
Case No: 1100979FUL (FULL PLANNING APPLICATION) AND
1100980CAC (CONSERVATION AREA CONSENT
APPLICATION)

Proposal: THE DEMOLITION OF 20-24 CHEQUERS COURT AND 31-54
CHEQUERS COURT, COMPRISING 2 RETAIL UNITS WITH
OFFICES ABOVE, 5 GROUND FLOOR AND BASEMENT
RETAIL UNITS, TOGETHER WITH 2 FLOORS OF VACANT
OFFICES ABOVE. THE BUILDINGS WILL BE REPLACED
BY THE CONSTRUCTION OF A NEW SUPERMARKET, 7
RETAIL UNITS, A RESTAURANT/CAFE AND 2 KIOSKS

Location: CHEQUERS COURT SITE CHEQUERS COURT PE29 3LJ

Applicant: THE CHURCHMANOR ESTATES CO PLC

Grid Ref: 523994 271848

Date of Registration: 10.06.2011

Parish: HUNTINGDON

RECOMMENDATION - APPROVAL

1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 The application site comprises Nos. 20-24 and Nos. 31-54 Chequers Court, which includes the former Government Offices. The application site also includes the existing 'podium deck', part of the car park between Chequers Court and the ring road and two parking areas off Trinity Place/Chequers Way. The site is within the Town Centre and the Conservation Area.
- 1.2 The Conservation Area Consent application (1100980CAC) proposes the demolition of 20-24 and 31-54 Chequers Court, and the demolition of the 'podium deck' over the basement car park.
- 1.3 The planning application (1100979FUL) proposes the erection of a new two-storey building to replace 20-24 Chequers Court attached to the building currently occupied by Blades hairdressers in Chequers Court, and attached on the other side to Wilkinsons by a new single storey link. The proposal also provides a further 9 units comprised of a 1999 square metre (sales and non-sales areas) foodstore, 7 retails units and a restaurant/coffee bar. The foodstore has been designed for a new Waitrose. The units attached to Blades and Wilkinsons would be serviced from St Germain Street. The foodstore would be serviced from a dedicated new service area on the southeast side of the store (Service Area 1) with the remaining units serviced from a separate new service area to the southwest of the store (Service Area 2). Servicing and delivery vehicles for both of these areas would arrive via St Mary's Street, Hartford Road and Trinity Place. It is now envisaged that delivery vehicles would exit via Trinity Place, Hartford

Road and the ring road. The application as originally submitted (and as still indicated on the plans attached to this report) proposed the exit from the service areas via the new spur road from Trinity Place to the ring road to be provided as part of the Multi-Storey Car Park (MSCP) development. A car park with twelve disabled spaces would be provided on part of the existing Trinity Place car park.

- 1.4 Responding to the change in levels between the Chequers Court 'podium deck' and St Germain Walk to the northwest and the car parks to the northeast and southeast (a difference of some 1.75m), the units facing towards the High Street (Units 4-6) would be at a level of 12.05m, the units replacing 20-24 Chequers Court (Units 20 & 22/24) would be a level of 11.64m with the foodstore and adjacent unit (Units 1 and 2A) and the units fronting St Germain Walk (Units 2B, 2C, 2D and 3) being at a level of 10.3m-10.5m. All the units, except the foodstore (Unit 1) and the restaurant/coffee bar (Unit 6), would have first floor as well as ground floor floorspace.
- 1.5 The planning application is accompanied by a Design and Access Statement, BREEAM for Retail Pre-Assessment, Transport Assessment, Travel Plan Framework, Planning and Retail Statement, Air Quality Assessment, Drainage Strategy, Flood Risk Assessment, Ecological Assessment, Archaeological Desk-Based Assessment, Lighting Statement, Noise Impact Assessment, Phase 1 Geo-Environmental Assessment, Statement of Community Involvement and Utilities Statement.

