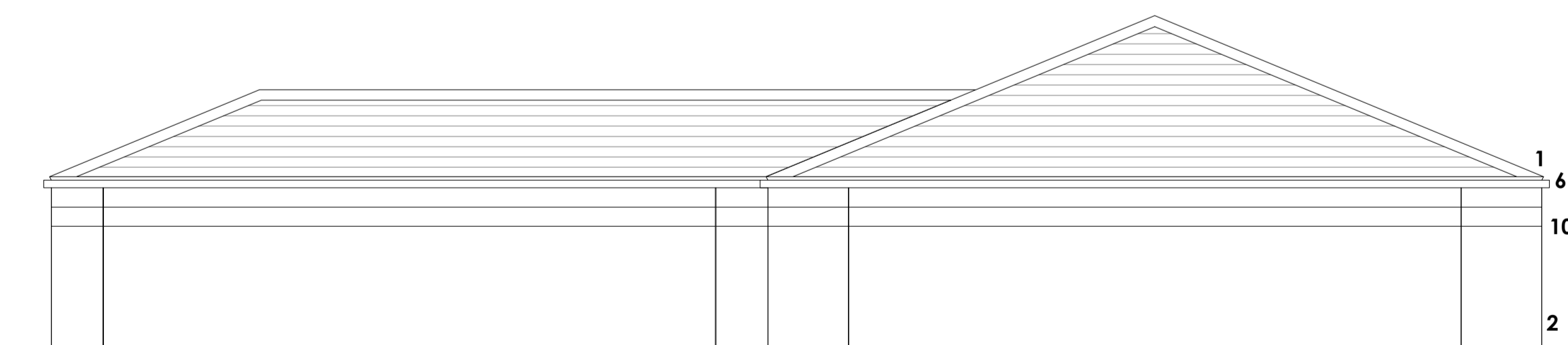
Front Elevation



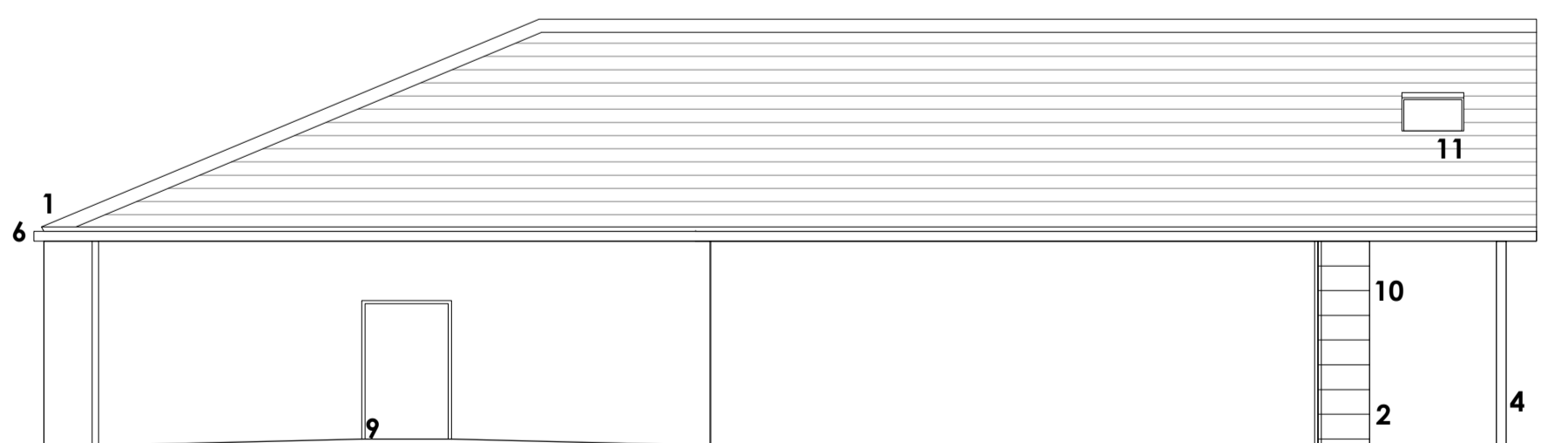
Front Elevation (through canopy)



