

DEVELOPMENT MANAGEMENT COMMITTEE 20th November 2023

Case No: 21/02422/FUL

Proposal: ERECTION OF FACTORY EXTENSION AND CREATION OF ADDITIONAL PARKING AREAS AND ASSOCIATED WORKS

Location: 3 REDWONGS WAY, HUNTINGDON, PE29 7HF

Applicant: HOTEL CHOCOLAT

Grid Ref: 523904 273258

Date of Registration: 21 OCT 2021

Parish: HUNTINGDON

RECOMMENDATION - APPROVE

This application is referred to the Development Management Committee (DMC) because the local Councillor has called the application in for consideration by members.

1. DESCRIPTION OF SITE AND APPLICATION

Site and Surroundings

- 1.1 The application site is located at the existing Hotel Chocolat (HC) factory within the St Peters Road Industrial Estate in Huntingdon.
- 1.2 To the north of the site are existing industrial units (Currus Court), whilst to the east is an area of public open space (recreational ground).
- 1.3 Further to the east, beyond Sallowbush Road are residential properties. The hedgerow / tree belt is a former field boundary running N-S; this field boundary line effectively contains St Peters Road Industrial Estate to the west, with open space / allotments to its east forming a linear N-S green swathe. To the south and west are existing industrial units (including Kwik Fit).
- 1.4 The existing factory is served by two access points; the first off Redwongs Way provides access for delivery and distribution vehicles as well as staff and customers using the front car park access. The second access from Glebe Road (to the north) provides staff access to the rear parking area as well as servicing access to the rear part of the existing factory.

- 1.5 The site is within the Environment Agency's Flood Zone 1. There are no other site constraints.

Proposal

- 1.6 The application seeks planning permission for the erection of a factory extension and creation of additional parking areas and associated works.
- 1.7 The proposals would demolish the existing array of buildings to the east of the factory and erect a factory extension measuring 51.4m x 119.6mm with a 12.2m ridge and 11.1m eaves height. The extension forms a continuation of the existing building, and largely reflects the massing, form and materials of the existing. The front of the extension features a two-storey flat roof over the new main visitor entrance, staff canteen and first floor office space, this is approximately 2m higher than the two-storey flat roof element over the existing building frontage.
- 1.8 The proposal includes the change of use of open space (32m width by 193m length = 6176sqm) to car parking to the east of the proposed extension.

Background

- 1.9 Planning permission ref 18/02276/FUL was granted for a factory extension of a similar size, scale and siting alongside the east side of the site being utilised for additional parking. This application was not implemented.
- 1.10 Since the granting of 18/02276/FUL, Hotel Chocolate have purchased additional land (32m width by 193m length = 6176sqm) from Huntingdon Town Council. This land has historically been used as public open space, specifically as an enclosed dog walking/ exercise area.
- 1.11 A 10m strip of land adjacent to Sallowbush Road is retained in ownership by Huntingdon Town Council. This is included within the red line area of application.
- 1.12 The application has been in the system for a while. Officers have engaged with the applicant to ensure sufficient information has been submitted with the application and have sought amendments where necessary. Officers did a full consultation on the last set of additional information and revised plans on the 19th June 2023.
- 1.13 Officers have scrutinised the plans and have familiarised themselves with the site and surrounding area.

2. NATIONAL GUIDANCE

- 2.1 The National Planning Policy Framework (5 September 2023) (NPPF 2023) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2023 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).
- 2.2 The NPPF 2023 sets out the Government's planning policies for (amongst other things):
- delivering a sufficient supply of homes;
 - building a strong, competitive economy;
 - achieving well-designed, beautiful and safe places;
 - conserving and enhancing the natural, built and historic environment
- 2.3 Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.

For full details visit the government website [National Guidance](#)

3. PLANNING POLICIES

- 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)
- LP1: Amount of Development
 - LP2: Strategy for Development
 - LP4: Contributing to Infrastructure Delivery
 - LP5: Flood Risk
 - LP7: Spatial Planning Areas
 - LP11: Design Context
 - LP12: Design Implementation
 - LP14: Amenity
 - LP15: Surface Water
 - LP16: Sustainable Travel
 - LP17: Parking Provision and vehicle movement
 - LP18: Established Employment Areas
 - LP30: Biodiversity and Geodiversity
 - LP31: Trees, Woodland Hedges and Hedgerows
 - LP32: Protection of Open Space
- 3.2 Supplementary Planning Documents (SPD) and Guidance:
- Huntingdonshire Design Guide Supplementary Planning Document (2017):
 - Developer Contributions SPD (2011)
 - Huntingdonshire Landscape and Townscape Assessment (2007)
 - Cambridgeshire Flood and Water SPD 2017
 - Huntingdonshire Tree Guidance Note 3

- Annual Monitoring Report – Part 1 (Housing) 2019/2019 (October 2019)
- Annual Monitoring Report – Part 2 (Non- Housing) 2018/2019 (December 2019)
- RECAP CCC Waste Management Design Guide (CCC SPD) 2012
- Huntingdon Neighbourhood Plan 2018-2026 (adopted Sep 2019)

3.4 The National Design Guide (2021)

- * C1 - Understand and relate well to the site, its local and wider context
- * I1 - Respond to existing local character and identity
- * I2 - Well-designed, high quality and attractive
- * B2 - Appropriate building types and forms
- *M3 - Well-considered parking, servicing and utilities infrastructure for all users
- * H1 - Healthy, comfortable and safe internal and external environment

3.5 Huntingdon Neighbourhood Plan 2018-2026

- Policy E1 (Opportunities for Employment)
- Policy E2 (Business Investment)

For full details visit the government website [Local policies](#)

4. PLANNING HISTORY

- 4.1 1300962FUL- Change of use from warehouse facility to production area. PERMITTED
- 4.2 1306521PDE – Sprinkler water tank and pump house. PERMISSION NOT REQUIRED
- 4.3 17/02126/FUL – Portal framed building to cover bulk material silos together with pipework gantry. PERMITTED
- 4.4 18/02276/FUL - Erection of factory extension. PERMITTED
- 4.5 19/00245/FUL - Extension to single storey side warehouse building, two storey rear extension and elevation alterations. Insertion of 2no. mezzanines. PERMITTED
- 4.6 19/01149/FUL - Proposed demolition of existing building and erection of an additional warehouse for on-site raw material storage and new boundary treatments. PERMITTED
- 4.7 20/00838/FUL - Erection of extension to factory shop to provide additional storage capacity. PERMITTED
- 4.8 21/00110/FUL - Erection of a temporary warehouse building for a period of up to five years. PERMITTED

5. CONSULTATIONS

5.1 Huntingdon Town Council – Deemed Approve.

Members noted the need for compliance and enforcement of all planning conditions to minimise impact on nearby residents.

5.2 Environmental Health Team - No objection subject to conditions regarding noise.

5.3 Lead Local Flood Authority (CCC) – No objection subject to conditions regarding drainage.

5.4 Highway Authority (CCC) – No objection subject to conditions regarding highway safety.

5.5 Transport Assessment Team (CCC) – No objection subject to conditions regarding a travel plan and pedestrian improvement works along Redwongs Way.

5.6 Urban Design Team – Urban Design remain concerned the proposals extend the industrial area into the adjacent open space, closer to neighbouring dwellings in Sallowbush Road. The loss of open space would be significant and is considered contrary to Local Plan Policy LP32: Protection of Open Space given this space contributes to the larger continuous strategic green space that forms a buffer between the St Peters Road Industrial Estate and the Oxmoor residential area.

The loss of this open space would also be contrary to the 2022 Landscape and Townscape SPD Character Area 10: Oxmoor which requires development proposals to *'Protect the green space along the western edge of the estate and promote its enhancement through new planting as a buffer and screen to the adjacent industrial estate'*.

Whilst comments on the treatment of the linear green space are deferred to landscape colleagues in the first instance, there is concern the lack of railings and gates enclosing the open space, together with the long grassland would mean this space would be unsuitable for continued use as a dog exercise area. A replacement facility is likely to be required in accordance with Local Plan Policy LP32: Protection of open space, alternatively amendments to the boundary treatments surrounding the linear green space would be required in order to maintain this facility.

The principle of the loss of this open space is deferred to the case officer.