2. NATIONAL GUIDANCE

- 2.1 **PPS1: "Delivering Sustainable Development" (2005)** contains advice on the operation of the plan-led system.
- 2.2 **PPS4: "Planning for Sustainable Economic Growth" (2009)** sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas.
- 2.3 **PPS5: Planning for the Historic Environment (2010)** sets out the Government's planning policies on the conservation of the historic environment.
- 2.4 **PPS9: "Biological and Geological Conservation" (2005)** sets out planning policies on protection of biodiversity and geological conservation through the planning system.
- 2.5 **PPG13: "Transport" (2011)** sets out the objectives to integrate planning and transport at the national, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.
- 2.6 **PPS23: "Planning and Pollution Control" (2004)** is intended to complement the new pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000.
- 2.7 **PPG24: "Planning & Noise" (1994)** guides planning authorities on the use of planning powers to minimize the adverse impact of noise.

- 2.8 **PPS25: “Development and Flood Risk” (2010)** sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.
- 2.9 **Draft National Planning Policy Framework: Consultation (2011)** - sets out the Government’s key economic, social and environmental objectives and the planning policies to deliver them. The intention is that these policies will provide local communities with the tools they need to energise their local economies, meet housing needs, plan for a low-carbon future and protect the environmental and cultural landscapes that they value. It seeks to free communities from unnecessarily prescriptive central government policies, empowering local councils to deliver innovative solutions that work for their local area.

For full details visit the government website <http://www.communities.gov.uk> and follow the links to planning, Building and Environment, Planning, Planning Policy.

3. PLANNING POLICIES

Further information on the role of planning policies in deciding planning applications can also be found at the following website: <http://www.communities.gov.uk> then follow links Planning, Building and Environment, Planning, Planning Information and Guidance, Planning Guidance and Advice and then Creating and Better Place to Live

- 3.1 East of England Plan - Revision to the Regional Spatial Strategy (May 2008) Policies viewable at <http://www.go-east.gov.uk> then follow links to Planning, Regional Planning then Related Documents
- **SS1:** “Achieving Sustainable Development” – the strategy seeks to bring about sustainable development by applying: the guiding principles of the UK Sustainable Development Strategy 2005 and the elements contributing to the creation of sustainable communities described in Sustainable Communities: Homes for All.
 - **SS4:** “Towns other than Key Centres and Rural Areas” – Local Development Documents should define the approach to development in towns. Such towns include selected Market Towns and others with potential to increase their social and economic sustainability.
 - **SS6:** “City and Town Centres” – Thriving, vibrant and attractive city and town centres are fundamental to the sustainable development of the East of England and should continue to be the focus for investment, environmental enhancement and regeneration.
 - **T2:** “Changing Travel Behaviour” – to bring about significant change in travel behaviour, a reduction in distances travelled and

a shift towards greater use of sustainable modes should be promoted.

- **T13:** “Public Transport Accessibility” – public transport should be encouraged throughout the region by increasing accessibility to appropriate levels of service of as high a proportion of households as possible, enabling access to core services.
- **T14:** “Parking” – controls to manage transport demand and influencing travel change alongside measures to improve public transport accessibility, walking and cycling should be encouraged. Maximum parking standards should be applied to new commercial development.
- **ENV3:** “Biodiversity and Earth Heritage” it should be ensured that the region’s wider biodiversity, earth heritage and natural resources are protected and enriched through conservation, restoration and re-establishment of key resources.
- **ENV6:** “The Historic Environment” - Within plans, policies, programmes and proposals local planning authorities and other agencies should identify, protect, conserve and, where appropriate, enhance the historic environment of the region including Conservation Areas and Listed Buildings.
- **ENV7:** “Quality in the Built Environment” - requires new development to be of high quality which complements the distinctive character and best qualities of the local area and promotes urban renaissance and regeneration.
- **ENG1:** “Carbon Dioxide Emissions and Energy Performance” – for new developments of 10+ dwellings or 1000sqm non residential development a minimum of 10% of their energy should be from decentralised and renewable or low carbon resources unless not feasible or viable.
- **WAT4:** “Flood Risk Management” – River flooding is a significant risk in parts. The priorities are to defend existing properties from flooding and locate new development where there is little or no flooding.

3.2 Cambridgeshire and Peterborough Structure Plan (2003) Saved policies from the Cambridgeshire and Peterborough Structure Plan 2003 are relevant and viewable at <http://www.cambridgeshire.gov.uk> follow the links to environment, planning, planning policy and Structure Plan 2003.