Side Elevation

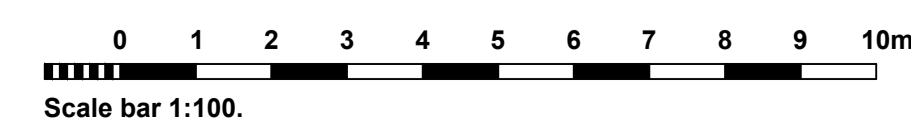


Rear Elevation



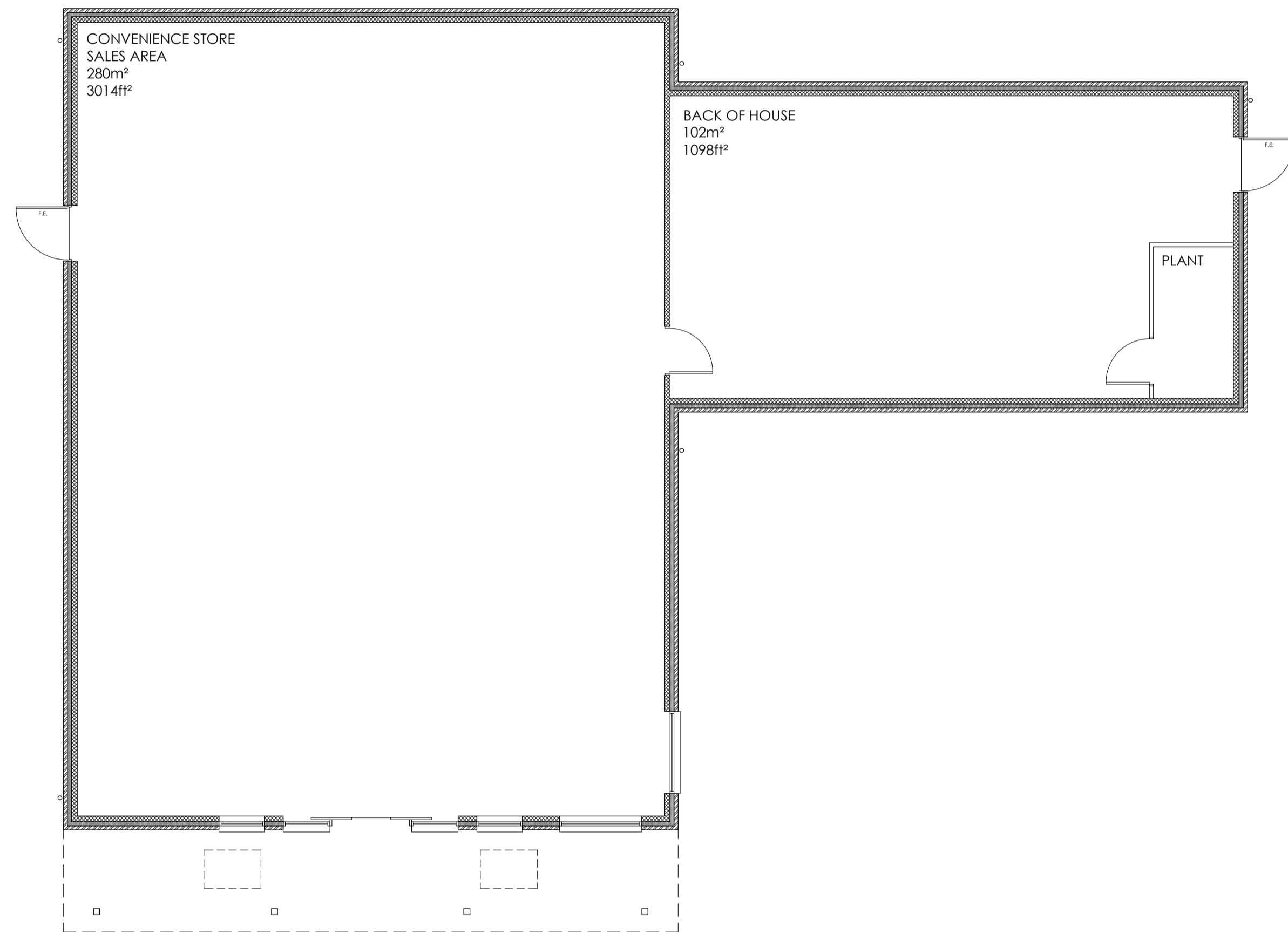
Side Elevation

Proposed Elevations (Scale 1:100)