5.7 Landscape Team – Agrees with the Urban Design comments.

- 5.8 Open Spaces Team – Agrees with Urban Design and Landscape Officer colleagues regarding the potentially greater encroachment of industry onto the residential part of Huntingdon with the current proposals for the development. (March 2022)

Off-site open space Contribution of £81,900.68 required. (August 2023)

The Open Space Team have identified a project to provide improvements to an area of public open space: Spring Common which is a County Wildlife Site (CWS) managed by Huntingdonshire District Council (HDC). It is located in central Huntingdon on Ambury Road, about 0.6 miles from the site, a 12-minute walk. (Nov 2023)

- 5.9 Tree Officer – No objection.

The site is an area of open space, to the East of the existing Hotel Chocolat factory and to the west of Sallowbush Road. The site is not in a Conservation Area. The proposal will require the felling of 21 trees. 5 trees are shown to be retained. The 21 trees shown to be removed have had their crowns removed, as such are now of low quality items with little visual amenity. The proposed car parking area along the western boundary sits in close proximity to two trees to be retained. The parking will transgress the RPA of the trees and lower branches will need to be removed to permit clearance for construction and car parking. There will also be the potential of future pressure to remove these trees because of leaf and fruit drop onto cars, low branches scratching cars and the possibility of bird droppings. In order to alleviate immediate damage to, and future pressure on, the trees to be retained, the parking bays along these two trees should be taken out and the ground left as soft landscaping. A detailed landscaping scheme has been provided which includes provisions for replacement trees to mitigate the felling of the 21 trees. The 5 trees to be retained are important in the immediate area, as such, to ensure their long-term retention, it is our intention to apply a Tree Preservation Order.

- 5.10 Historic Environment Team (CCC) – No objection.

- 5.11 Designing Out Crime Officer – No objection, recommends advice regarding parking, external lighting, boundary treatments and cycle parking for staff.

- 5.12 Anglian Water – No objection.

- 5.13 Wildlife Trust – No objection.

The application is accompanied by a Biodiversity Net Gain Assessment, although I have not seen the original copy of the Biodiversity Metric spreadsheet to corroborate the conclusions in

the report. The report does however appear to accurately categorise the baseline habitats and hedgerows and make reasonable predictions for the types and condition of post development habitats. The predicted net gain in biodiversity using the Defra Biodiversity Metric therefore appears to be acceptable. Hedgerow biodiversity units are provided on-site, but the assessment identifies the need for a biodiversity offsetting solution in order to demonstrate a net gain in biodiversity in line with adopted local and national planning policies. A minimum of 7 habitat BU are required, though I would recommend a minimum of 7.77 BU to provide for a 10% net gain in biodiversity and allow for the margins of error in the Defra Biodiversity Metric. The report also identifies the need for the offsetting site to provide both grassland and urban tree habitat units. The two are unlikely to be provided on the same offsetting site, therefore I suggest that the requirement for urban tree planting is met through the design of this development layout, with any residual grassland habitat biodiversity units required to deliver an overall net gain sought from a reputable Habitat Bank provider within Huntingdonshire.

The biodiversity assessment includes an explanation for how the off-site biodiversity units might be secured, but doesn't provide any details for potential off-setting sites. While the principle is acceptable, the development should not commence without an identified and legally secured offsetting solution. I also recommend that the Biodiversity Net Gain Assessment is updated once the scope for additional tree planting within the development site has been assessed, perhaps through the detailed landscape scheme that will no doubt be required as a separate planning condition.

- 5.14 Cadent Gas – No objection. Informative recommended regarding gas infrastructure.

6. REPRESENTATIONS

- 6.1 Cllr Patrick Kadewere called the application to DMC for the following reasons:
- Concern over the compliance of the proposal with regard especially to local/neighbourhood policy requirements around protecting greens spaces and the loss of amenity if this goes.
 - Concerns about disturbance including noise from use of the car park and its bright floodlights so much closer to residential properties (which could also be framed as overbearance, loss of privacy, poor design and visual appearance among other material factors).
- 6.2 Multiple representations have been received from 13 local residents objecting to the proposal. Their representations can be summarised as:

- The proposal through the change of use of the open space to industrial would result in the loss of public open amenity space and be harmful to the character and appearance. It will diminish the protective buffer along the Eastern side of the site and blur the distinct boundary between the industrial and residential areas.
- The development represents encroachment of built industrial development outside the established employment area. Will bring the factory closer to residents.
- Significant loss of biodiversity.
- Appropriate planting must be undertaken at this site. Mitigation in an alternative location is not an option, as this development will fragment the wildlife corridor and area of important green infrastructure, therefore affecting a much wider area than the development site.
- The proposed development by reason of its size, depth, width, height and massing would have an unacceptably adverse impact on the amenities of the properties immediately adjacent to the site and the surround area by reason of visually overbearing impact.
- Do not consider the economic and social benefit of the proposed factory extension would outweigh the harm identified.
- Land not allocated for development.
- Concerns the application is incomplete and documents are outdated.
- Light pollution from the factory.
- Noise pollution from the factory 24/7.
- Significant loss of trees.
- Increased traffic flow from HGVs.
- An FOI indicated HC had sought pre-application advice from HDC prior to the purchase of the land This should not influence the planning decision as stated on HDC website 'Requesting pre-application advice does not guarantee that planning permission will be granted'.
- The dog park is not disused because it is used every day.
- Social and local impacts of the loss of the public open space.
- For the wider community to accept the planning, there should be provisions for the community to have access to a suitable replacement of the facilities that are being taken away.
- Previous planning conditions have not been adhered to.
- There will unlikely be creation of new jobs. Hotel Chocolat speak of automated lines in the factory extension and are currently consulting on staff redundancies.
- The land they have/want to extend on was previously allotment land and public amenity land, although the Town Council failed to register it as such. They sold the land to Hotel Chocolat in private meetings with no prior notice or public consultation.

- Contrary to local plan policies, neighbourhood policies and relevant SPD's.

7. ASSESSMENT

- 7.1 When determining planning applications, it is necessary to establish what weight should be given to each plan's policies in order to come to a decision. The following legislation, government policy and guidance outline how this should be done.
- 7.2 As set out within the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990 (Section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to have provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within paragraph 47 of the NPPF (2023). The development plan is defined in Section 38(3)(b) of the 2004 Act as "the development plan documents (taken as a whole) that have been adopted or approved in that area".
- 7.3 In Huntingdonshire the Development Plan consists of:
- Huntingdonshire's Local Plan to 2036 (2019)
 - Cambridgeshire & Peterborough Minerals and Waste Local Plan (2021)
- 7.4 The statutory term 'material considerations' has been broadly construed to include any consideration relevant in the circumstances which bears on the use or development of the land: *Cala Homes (South) Ltd v Secretary of State for Communities and Local Government & Anor* [2011] EWHC 97 (Admin); [2011] 1 P. & C.R. 22, per Lindblom J. Whilst accepting that the NPPF does not change the statutory status of the Development Plan, paragraph 2 confirms that it is a material consideration and significant weight is given to this in determining applications.
- 7.5 The main issues to consider as part of this application are:
- Principle of Development
 - Parking Provision, Highway Safety and Traffic Generation
 - Design, Visual Amenity and impact on the surrounding area
 - Residential Amenity
 - Biodiversity
 - Trees
 - Flood Risk and drainage
 - Other matters

Principle of Development

- 7.6 The submitted Planning Statement states: 'Hotel Chocolat is a successful business which, given its exponential growth over the past few years, has resulted in the projected need for a significant

expansion in production to enable continued growth going forward and in order to keep up with current production demands. Hotel Chocolat has bucked national trends and seen a significant rise in demand as a result of the Coronavirus Pandemic, and consequently needs provisions to increase chocolate production in line with heightened demand from the UK and overseas. The location and success of the Huntingdonshire site, set within an established industrial estate, lends itself to the expansion required to support the national and international growth and success of the company. It also ensures the security of opportunities for staff and local suppliers’.

7.7 The site is with Huntingdon and therefore falls within the Huntingdon Spatial Planning Area. The proposal is for the erection of a factory extension and the creation of additional parking areas and associated works.