- **P6/1** – Development Related Provision – development will only be permitted where the additional infrastructure and community requirements generated by the proposal can be secured.
- **P9/8** – Infrastructure Provision – a comprehensive approach towards securing infrastructure needs to support the development strategy for the Cambridge Sub-Region. The programme will encompass: transport; affordable and key worker housing; education; health care; other community facilities; environmental improvements and provision of open space; waste management;

water, flood control and drainage and other utilities and telecommunications.

3.3 Huntingdonshire Local Plan (1995) Saved policies from the Huntingdonshire Local Plan 1995 are relevant and viewable at www.huntingdonshire.gov.uk/localplan95

- **S10:** “Shopping Environment” – maintenance, enhancement of vitality of the established town centres by carrying out environmental improvement schemes, providing adequate car parking, and maintaining an appropriate mix of commercial, retail and residential uses will be sought.
- **T18:** “Access requirements for new development” states development should be accessed by a highway of acceptable design and appropriate construction.
- **T25** – states that the District Council will seek to ensure that adequate off-street parking spaces are made available in the town centres.
- **En5:** “Conservation Area Character” - development within or directly affecting conservation areas will be required to preserve or enhance their character and appearance.
- **En6:** “Design standards in Conservation Areas” – in conservation areas, the District Council will require high standards of design with careful consideration being given to the scale and form of development in the area and to the use of sympathetic materials of appropriate colour and texture.
- **En8:** “Demolition in Conservation Areas” – consent may be withheld until acceptable plans for the new development have been approved, if approved the timing of demolition will be strictly controlled.
- **En9:** “Conservation Areas” - development should not impair open spaces, trees, street scenes and views into and out of Conservation Areas.
- **En12:** “Archaeological Implications” – permission on sites of archaeological interest may be conditional on the implementation of a scheme of archaeological recording prior to development commencing.
- **En20:** Landscaping Scheme. - Wherever appropriate a development will be subject to the conditions requiring the execution of a landscaping scheme.
- **En22:** “Conservation” – wherever relevant, the determination of applications will take appropriate consideration of nature and wildlife conservation.
- **En24:** “Access for the disabled” – provision of access for the disabled will be encouraged in new development

- **En25:** "General Design Criteria" - indicates that the District Council will expect new development to respect the scale, form, materials and design of established buildings in the locality and make adequate provision for landscaping and amenity areas.
 - **En27:** "Shopfront design" – Council will seek good standards of shopfront design by having regard to the character of the building and the street scene to which it relates
 - **CS8:** "Water" – satisfactory arrangements for the availability of water supply, sewerage and sewage disposal facilities, surface water run-off facilities and provision for land drainage will be required.
- 3.4 Huntingdonshire Local Plan Alterations (2002) Saved policies from the Huntingdon Local Plan Alterations 2002 are relevant and viewable at www.huntingdonshire.gov.uk/localplan - Then click on "Local Plan Alteration (2002)
- None relevant
- 3.5 Policies from the Adopted Huntingdonshire Local Development Framework Core Strategy 2009 are relevant and viewable at <http://www.huntsdc.gov.uk> click on Environment and Planning then click on Planning then click on Planning Policy and then click on Core Strategy where there is a link to the Adopted Core Strategy.
- **CS1:** "Sustainable development in Huntingdonshire" – all developments will contribute to the pursuit of sustainable development, having regard to social, environmental and economic issues. All aspects will be considered including design, implementation and function of development.
 - **CS3:** "The Settlement Hierarchy" – Identifies Huntingdon as a Market Town in which development schemes of all scales may be appropriate in built up areas.
 - **CS8:** "Land for Retail Development" – at least 20,000m² of comparison floorspace and 4,000m² of convenience floorspace will be provided before 2026 within defined areas including: 9,000m² of comparison floorspace in Huntingdon, concentrated within the town centre, but offering complementary and appropriate development to the West of town centre; and 4,000 of convenience floorspace across the District to serve the population growth.
 - **CS10:** "Contributions to Infrastructure Requirements" – proposals will be expected to provide or contribute towards the cost of providing infrastructure and of meeting social and environmental requirements, where these are necessary to make the development acceptable in planning terms.
- 3.6 Policies from the Development Management DPD: Proposed Submission 2010 are relevant.