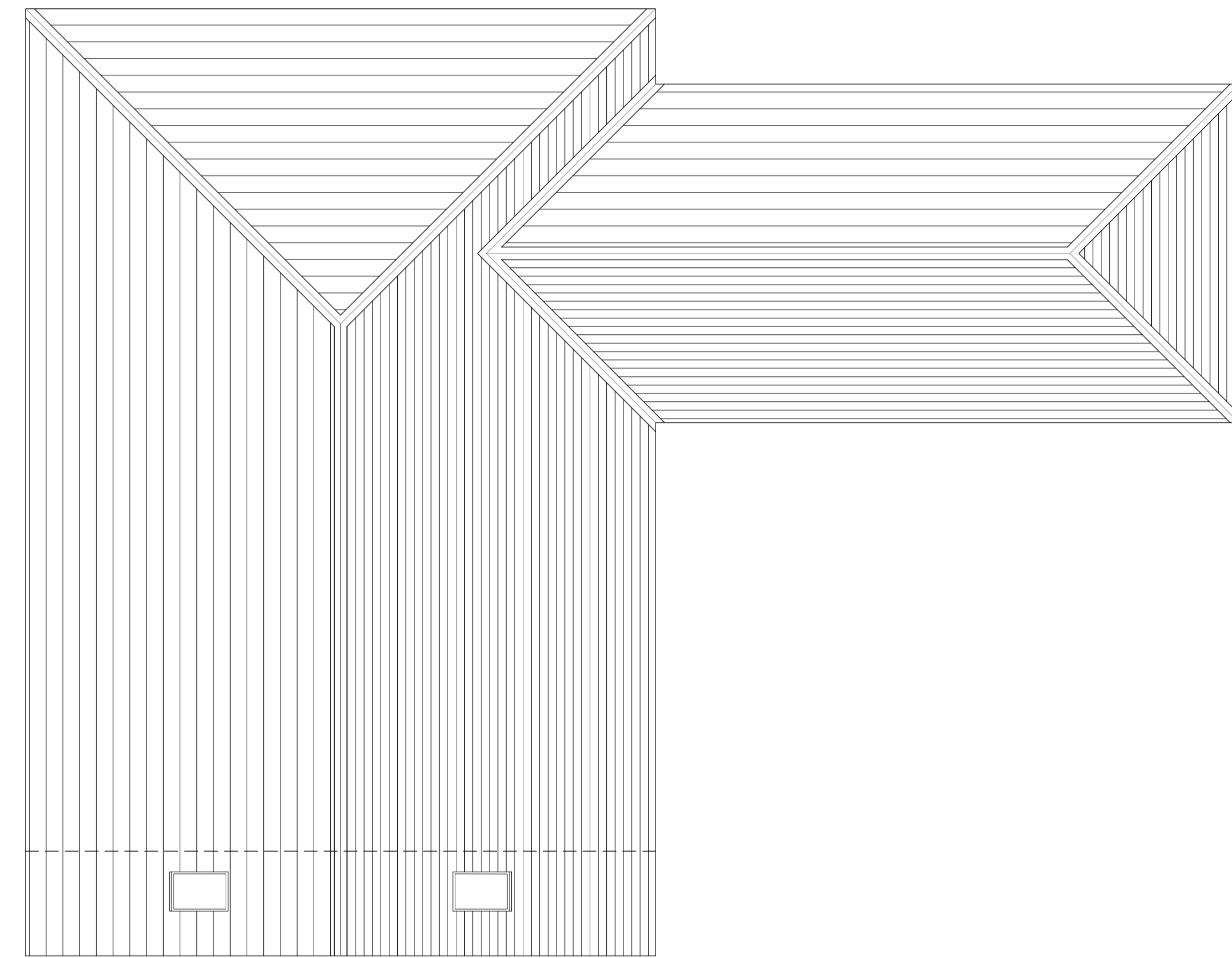


PLANNING ISSUE			
Rev	Revision note	Date	Drawn by
8	PLANNING AMENDMENT	03/12/2022	ST
A	PLANNING ISSUE	23/12/2022	SW
PROPOSED CONVENIENCE STORE AT 6 - 8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE		Date	Scale
Drawn by	Checked	DEC 22	1:100 @A1
Framework Architects PROPOSED ELEVATIONS		Dwg No	Rev
		J2232 - 00107	B

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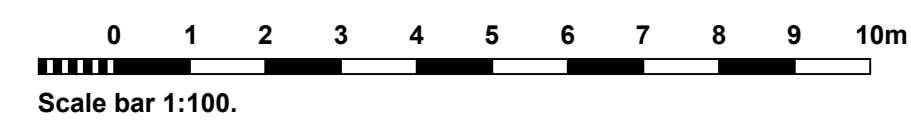


Ground Floor Plan



Roof Plan

Proposed Plans (Scale 1:100)