7.8 Policy LP7 (Spatial Planning Areas) states:

Development Proposals on Unallocated Sites

A proposal for development on a site which is additional to those allocated in this plan will be supported where it fulfils the following requirements and is in accordance with other policies:

Business Development

A proposal for business development (class 'B') will be supported where it is appropriately located within a built-up area of an identified Spatial Planning Area settlement. An appropriate location will include an Established Employment Area defined in policy LP 18 'Established Employment Areas'; a town centre defined in policy LP 21 'Town Centre Vitality and Viability' or the Alconbury Enterprise Zone.

7.9 Part of the site (the existing operational site and the proposed factory extension) is located within St Peter's Road Industrial Area, which is defined as an 'Established Employment Area' under Policy LP18 (Established Employment Areas) of the Local Plan. The area previously used a public open space is not within the 'Established Employment Area'.

7.10 Policy LP18 states: *Areas of land and buildings that contribute to the local economy and provide on-going employment opportunities have been identified as Established Employment Areas. A proposal for business development (class 'B') will be supported on land within an Established Employment Area or on land immediately adjoining and capable of being integrated with an Established Employment Area.*

7.11 The site and the building have an existing B use. The proposed factory extension would safeguard an existing area of employment

use and is therefore in compliance with and supported by Local Plan Policy LP18.

- 7.12 Huntingdon Neighbourhood Plan Policy E1 (Opportunities for Employment) states:

Proposals for economic development throughout Huntingdon will be favourably considered subject to compliance with other relevant planning policies. The regeneration and intensification of previously developed land will be particularly supported.

- 7.13 Huntingdon Neighbourhood Plan Policy E2 (Business Investment) states:

Proposals for development schemes which involve business investment which will result in the provision or opportunity for high skilled employment will be strongly supported subject to compliance with other relevant planning policies.

- 7.14 The proposal is for an extension to the existing factory serving Hotel Chocolat and is intensification of previously developed land (noting the proposed additional car parking area is on greenfield land and land used as public open space, which is assessed below). The proposal will result in the creation of further jobs and therefore will contribute to overall economic development. The proposed development is therefore in compliance with and supported by Huntingdon Neighbourhood Plan Policies E1 and E2.

- 7.15 The proposal is in accordance with Local Plan Policies LP7, LP18 and Huntingdon Neighbourhood Plan Policies E1 and E2. The principle of development is therefore acceptable subject to the consideration of the below material considerations.

Parking Provision, Highway Safety and Traffic Generation

- 7.16 Officers feel it necessary to provide assessment of Parking Provision and Highway Safety early in the report. This is because the proposal includes the change of use of land previously used as open space (enclosed dog exercise/walking area not located within the Established Employment Area) to car parking. In order to assess the impact of this, Officers first need to consider the applicants case regarding car parking justification.

Parking

- 7.17 Policy LP17 (Parking Provision and Vehicle Movement) states that a proposal will be supported where it incorporates adequate parking for vehicles and cycles.
- 7.18 HDC has no car parking standards. Policy LP17 states:

A clear justification for the space for vehicle movements and level of vehicle and cycle parking proposed will need to be provided taking account of:

- a. highway safety and access to and from the site;*
- b. servicing requirements;*
- c. the accessibility of the development to a wide range of services and facilities by public transport, cycling and walking;*
- d. the needs of potential occupiers, users and visitors, now and in the future;*
- e. the amenity of existing and future occupiers and users of the development and nearby property; and*
- f. opportunities for shared provision, where locations and patterns of use allow this.*

7.19 Therefore Policy LP17 is clear on the fact that the car parking is assessed on a case-by-case basis and it falls to the applicant to justify the level of car parking provision whilst giving consideration to the criteria listed in Policy LP17.

7.20 The applicant has submitted a 'Parking Technical Note' which outlines the car parking justification. This should be read alongside Traffic Assessment (Dec 2021), Workplace Travel Plan (Dec 2021), the Transport Assessment Addendum (March 2022) and Proposed Site Plan (drawing ref. 21121-WA-004 Rev E). The submitted 'Parking Technical Note' makes the following case:

Existing parking situation

- 110 existing car parking spaces on site in 2 separate car parks (one to the north accessed via Glebe Way, and the other to the south accessed via Redwongs Way)
- The existing factory operates at capacity and employs a maximum of 215 people on site in the factory/warehouse and office. The factory operates over three shifts (0600-1400, 1400-2200, 2200-0600) whilst the office and small outlet retail unit operate standard weekday working hours.
- The peak demand for access and parking is during the 1400 factory shift change on a weekday afternoon. As Hotel Chocolat operate a continuous process, those 0600-1400 shift workers must be replaced at the workstation by the 1400-2200 cohort, meaning for a period of time, that double the workforce must be in place at the same time. During this time period, office workers, retail and visitors/contractors are also on site.

Proposed parking situation

- The proposed development will increase chocolate output 3-4-fold when full capacity is reached. In the calculation of future staff numbers and parking, rather than increase pro-rata, Hotel Chocolat have committed to an ambitious programme to reduce this in proportion to output. This will be achieved

through up-skilling their workforce and the automation of their processes. The result is a proportional reduction in parking versus output.

- Given the 24-hour shift patterns associated with the warehouse staff, travel via public transport or walking/cycling will not be an option for shift workers who form the largest proportion of staff members. Furthermore, travel to/from the site via non-car modes may not be a safe and attractive option for staff working outside of daylight hours.
- Proposed parking provision shown in the below table:

Car Park	No. Car Parking Spaces
Factory Shop	18 (including 1 x active EV space and 1 x passive EV space)
South Staff Car Park	85 (including 8 x active EV space and 9 x passive EV space 5 x disabled space)
East Staff Car	267 (including 10 x active EV space and 8 x passive EV space 5 x disabled space)
Total	370

- Parking provision for the site has been designed as a strategy to accommodate different and overlapping demands on the site alongside a three-shift pattern in the factory. The following shift patterns are in place for the factory staff: 0600 – 1400; 1400 – 2200; and 2200 – 0600.
- The office staff work typical working hours of 0900 – 1700, as do the small number of staff associated with the retail facility. For this assessment, it is assumed that 'other'/visitor trips also occur during these typical office hours. With a three-shift system, there is a need to build flexibility into the parking provision. In addition, there is a daily 'unknown' related to retail customers as well as visitors and contractors required to support the office and factory.
- Estimated maximum car park occupancy shown in the below table:

	Ins	Outs	Parking Demand	% Occupancy (Total 370 spaces)
Parking at Start of period: (127 Factory, 52 Officer, 9 Retail/Other)			188	51%
Weekday 12:00-13:00	9	9	188	51%
Weekday 13:00-14:00	136	9	314	85%
Weekday 14:00-15:00	9	136	188	51%

- By applying the proportion of factory staff driving (50.6%) taken from the mode traffic survey or 'usual' method of travel to work (Table 11 in 2021 TA) to the total number of proposed factory staff per shift (250), this gives a total of 127 car or van drivers.

- The calculated occupancy level is 314 spaces, or 85% of the car parking spaces occupied at peak demand. The 15% spare car parking capacity is retained to account for longer stay (all day) contractor (visitor) parking, uneven retail demand at different times across the day, drop-offs possibly briefly using a parking space and potential seasonal variations in factory production. Furthermore, allowing for a slight surplus in parking will also prevent overspill parking onto the local highways.
- As shown in the Travel Plan; HC are committed to promoting and encouraging sustainable modes of travel where realistically possible. Measures include the following:
 - Cycle to Work scheme offered;
 - Car sharing promoted;
 - Provision of lockers and showering facilities;
 - Secure cycle storage;
 - New Electric Vehicle parking;
 - Public transport information displayed in social areas; and
 - EV charging infrastructure will be accommodated.
- HC will manage parking to ensure spaces closest to the factory and office will be used overnight and staff will be discouraged from parking in spaces closest to Sallowbush Road.

7.21 Members should note during the course of the application, the Council has served a Tree Protection Order on the 5 trees to be retained within or immediately adjacent to the remaining strip of public open space. 10 car parking spaces have been removed to ensure the trees don't come under pressure in the future. That brings the total amount of car parking down to 360 spaces.

7.22 Officers consider the applicant has put forward a sufficient argument for the level of car parking provision proposed which considers the criteria listed within Policy LP17. Officers therefore accept the applicant's car parking justification.