- **C1:** “Sustainable Design” – development proposals should take account of the predicted impact of climate change over the expected lifetime of the development.
- **C2:** “Carbon Dioxide Reductions” – major development proposals will include renewable or low carbon energy generating technologies. These should have energy generating capacity equivalent to 10% of the predicted total CO² emissions of the proposal.
- **C5:** “Flood Risk and Water Management” – development proposals should include suitable flood protection / mitigation to not increase risk of flooding elsewhere. Sustainable drainage systems should be used where technically feasible. There should be no adverse impact on or risk to quantity or quality of water resources.
- **E1:** “Development Context” – development proposals shall demonstrate consideration of the character and appearance of the surrounding environment and the potential impact of the proposal.
- **E3:** “Heritage Assets” – proposals which affect the District’s heritage assets or their setting should demonstrate how these assets will be protected, conserved and where appropriate enhanced.
- **E4:** “Biodiversity and Protected Habitats and Species” – proposals should aim to conserve and enhance biodiversity. Opportunities should be taken to achieve beneficial measures within the design and layout of the development. Developments will be expected to include measures that maintain and enhance important features.
- **E8:** “Sustainable Travel” – proposals must demonstrate how the scheme maximises opportunities for the use of sustainable travel modes, particularly walking, cycling and public transport.
- **E9:** “Travel Planning” – A Travel Plan will be required where the development involves large scale residential development; employment/commercial development in excess of national guideline figures or non-residential institutions including schools and colleges. The Travel Plan will need to demonstrate that adequate mitigation of the transport impacts of the proposal can be achieved.
- **E10:** “Parking Provision” – car and cycle parking should accord with the levels and layout requirements set out in Appendix 1 ‘Parking Provision’. Adequate vehicle and cycle parking facilities shall be provided to serve the needs of the development.
- **H7:** “Amenity” – development proposals should safeguard the living conditions for residents and people occupying adjoining or nearby properties.
- **P4:** “Town Centre Uses and Retail Designations” – proposals for retail, leisure, office, cultural and tourism facilities and other main

town centre uses should be located within the defined town centres of the Market Towns, unless they accord with exceptions allowed for elsewhere in the LDF.

- **D2:** “Transport Contributions” – contributions will be required towards improvements in transport infrastructure where necessary to mitigate the impact of new development on local transport networks, particularly to facilitate walking, cycling and public transport use.
- **D8:** “Public Art Contribution” – contributions will be required towards provision of publicly accessible art and design work from proposals comprising large or moderate scale residential schemes, or major commercial, retail, leisure and institutional development involving 1000m² gross floorspace or 1ha of land or more which are publically accessible. Smaller schemes will be encouraged to include public art as a means of enhancing the development’s quality and appearance.

3.7 Supplementary Planning Guidance/Documents:

3.8 Huntingdonshire Landscape and Townscape Assessment (2007)

3.9 Huntingdonshire Design Guide (2007)

3.10 Chequers Court Planning Brief 2010

4. PLANNING HISTORY

4.1 There have been various applications relating to Chequers Court, including extensions and alterations to units and signage, but none are directly relevant to this application.

4.2 Planning permission has been granted for a four storey car park adjacent to the ring road/Nursery Road to the northeast of this site (1001717FUL and 1100350S73).

4.3 This Panel has also resolved to approve an application for alterations to and the sub-division of the existing Sainsbury’s store and the erection of a retail unit with servicing together with alterations to the existing car parking, access and associated landscaping (1001751OUT).

5. CONSULTATIONS

5.1 **Huntingdon Town Council – Recommends APPROVAL** subject to the further consideration of concerns (COPY ATTACHED).

5.2 Environmental Health – NO OBJECTIONS in respect of air quality or noise, subject to the imposition of noise conditions.

5.3 Local Highway Authority – The site is in a highly accessible town centre location; and there are no transport related measures to be secured by S.106 Agreement. The LHA’s further comments on the application will be reported at or before the meeting.