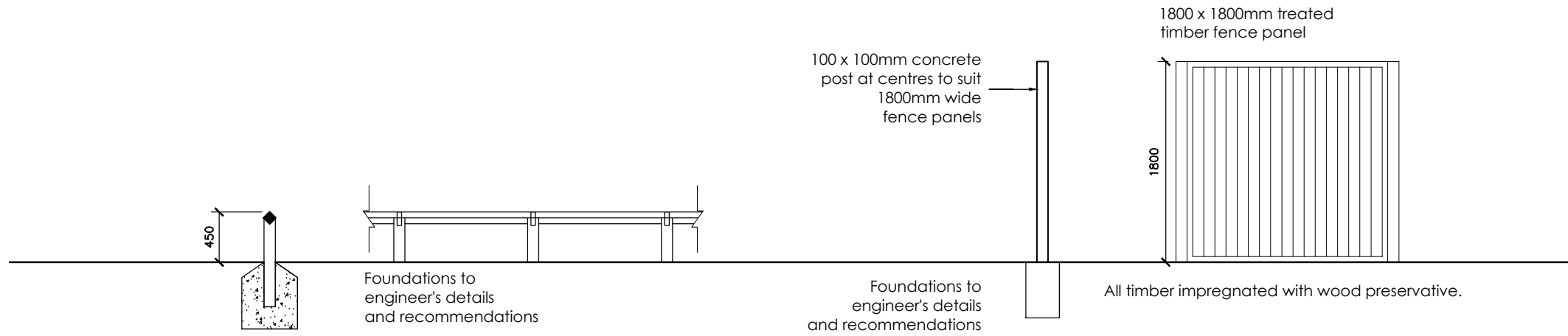


PLANNING ISSUE

Rev	Revision note	Date	Drawn by
8	PLANNING AMENDMENT	03/12/2022	ST
A	PLANNING ISSUE	23/12/2022	SW

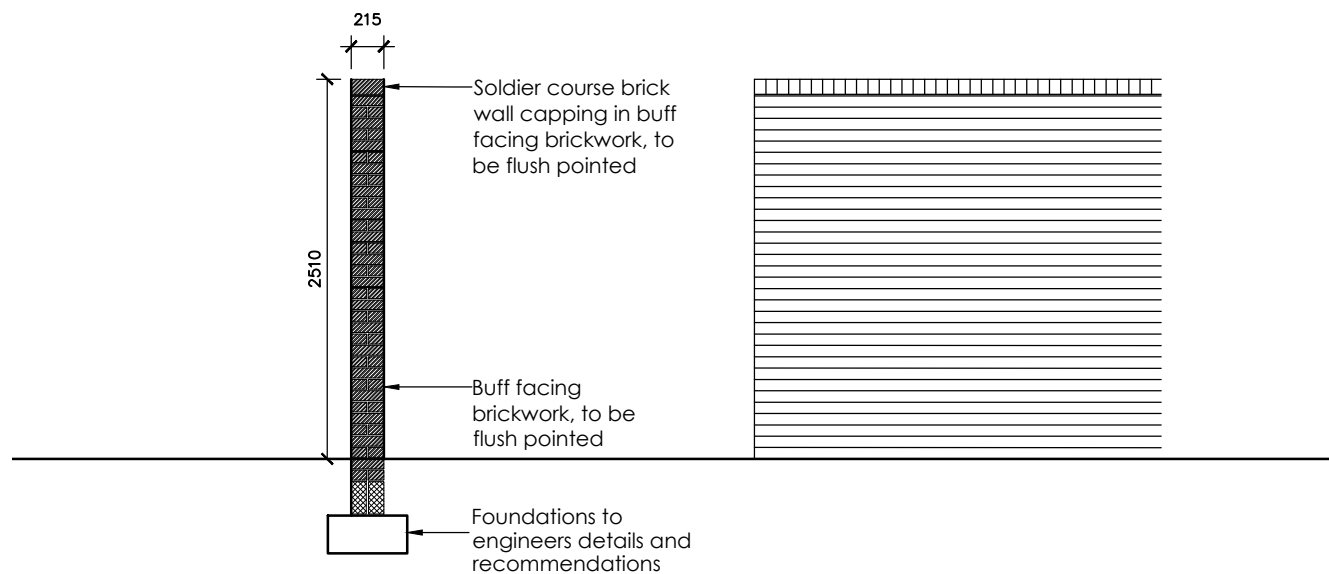
PROPOSED CONVENIENCE STORE AT 6 - 8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE			
Drawn by	Checked	Date	Scale
ST		DEC 22	1:100 @A1
PROPOSED PLANS		Dwg No	Rev
		J2232 - 00106	B

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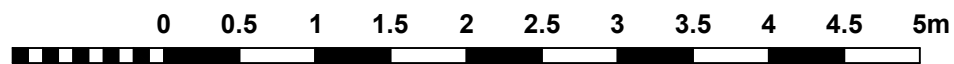
450mm KNEE RAIL

1800mm CLOSE BOARDED FENCING PANEL



2510mm BRICK WALL

Proposed Boundary Treatments (scale 1:50)



Scale bar 1:50.

PLANNING ISSUE

B	PLANNING AMENDMENT	08.02.2023	ST
A	PLANNING ISSUE	23.12.2022	ST
Rev	Revision note	Date	Drawn by
	PROPOSED CONVENIENCE STORE AT 6-8 MARCH ROAD, COATES FOR THE LINCOLNSHIRE CO-OPERATIVE		
	Drawn by ST	Checked	Date DEC 22
	PROPOSED BOUNDARY TREATMENTS	Dwg No J2232 - 00110	Scale 1:50 @A3
	Framework Architects		Rev B