7.23 The proposal includes 52 cycle parking spaces. A condition is recommended to secure the details of the cycle parking. Officers conclude that the applicant has sufficiently justified the level of car parking proposed and proposes an appropriate amount of car parking and cycle parking. A travel plan condition is recommended. Subject to the above-mentioned conditions, the proposal would be in accordance with Policy LP17 of the Huntingdonshire Local Plan to 2036.

Highway Safety

7.24 Policy LP17 of the Local Plan seeks to ensure that new development incorporates appropriate space for vehicle movements, facilitates access for emergency vehicles and service vehicles and incorporates adequate parking for vehicles and cycles.

- 7.25 The proposal would use the existing access arrangements for the site and would also include the creation of a new 'exit only' access proposed from Redwongs Way. The Local Highway Authority have been consulted as part of the application and have advised the development is acceptable in highway safety terms subject to conditions regarding highway safety. Therefore, the proposal is unlikely to have any adverse effect on the public highway in accordance with policies LP16 and LP17 of the Huntingdonshire's Local Plan to 2036.

Traffic Generation

- 7.26 Policy LP16 (Sustainable Travel) states a proposal must assess a proposal's traffic impact upon strategic road networks.
- 7.27 A Transport Assessment Addendum dated March 2022 and Parking Technical Note dated August 2023 both prepared by Stomor Ltd have been submitted. This includes junction capacity assessments.
- 7.28 Officers note the concerns raised by local residents regarding the potential increase in traffic from the development. The Transport Assessment Team have been consulted as part of the application and have reviewed the submitted information in terms of traffic generation. It is anticipated that the Redwongs Way Site Access will operate within capacity under all future year assessment scenarios. Whilst the St Peter's Road/Redwongs Way signal junction is anticipated to operate above capacity in the 2030 future year scenarios in the PM peak, this is predominantly due to background traffic growth. The proposed development is not anticipated to have a severe impact on the operation of the junction. The requested pedestrian improvement works along Redwongs Way will help mitigate the development impact by enhancing the pedestrian access provision to the site and encourage travel to the site by sustainable modes as an alternative to the car.
- 7.29 The Transport Assessment Team has advised the proposal is acceptable in terms of traffic generation subject to the inclusion of conditions regarding a travel plan and pedestrian improvement works along Redwongs Way.
- 7.30 Therefore, subject to the inclusion of the above recommended conditions, the proposal is unlikely to have any adverse effect on the public highway in accordance with policies LP16 and LP17 of the Huntingdonshire's Local Plan to 2036.

Design, Visual Amenity and impact on the surrounding area

The proposed factory extension building

- 7.31 Policy LP11 of the Local Plan states that proposals will be supported where it is demonstrated that they positively respond to their context and draw inspiration from the key characteristics of their surroundings, including the natural, historic and built environment. Policy LP12 of the Local Plan states that proposals will be supported where they contribute positively to the area's character and identity and where they successfully integrate with adjoining buildings, topography and landscape.
- 7.32 The 18/02276/FUL application proposed a similar size and scale of extension along the east side of the site as set out in section 1.6 above. The extension forms a continuation of the existing building, and largely reflects the massing, form and materials of the existing. The front of the extension features a two-storey flat roof over the new main visitor entrance, staff canteen and first floor office space, this is approximately 2m higher than the two-storey flat roof element over the existing building frontage but closely reflects the proportions and form of the existing. Behind the two-storey frontage sits a steel frame double bay portal frame building with shallow pitched roofs and insulated panels to match the existing.
- 7.33 In comparison to 18/02276/FUL, the proposal has increased from 7.75m eaves height and 9.1m ridge height to approximately 10.5 eaves height and 11.6m ridge height.
- 7.34 The introduction of proposed black vertical banding on the east elevation is supported and helps break up the length of the extension especially when viewed from Sallowbush Road. The landscaping proposals for the car park and linear open space will go some way to soften the eastern elevation of the extension and further tree planting/landscaping can be secured via a condition.
- 7.35 Officers note the concerns raised by Urban Design but consider the final detailed design can be controlled through the inclusion of conditions regarding boundary treatments, appearance of the acoustic fence, safe routes for pedestrians, proposed lighting, landscaping to the HGV access road to soften the SE corner, cycle parking stores, proposed materials, proposed signage and proposed roof mounted railings.
- 7.36 It is the view of Officers, that as the proposed footprint and massing of the extension is similar to the previously approved

extension under 18/02276/FUL, and subject to the inclusion of the above mentioned conditions, the proposed extension would be acceptable in design terms in accordance with Policies LP11 and LP12 of Huntingdonshire's Local Plan to 2036 and is consistent with the design principles as set out in the Huntingdonshire Design Guide SPD (2017).

Partial loss of Open Space

- 7.37 As outlined above, Hotel Chocolate have purchased additional land (32m width by 193m length = 6176sqm) from Huntingdon Town Council. This land has historically been used as public open space, specifically as an enclosed dog walking/exercise area.
- 7.38 The proposal seeks to change this area of land to car parking. Notwithstanding that the ownership of the land has changed from 'public' to 'private', the loss of the open space needs to be addressed. A 10m strip of land adjacent to Sallowbush Road is retained in ownership by Huntingdon Town Council. This is included within the red line area of application.
- 7.39 Members should note Huntingdon Town Council are seeking to lease an area of open space from HDC to provide a new dog walking area. However, to be clear these are entirely separate issues and does not form part of the consideration of this application.
- 7.40 As outlined in the above parking section, Officers consider the applicant has put forward a sufficient argument for the level of car parking provision proposed in accordance with Policy LP17. Therefore, the reasoning behind the proposed change of use has been accepted. Notwithstanding that, officers still need to assess the impact of the proposed change of use of the open space against relevant policies.
- 7.41 Officers note the comments received by Urban Design, Landscape Team, Open Space Team and residents about how the partial loss of this area of open space of public value will have a significant adverse impact on the character of the surrounding area. Officers also note the comments received by residents about how the space is enjoyed daily by the local community for dog walking and general amenity space.
- 7.42 Policy LP32 (Protection of Open Space) states:

A proposal that would lead to the whole or partial loss of an area of open space of public value will only be supported where there would be no significant adverse impact on the character of the surrounding area and:

a. the loss is minimised where possible and compensatory measures are put in place that provide a net benefit to the

community that is served by the space, which will be judged in terms of availability, accessibility, quality and quantity;

In order to ensure that compensatory measures provide net benefits to the community the proposal will be expected to include enhancement of any remaining open space in cases of partial loss, the enhancement of other existing spaces or new provision that would serve the same community as that being lost. New provision for the loss of sports or recreational open space should be in a form that best meets an identified existing need, as agreed with the Council.

7.43 The NPPF paragraphs 101 – 103 allows local plans and neighbourhood plans to identify and protect green areas (Local Green Spaces) of particular importance to them. Once designated, planning permission will only be granted for the development of the sites in very special circumstances.

7.44 Local Plan Policy LP32 supporting text paragraph 8.30 states: In addition to the protection offered to open space the policy also identifies the national provisions for Local Green Spaces that can be designated in neighbourhood plans.

7.45 Officers note that the Huntingdon Neighbourhood Plan Policy NE1 (Local Green Space) does not designate this open space as 'Local Green Space'. Huntingdon Neighbourhood Plan was adopted after Huntingdonshire Local Plan, and therefore consider the most up to date plan and policy.

7.46 Huntingdon Neighbourhood Plan Policy NE2 (Open Space and Green Infrastructure) states:

Open spaces within Huntingdon that provide an amenity area or make a positive contribution to the streetscene or form part of the overall form and character of the settlement will be protected from encroachment.

A proposal involving the loss of open space that provides an amenity or recreation function will only be supported where:

- Alternative open space of equal or higher quality is provided in close proximity; or*
- The alternative use would address locally identified issues and the loss of open space would be compensated for by qualitative improvements to open space in close proximity.*

7.47 The open space forms a significant green buffer between the St Peters Industrial Estate to the west and the Oxmoor residential estate to the east and contributes to the near continuous swath of vegetation and open space that runs north from Spring Common (as noted in the Landscape and Townscape SPD 2021 Consultation Draft page 134) and sits immediately adjacent to the Sallowbush Road allotments to the south and the easternmost

Oxmoor Green Lane to the north (containing the Sallowbush Road toddler playground, a multi-use games area and ped/cycle path connection to Tower fields).