- 5.4 Police Architectural Liaison Officer – NO OBJECTIONS – The Police Architectural Liaison Officer had extensive meetings and consultations with the Architect prior to submission of the proposals for Planning Permission. This also included an inspection of the area with the Counter Terrorism Security Advisor in respect of risk involving Crowded Places. They were both satisfied that the proposals do not present an increased security and crime risk to the existing area. He is also satisfied that measures he had asked to be incorporated into the scheme have been addressed by the Architect.
- 5.5 English Heritage – does not wish to comment in detail but makes the following observations: the application is an opportunity to enhance the character and appearance of the area with a building that integrates into the built form of the Conservation Area; the screening of the service yards needs to be aesthetic and robust; any PV panels should be contained on the recessed roof over the sales area of Unit 1; and as Hartford Road contains a number of buildings that make a positive contribution to the character and appearance of the Conservation Area consideration should be given to secure appropriate traffic calming in Hartford Road if it can be demonstrated that the development will indeed impact on that road.
- 5.6 Environment Agency – NO OBJECTIONS subject to the imposition of conditions relating to surface and foul water drainage, ground contamination, and piling and other penetrative foundation designs.
- 5.7 County Archaeology – NO OBJECTIONS – The site is located in an area of high archaeological potential and should be subject to a programme of archaeological investigation before development commences secured by condition.

6. REPRESENTATIONS

- 6.1 Huntingdon Town Partnership welcomes these exciting proposals as they: remove the 4-storey Inland Revenue building; provide an improved retail offer in a high footfall area; provide larger retail units for which there is a demand; provide a food hall as an attraction for footfall to be retained; and compliments the existing Sainsbury's retail space. It comments that new co-ordinated pedestrian signage around the town should be considered, the new Chequers Court needs to be sympathetically linked to the rest of the town, including links through Newton's Court, and a coordinated construction schedule for the major construction projects in the town would be appreciated.
- 6.2 Objections have been received from the occupiers of 16, 21, 23, 27, 29, 31, 37 and 45 Hartford Road, 3 Ingram Street, and 6 Euston Road on the following grounds:
- * Detrimental impact of increased traffic and queuing on the Conservation Area and specifically the section of Hartford Road and neighbouring streets adjacent to the development, which is largely a residential area;
 - * The submitted Transport Assessment for the MSCP application anticipates an increase in the amount of traffic that will queue on Hartford Road during the evening weekday rush hour and during the Saturday lunchtime period resulting in an average increase in evening

rush hour queues in 2015 from 43m without the development to 80m if the redevelopment goes ahead, and maximum queues on Hartford Road increasing from 97m (17 vehicles) to 258m (43 vehicle) based on a 600 space parking capacity. This application has failed to remove through-traffic on Hartford Road and will compound the detrimental impact on traffic by longer queues during peak times. The traffic assessments focus on traffic infrastructure and the ability to keep traffic moving on the ring road and there is no assessment of the impact of increased traffic outside peak times;

- * Traffic should be directed along the new spur road from Trinity Street to the ring road with Hartford Road made 'access only';
- * Speed controls are required on Hartford Road;
- * Noise, fume and air pollution resulting from increased queuing;
- * Overbearing impact of development; and
- * Inadequate on-site parking/turning etc.

Any further comments received in relation to the use of Hartford Road by delivery vehicles leaving the site will be carefully considered and included as an update to the report at or before the Panel meeting.

7. SUMMARY OF ISSUES

- 7.1 The main issues to be considered in relation to this proposal are: the principle of the development; design and layout considerations, including the impact of the development on the character and appearance of the Conservation Area; traffic, servicing and car parking; neighbour amenity; flood risk/drainage; and sustainability.

Principle

- 7.2 The redevelopment of Chequers Court is a long-standing aspiration of this Council, and many others within and beyond the town. The Core Strategy makes clear that "the improvement of retail facilities of Chequers Court ... is the Council's top retail priority". The principle of the proposed redevelopment is therefore very much to be welcomed.
- 7.3 The existing buildings to be demolished provide some 4800 sq m of gross internal floor space (some 1800 sq m of retail space, 100 sq m of financial and professional services (Use Class A2) space and 3000 sq m of office space). The proposal involves 4684 sq m of new gross internal floor space, 4533 sq m of which would provide retail space and a 151 sq m restaurant/café. The proposal thereby presents the opportunity to not only enhance the character and appearance of the Conservation Area, but also to provide an additional 2700 sq m of retail floor space in the heart of the town.
- 7.4 The Core Strategy identifies a need to provide at least 9000 sq m of comparison floorspace within Huntingdon and 4000 sq m of convenience floor space primarily in town centres before 2026. The net effect of Sainsbury's relocation from Chequers Court and the associated development at Huntingdon West, the re-use of Sainsbury's existing store and the new Major Store Unit on the site of the existing petrol filling station is anticipated to be some 8611 sq m of additional comparison floorspace (2296 sq m at Huntingdon West and an additional 6315 sq m at Chequers Court) and 1125 sq m of additional convenience floorspace (3703 sq m at Huntingdon West