- 7.48 The 2007 Landscape and Townscape SPD requires planning and regeneration strategies for the Oxmoor estate (page 78) to: *'Consider the long term use of the existing areas of green space and promote improvements to key areas for public access, recreation and nature conservation purposes;...protect the green spaces along the western edge of the estate and promote its enhancement through new planting as a buffer and screen to the adjacent industrial estate;...Retain key views to the surrounding landscape from the Oxmoor estate'...and;... Enhance the visual qualities of the estate by planting large trees to reduce the sense of exposure'.*
- 7.49 Planning and regeneration strategies for the St Peters Road Industrial Estate (page 81) require development proposals to *'Improve the screening of the eastern estate where this abuts the Oxmoor residential areas*'. These development requirements are also set out in the 2021 Consultation Draft of the L&T SPD within Huntingdon Character Area 10: Oxmoor (page 134) and Huntingdon Character Area 12: St Peters Road Industrial and Retail Estate (page 138).
- 7.50 In line with the requirement of Policy LP32 that a proposal will be expected to include enhancement of any remaining open space in cases of partial loss, the proposal includes enhancements from the remaining strip of land (within Huntingdon Town Council ownership and within the red line of the application).
- 7.51 The space would remain enclosed by low railings together with gates which is recommended to be secured by condition. The proposal would also include hedge planting along to Sallowbush Road and Redwongs Way street frontages and in front of the 2m acoustic screen with the Hotel Chocolate Site. Tree and shrub planting together with long grassland areas, mown footpaths and timber benches are proposed within the linear green space. Temporary chestnut fencing is proposed along the Sallowbush Road and Redwongs Way frontages and the frontage to the adjacent open space to the north until the hedge/planting becomes established. Breaks are proposed within the sections of hedgerow and chestnut fencing allowing connections from Redwongs Way, Sallowbush Road and the adjacent open space.
- 7.52 As outlined above, the open space acts as a buffer between the St Peters Road Industrial Estate and the Oxmoor residential area. Whilst the proposed landscaping/planting will go some way to addressing the loss and will provide enhancements to the remaining strip of open space, the proposal by virtue of the reduction in size of the open space would result in a degree of harm upon the character of the surrounding area which would

partially conflict with the aims of Local Plan Policies LP11, LP12 & LP32 and Huntingdon Neighbourhood Plan Policy NE2.

- 7.53 In regard to the quantity of open space being lost, the Open Spaces Team has advised that an Off-site open space Contribution of £81,900.68 is required to offset the partial loss of the open space. The Open Space Team have identified a project to provide improvements to an area of public open space: Spring Common which is a County Wildlife Site (CWS) managed by Huntingdonshire District Council (HDC). It is located in central Huntingdon on Ambury Road, about 0.6 miles from the site, a 12-minute walk. Officers consider the S106 contribution would address the requirements of Local Plan Policy LP32 and Huntingdon Neighbourhood Plan Policy NE2 regarding compensation for the loss of open space.

Residential Amenity

- 7.54 Policy LP14 states that a proposal will be supported where a high standard of amenity is maintained for all occupiers of neighbouring land and buildings.

Consideration of Overbearing, Loss of light or Loss of privacy

- 7.55 The nearest resident properties are on Sallowbush Road to the east. The other buildings in the local vicinity provide a mix of employment uses. Officers note the concerns raised by local residents about the impact of the proposed factory extension in terms of how the proposed size, depth, width, height and massing would have an unacceptably adverse impact on the amenities of the properties immediately adjacent to the site and the surrounding area by reason of the proposal being visually overbearing.
- 7.56 The distance between the proposed factory extension building and the nearest residential properties is circa 110m. The proposed factory extension will be visible but is considered to be an acceptable distance away to minimise visual impact. Loss of view is not considered to be a material consideration. Weight must be also given to the fact that planning permission has previously been granted for an extension in a similar position of a similar scale. Local residents will also see the factory extension against a backdrop of the existing buildings on the site and adjacent commercial/industrial buildings. Officers therefore consider the proposal would not result in an adverse impact in terms of overbearing, loss of light or loss of privacy in accordance with Policy LP14 of the Local Plan.

Consideration of Noise and light

- 7.57 The application is supported by a Planning Noise Impact Assessment. The Environmental Health Team have been consulted as part of the application and are the technical experts regarding noise.
- 7.58 The Environmental Health Team have engaged in lengthy discussions with the applicant. Officers note the concerns raised by residents in regard to previous noise complaints and the impact of the lighting. Officers also note the concern about compliance with conditions that seek to control noise and other issues from the site. If conditions are not complied with, that is a matter for the Planning Enforcement Team to investigate. Paragraph 55 of the NPPF states: *Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.* Therefore, Officers must consider whether a proposal can be made acceptable through the imposition of appropriately worded planning conditions.
- 7.59 Although the eastern boundary of the car park would be located approximately 30m from the nearest houses on Sallowbush Road, the proposal would bring the car parking closer to residential properties on Sallowbush Road and reduce the buffer. The proposal therefore includes a 2m high close boarded timber fence barrier to be constructed along the eastern boundary (adjacent to Sallowbush Road) of the car park in order to reduce the noise impact during the sensitive shift changeover periods.
- 7.60 The Environmental Health Team have reviewed the submitted information and consider the predicted noise impact from the proposed development will not lead to a significant adverse impact subject to the inclusion of conditions regarding deliveries, plant noise, site noise, lighting and construction.
- 7.61 Subject to the inclusion of the above recommended conditions, on balance Officers consider the proposal therefore accords with Policy LP14 of the Local Plan and the guidance in the NPPF in terms of potential noise impact.

Biodiversity

- 7.62 Paragraph 174 of the NPPF (2023) states Planning policies and decisions should contribute to and enhance the natural and local environment. Policy LP30 of Huntingdonshire's Local Plan to 2036 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated. Policy LP30 also requires development proposals to ensure no net

loss in biodiversity and provide a net gain in biodiversity where possible.

- 7.63 A Preliminary Ecological Appraisal has been submitted with the application, which concludes that the site is generally low to negligible ecological value. Officers agree with this assessment given that it is mown grass. That being said, the proposal would result in the reduction of the green buffer which will have an impact on biodiversity locally. Officers note the concerns raised by local residents about the impact upon biodiversity. The applicant has also submitted a Biodiversity Net Gain Report.
- 7.64 The Biodiversity Net Gain Report outlines that 0.36 units (3.51%) is required off site. Any offsetting that is required will be secured through appropriately worded conditions and a S106 contribution for the monitoring of the scheme.
- 7.65 Subject to the inclusion of the above conditions, it is considered the development would not have an adverse impact on biodiversity in accordance with Policy LP30 of the Local Plan, paragraph 174 d) of the NPPF (2023), The Wildlife and Countryside Act (1981) and the Habitats and Protected Species Regulations (2017).

Trees

- 7.66 Policy LP31 of the Local Plan states a proposal will be required to demonstrate that the potential for adverse impacts on trees, woodland, hedges and hedgerows has been investigated. A proposal will only be supported where it seeks to conserve and enhance any existing tree, woodland, hedge or hedgerow of value that would be affected by the proposed development. Where loss, threat or damage cannot be fully addressed through minimisation and/ or mitigation measures the proposal may be supported if alternative measures such as reinstatement of features, additional landscaping, habitat creation or tree planting will compensate for the harm and can be implemented and established before development starts.
- 7.67 Officers note the concerns raised by local residents about the loss of trees. A large number of trees have been removed during the course of the application. These trees were not afforded any protection as the site is not located within a Conservation Area and no Tree Preservation Orders were present on the site. However, during the course of the application, the Council has served a Tree Protection Order on the 5 trees to be retained within or immediately adjacent to the remaining strip of public open space. As outlined above, under advice from the Tree Officer, 10 car parking spaces have been removed to ensure the trees don't come under pressure in the future.

- 7.68 The application includes proposed landscaping/ planting which will go some way to addressing the loss and will provide enhancements to the remaining strip of public open space. Notwithstanding that, as outlined in the above section, by virtue of the reduction in size of the open space which acts as a buffer between the St Peters Road Industrial Estate and the Oxmoor residential area, there would be harm to the character of the local area.
- 7.69 Given that the proposal provides mitigation through the replacement planting of trees and through the provision of the Tree Protection Order, Officers consider on balance the proposal complies with Policy LP31 of the Local Plan.

Flood Risk and Drainage

- 7.70 National guidance and Policy LP5 of the Local Plan to 2036 seek to steer new developments to areas at lowest risk of flooding and advises this should be done through application of the Sequential Test, and if appropriate the Exceptions Test (as set out in paragraphs 159-169 of the NPPF (2023)).
- 7.71 The application site is situated in Flood Zone 1 based on the Environment Agency Floods Maps and the Strategic Flood Risk Assessment (2017) and is therefore at low risk of flooding. Given the existing surrounding buildings and uses, officers consider adequate servicing can be provided. The Lead Local Flood Authority (LLFA) has been consulted as part of the application. The LLFA has reviewed the additional information and has advised the proposal is acceptable in flood risk and drainage terms subject to appropriately worded conditions regarding drainage.
- 7.72 Subject to the inclusion of the above-mentioned conditions, the proposed development is therefore considered to accord with Policies LP5, LP6 and LP23 part d) of the Local Plan to 2036 and the NPPF (2023) in this regard.

Other Matters

Community Infrastructure Levy (CIL)

- 7.73 The development would be CIL liable in accordance with the Council's adopted charging schedule; CIL payments would cover footpaths and access, health, community facilities, libraries and lifelong learning and education.

S106 Contributions

- 7.74 The CIL regs for S106 contributions sets out 3 statutory tests a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 7.75 In regard to the quantity of open space being lost, the Open Spaces Team has advised that an Off-site open space Contribution of £81,900.68 is required to offset the partial loss of the open space. The Open Space Team have identified a project to provide improvements to an area of public open space: Spring Common which is a County Wildlife Site (CWS) managed by Huntingdonshire District Council (HDC). It is located in central Huntingdon on Ambury Road, about 0.6 miles from the site, a 12-minute walk. Officers consider the S106 contribution would address the requirements of Local Plan Policy LP32 and Huntingdon Neighbourhood Plan Policy NE2 regarding compensation for the loss of open space.
- 7.76 In regard to Biodiversity Net Gain, a potential scheme for the off setting including a monitoring fee potentially needs to be secured.
- 7.77 Officer's consider the required S106 contribution for open space and the off-site Biodiversity Net Gain to be justified and CIL compliant.

Outstanding neighbour representations

- 7.78 Local residents have objected to the development due to the potential impact on the value of nearby residential properties. This is not a material planning consideration.
- 7.79 Local residents have commented that an FOI indicated HC had sought pre-application advice from HDC prior to the purchase of the land and that this should not influence the planning decision as stated on HDC website 'Requesting pre-application advice does not guarantee that planning permission will be granted'. This is correct. The pre-application process is therefore to provide advice to an applicant prior to the submission of an application.
- 7.80 Officers note the concerns raised by local residents about the application being incomplete or documents are outdated. The application has been in the system for a while. Further technical details have been submitted on request, where necessary. Following site visits, consultee comments and a detailed review of the application, Officers consider they have enough information in this instance to assess the proposal.

- 7.81 Local residents have raised concern that there will be unlikely be the creation of new jobs. Hotel Chocolat speak of automated lines in the factory extension. Officers note this but the proposed factory extension will result in the creation of jobs. All companies seek to automate processes to create efficient ways of working.
- 7.82 Local residents have raised concern about how Huntingdon Town Council sold the land to Hotel Chocolat in private meetings with no prior notice or public consultation. This is a separate issue from the planning application and the proposed change of use of the open space.

Conclusion and Planning Balance

- 7.83 As outlined above, all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.84 Planning permission ref 18/02276/FUL was granted for a factory extension of a similar size, scale and siting.
- 7.85 The proposed factory extension building is located within the St Peter's Road Industrial Area, which is defined as an 'Established Employment Area'. The principle of development of the proposed factory extension is therefore supported by Local Plan Policies LP7, LP18 and Huntingdon Neighbourhood Plan Policies E1 and E2.
- 7.86 The proposal includes the change of use of open space (that falls outside the Established Employment Area) to car parking.
- 7.87 Officers consider the applicant has put forward a sufficient argument for the level of car parking provision and has justified the need for the change of use in accordance with policy LP17. The provision of an appropriate amount of on-site car parking is crucial to the operation and success of a commercial site.
- 7.88 The open space acts as a buffer between the St Peters Road Industrial Estate and the Oxmoor residential area. Whilst the proposed landscaping/planting will go some way to addressing the loss and will provide enhancements to the remaining strip of open space, the proposal by virtue of the reduction in size of the open space would result in a degree of harm upon the character of the surrounding area which would partially conflict with the aims of Local Plan Policies LP11, LP12 & LP32 and Huntingdon Neighbourhood Plan Policy NE2.
- 7.89 Subsequently, Officers also acknowledge the proposal by virtue of the reduction in size of the public open space, will also have a degree of impact upon biodiversity, will also result in the reduction

in the amount of tree coverage and will also have an impact upon the enjoyment of the space by local residents.

- 7.90 These considerations form the potential environmental and social harm of the proposal.
- 7.91 However, weight should be given to the proposed landscaping, planting and biodiversity enhancements/net gain, which can be secured through conditions and a S106, will go some way to addressing and mitigating the loss and will provide enhancements to the remaining strip of public open space in accordance with Policies LP11, LP12 and LP32.
- 7.92 In regard to the quantity of open space being lost, the Open Spaces Team has advised that an Off-site open space Contribution of £81,900.68 is required to offset the partial loss of the open space. This would be in accordance with Local Plan LP32 and Huntingdon Neighbourhood Plan Policy NE2 which require compensation for the loss of open space.
- 7.93 It is noted that the proposal is considered to be acceptable in terms of parking, highway safety, traffic, residential amenity impacts, flood risk and drainage in accordance with Local Plan Policies LP5, LP14, LP16 and LP17.
- 7.94 The application is for an intensification of an employment use on an existing established site accommodated by Hotel Chocolat. The proposed development is required due to Hotel Chocolat's significant expansion in production to enable continued growth going forward and to keep up with current production demands. A significant benefit of the development is the creation of further jobs and the contribution to overall economic development locally and nationally. Officers give this significant weight in the planning balance.
- 7.95 It should be noted that not all proposed developments are entirely without harm or entirely without benefit. Therefore, in reaching a recommendation on the application, Officers have considered the potential harm of the development against the potential benefits of the development. Officers have considered what weight should be given to each material consideration. This forms the overall planning balance.
- 7.96 Whilst the proposal would result in a degree of environmental and social harm, there are benefits of the development which are given greater weight in this instance. It is therefore the view of Officers that the proposal has significant economic and social benefits that outweigh the potential environmental and social harm.
- 7.97 Having regard to all relevant material considerations, it is recommended that planning permission be granted in this instance.