minus the 2578 sq m of convenience floorspace within the existing Sainsbury's store).

- 7.5 The application indicates that this proposal will include a 1999 sq m (1395 sq m sales and 604 sq m non-sales) foodstore. The other 2534 sq m of proposed retail floorspace is likely to be for comparison uses. The proposal is therefore likely to make an important contribution to the provision of high quality comparison and convenience floorspace within the town centre. The relocation of Waitrose to the proposed foodstore will also provide the opportunity for that store to be used for convenience or comparison uses.

Design and Layout Considerations, including the impact of the development on the character and appearance of the Conservation Area

- 7.6 The existing buildings and 'podium deck' significantly detract from the character and appearance of the Conservation Area. In contrast, the proposed development will enhance the character and appearance of the Conservation Area. The design of the new buildings adopts a pleasing simple approach with the use of tower elements at focal points and glazed facades to add interest. Red and buff brick would be used. The largest of the units (Unit 1) fronts the car park so its larger scale responds more to the large open space of the car park. The other buildings are of a smaller scale and reflect the scale of the existing units along St Germain Walk and Chequers Court. Service Area 2 is to be screened by a 'green wall'. The one element of the design of the new main building that does need to be enhanced is the proposed southeast/Service Area 1 elevation. This can be secured by condition.
- 7.7 The Urban Design Framework (UDF) identifies 3 key/improved public spaces within the site: an area adjacent to the existing entrance to Sainsbury's; part of the existing Chequers Court 'podium deck'; and the northern end of Newton's Court. It also states that "The most important element of the public realm is the quality of the materials that are being used to reinforce each space. The use of public art can also enhance these areas, often using the philosophy of 'less is more'." The application proposals include a widened St Germain Walk. The proposal can and needs to be improved to provide an enhanced pedestrian route between the development and Newton's Court. This is expected to include relocating the access to the new disabled spaces car park from the north to the east and can be secured by condition. The area in front of Units 4-6 is perhaps smaller than envisaged in the UDF but, like the other spaces, the surface materials and street furniture/public art used will determine its success and attractiveness. High quality details would be secured by condition.
- 7.8 The levels differences across the site mean that it is not practical to provide a link through the building from the main car park to the High Street. A single storey link between Unit 22/24 and Wilkinsons also means that, as at present, there is no link to the High Street via St Germain Street. This means that it is important to ensure that the ramp adjacent to Unit 6, linking St Germain Walk through Chequers Court to High Street, is accessible at all times. It is therefore appropriate to require a scheme to ensure that all reasonable efforts are made to ensure that this ramp can be used during icy weather

and snow (potentially by using some form of underground heating as suggested by the Town Council).

- 7.9 A Conservation Area Consent would normally be conditioned so that no demolition could begin before a contract had been made for the redevelopment of the site in order to avoid an “unsightly gap” in the Conservation Area. In this instance however, the existing development detracts from the character and appearance and its demolition in advance of redevelopment would not detract from the character and appearance of the Conservation Area provided an interim scheme was implemented. It will also be important to ensure that pedestrian links continue to be provided through the site during and after the demolition period.