8. RECOMMENDATION – APPROVAL, to delegate the authority to officers to complete the signing of a S106 agreement and subject to conditions including the following:

1. Time
2. Drawings
3. Boundary treatments
4. Acoustic fence appearance
5. safe routes for pedestrians
6. lighting
7. landscaping scheme to include landscaping HGV access road to soften the SE corner and enhancements to the remaining strip of public open space.
8. cycle parking stores
9. materials
10. signage
11. roof mounted railings
12. biodiversity enhancements & BNG
13. SUDs
14. Drainage during construction
15. Deliveries
16. plant noise
17. site noise
18. lighting
19. construction
20. travel plan
21. pedestrian improvement works along Redwongs Way
22. staff car park exit minimum width
23. staff car park exit radius kerbs
24. joint car park access minimum width
25. joint car park access exit radius kerbs
26. access specification
27. On-site parking, servicing, loading, unloading, turning and waiting area
28. Visibility splays
29. Access drainage
30. Access road metalled surface 20m

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CONTACT OFFICER:

Enquiries about this report to **Lewis Tomlinson Senior Development Management Officer – lewis.tomlinson@huntingdonshire.gov.uk**

HUNTINGDON TOWN COUNCIL**PLANNING COMMENTS : 3 February 2022**

21/02293/FUL

Mr Mark Craft Wickes 19 Colonial Way Watford WD24 4JL

1. Proposed New Manual glazed door to front elevation (front elevation). 2. New Pedestrian Crossing. 3. Car Park Alterations. 4. Trolley Park Relocation. 5. Proposed new perimeter fence to Service Yard 6. Proposed new first floor showroom window (front elevation) 38 St Peters Road Huntingdon PE29 7DA

Recommend APPROVE members had no objections

21/02422/FUL

Miss Frost Walsingham Planning Bourne House Cores End Road Bourne End SL8 5AR

Erection of factory extension and creation of additional parking areas and associated works

Factory Shop 3 Redwongs Way Huntingdon PE29 7HF

Deemed APPROVE

21/02812/FUL

Mr Moore 24 and 25 High Street Huntingdon PE29 3TD

Repairs to storm damaged boundary wall.
24 High Street Huntingdon PE29 3TA

Recommend APPROVE material to match existing

21/02813/LBC

Mr Moore 24 and 25 High Street Huntingdon PE29 3TD

Repairs to storm damaged boundary wall.
24 High Street Huntingdon PE29 3TA

Recommend APPROVE material to match existing

21/02676/LBC

Mr Robin Boyes Graham Handley Architects The Mill, Free Church Passage St Ives PE27 5AY

Development Management Committee



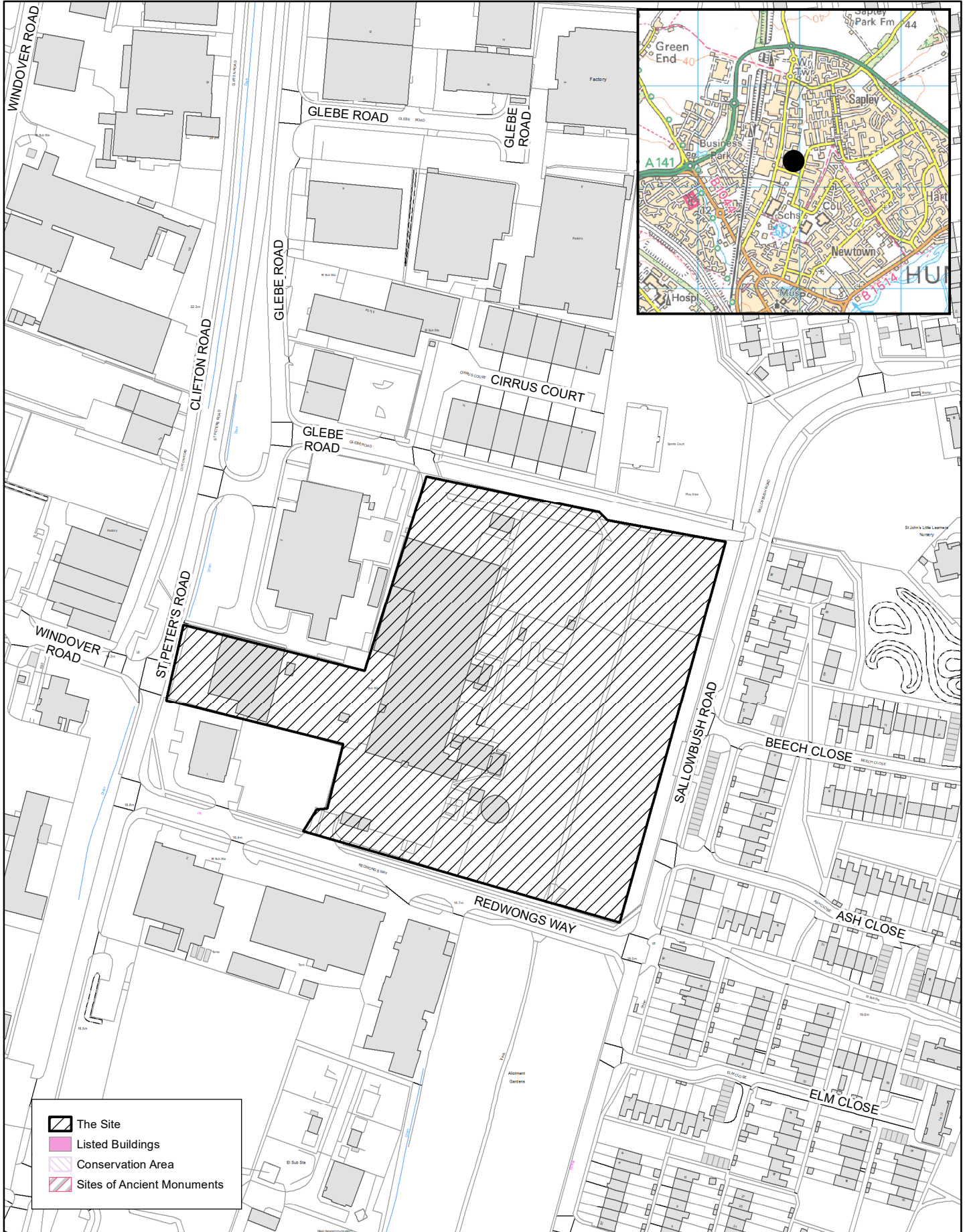
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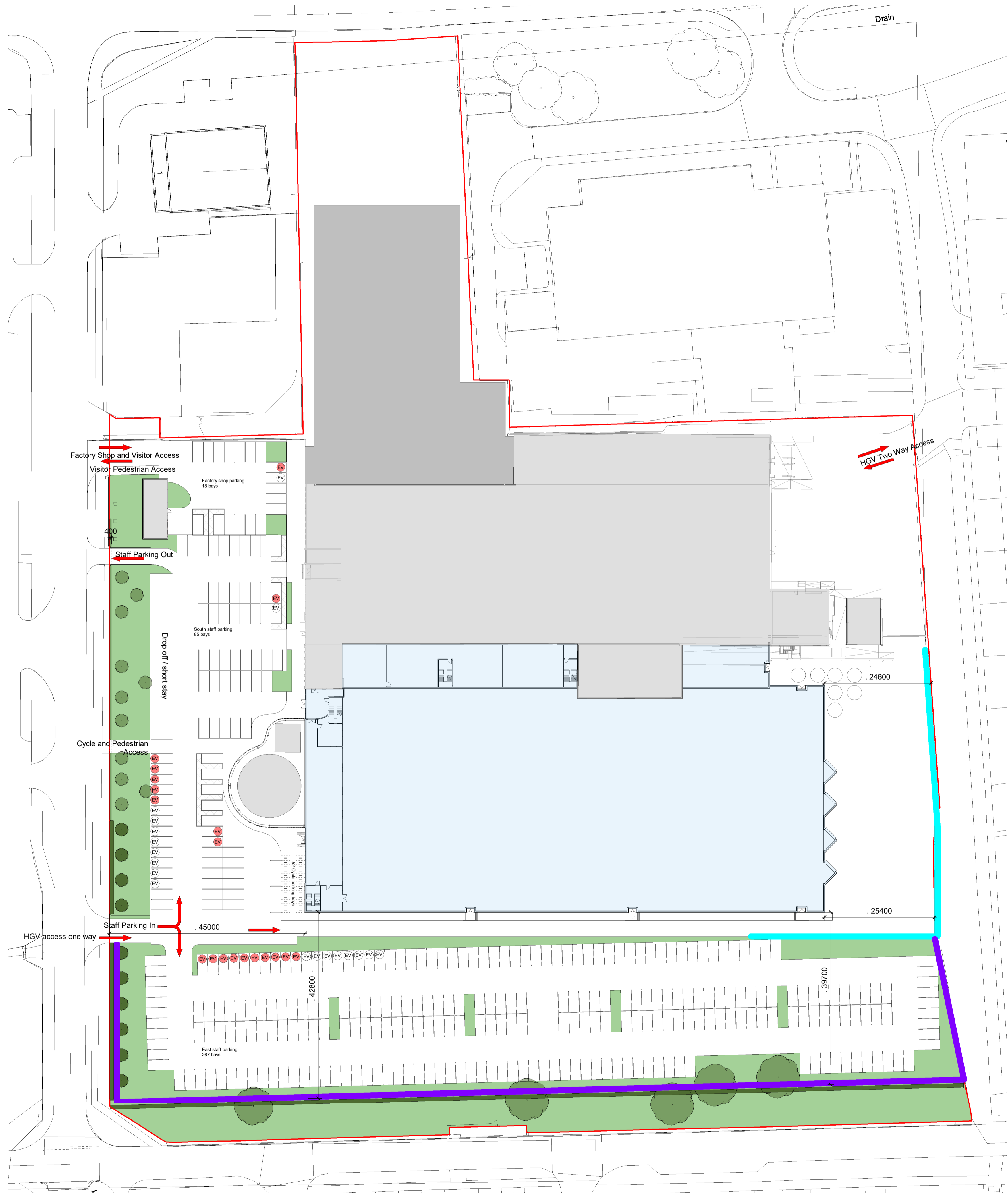
Application Ref:21/02422/FUL

Date Created: 05/09/2023

Location:Huntingdon

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- KEY**
- EXISTING BUILDINGS
 - PLANNING CONSENTED BUILDINGS
 - PROPOSED FACTORY EXTENSION
 - ACTIVE ELECTRIC VEHICLE CHARGING POINT
 - PASSIVE ELECTRIC VEHICLE CHARGING POINT
 - NEW TREE PLANTING
 - EXISTING TREE TO BE RETAINED
 - EXISTING HEDGE TO BE REMOVED
 - EXISTING HEDGE TO BE RETAINED
 - PROPOSED NEW HEDGE TO MATCH EXISTING
 - ACOUSTIC SCREEN 4M HIGH
 - ACOUSTIC SCREEN 2M HIGH

Notes

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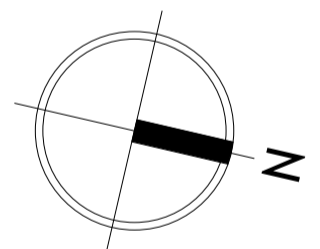
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Revision Details

F	Parking spaces omitted adjacent to trees	02.11.23
E	Position of acoustic screening indicated	22.11.22
D	Red line amended to incorporate Town Council retained land. Chocolate tank positions indicated. Roof plant extended to suit detailed design	23.05.22
C	Parking bay position altered	16.03.22
B	Pedestrian access widened	15.02.22
A	Planning dimensions added	01.12.21



Project Title
Factory and Office Extension
 3 Redwings Way,
 Huntingdon, PE29 7HF

Client
Hotel Chocolat

Drawing Title
Proposed Site Plan

Status
PLANNING

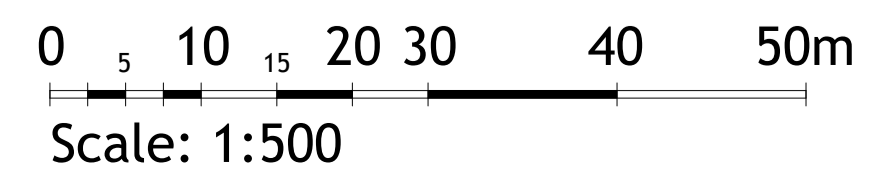
Drawing Number
21121 - WA - 004

Revision Scale @ A1
F 1 : 500

Issue Date
AUG 21

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1 Proposed Site Plan
 Scale 1 : 500



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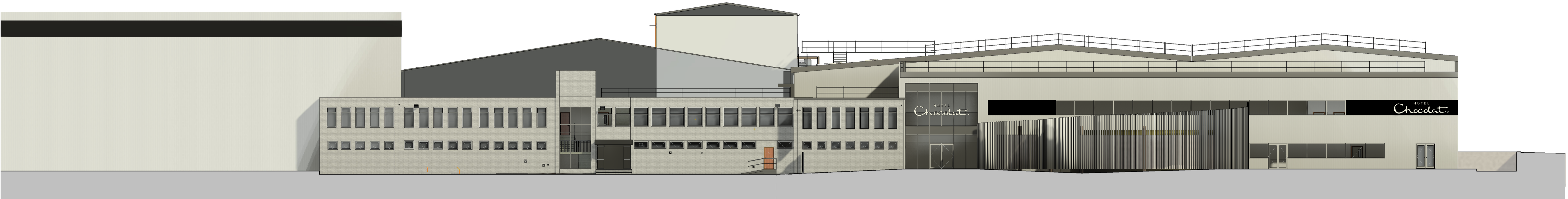
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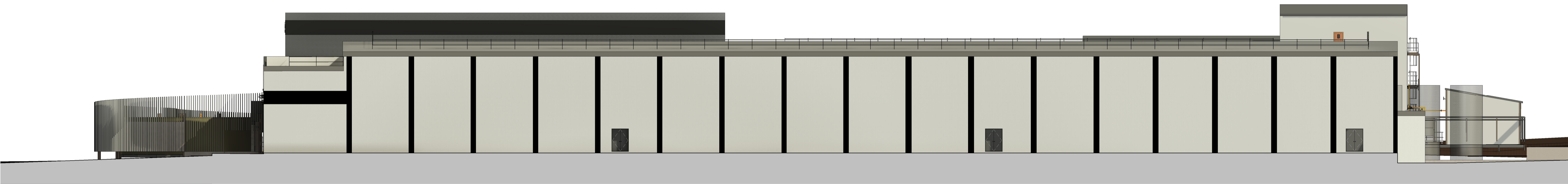
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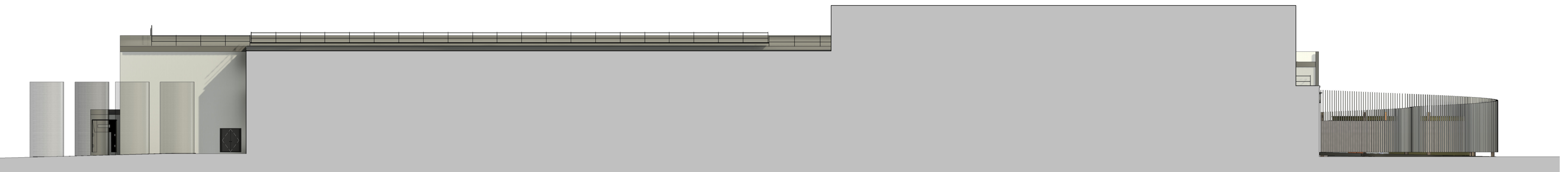
Revision Details



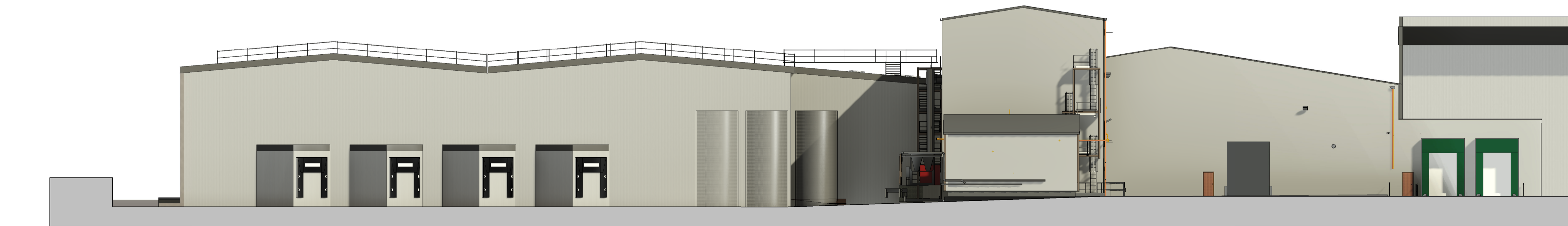
1 Proposed South Elevation - Planning
Scale 1 : 200



2 Proposed East Elevation - Planning
Scale 1 : 200



3 Proposed West Elevation - Planning
Scale 1 : 200



4 Proposed North Elevation - Planning
Scale 1 : 200

Project Title
HP Max
3 Redwings Way
Huntingdon PE29 7HF
Client
Hotel Chocolat

Drawing Title
Proposed Elevations - Planning

Status
STAGE 4

Drawing Number
21121 - WA - P107

Revision Scale @ A1
1 : 200

Issue Date
MAY 22


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