Traffic, Servicing and Car parking

- 7.10 The application site includes the existing Trinity Place and Churchmanor Estates car parks (both accessed from Hartford Road/Trinity Place) and a small part of the existing Sainsbury’s car park (accessed from the ring road). This would be replaced by 12 disabled parking spaces. There were and are traffic movements associated with the existing units to be demolished. In terms of servicing of the proposed new units: Units 20 and 22/24 would be serviced from St Germain Street; it is proposed to service the foodstore (unit 1) and the other units (units 2A, 2B, 2C, 2D 3, 4, 5 and 6) from two new service areas with access from St Mary’s Street, Hartford Road and Trinity Place. It is now envisaged that egress from these areas would be via Trinity Place, Hartford Road and the ring road. The submitted Transport Assessment indicates that there would be 18 mostly HGV deliveries to the foodstore a week, with a maximum of 4 on any one day, and on average 8 deliveries a day (1 per unit) for the other units. The net effect of all this is likely to be a reduction in car traffic using Hartford Road (because save for the 12 disabled parking spaces there will no longer be public parking nor the Churchmanor Estates owned car parking off Trinity Place), and an average of 11 deliveries to the 9 new units a day. There would however no longer be delivery vehicles in association with the existing units to be demolished.
- 7.11 It had originally been proposed that Heavy Commercial Vehicles (HCVs) would use the new spur road from Trinity Place to Nursery Road (to be provided as part of the MSCP development) to leave the site. The geometry of the junction with Nursery Road and land ownership however means that this junction would not be suitable for HCVs. The UDF does state that “Hartford Road is busy with through traffic for most of the day, and this is detrimental to the character of the Huntingdon Conservation Area”. The proposals for HCVs to exit via the new spur road would have assisted in reducing HCV traffic on Hartford Road. However, this is not feasible and leaves the use of Trinity Place, Hartford and the ring road as the only option for exiting the site. It is expected that this development will attract more people to the town but the reduction in car parking off Trinity Place and the relatively small numbers of delivery vehicles that will use Hartford Road (also bearing in mind that the units to be demolished generated delivery vehicles) means that the use of Hartford Road is acceptable without speed controls or other similar measures as referred to by local residents and English Heritage. The bus stop and new bus only

spur road to be provided as part of the MSCP development is also likely to reduce bus traffic on Hartford Road.

- 7.12 As referred to above in order to provide an enhanced pedestrian route between the development and Newton's Court, the relocation of the access to the new disabled spaces car park from the north to the east to be secured by condition will also be of benefit by moving the access to this parking area away from Service Area 2. In practice, delivery vehicles are likely to reverse along the approach road into Service Area 2. Whilst not ideal, this is a town centre development and providing turning space on site would result in a significant reduction in the floorspace provided as part of the development.
- 7.13 Using the car parking standards in Appendix 1 of the DM DPD, the proposed development generates a demand for some 150% of the demand of the existing development to be demolished. The proposed development also results in the loss of much of the existing car parking off Trinity Place. Planning permission has been granted to erect a new multi-storey car park adjacent to Nursery Road and alter the existing surface level parking to serve Chequers Court and the rest of the town centre. Alterations to the existing surface car park are also proposed as part of the application for the new Major Store Unit which the Panel was minded to support. This application also proposes revisions to the parking layout which results in a small reduction in the number of spaces that will ultimately be provided. The applicants have accepted the need to make an appropriate contribution towards car parking provision as part of the redevelopment of Chequers Court and this will need to be secured before any planning permission is issued.

Neighbour amenity

- 7.14 To safeguard the amenity of the occupiers of nearby residential properties, and as recommended by the Environmental Health Officer, conditions should be attached to any planning permission relating to plant noise levels and service areas delivery hours. It is considered that the development would not have a significant detrimental effect on neighbours in terms of loss of light, air quality or by being unduly overbearing.

Flood Risk/drainage

- 7.15 The proposed buildings are within Flood Zone 1 (the lowest flood risk zone). The submitted Drainage Strategy states that both the surface and foul water discharge volumes are anticipated to be equal or less than the existing development. The Environment Agency has raised no objections subject to the imposition of conditions relating to surface and foul water drainage, ground contamination, and piling and other penetrative foundation designs.

Sustainability

- 7.16 The Design and Access Statement states that the target is for a BREEAM Very Good rating and, in accordance with DM DPD policy C2, the development will provide at least 10% of its energy consumption from renewable and low carbon technologies, most likely by air source heat pump or photovoltaic electric generation.

Details of this will need to be secured by condition to ensure that it is provided and, as highlighted by English Heritage, in the interests of visual amenity.

Other Matters

7.17 An archaeological investigation can be secured by condition. The Police Architectural Liaison Officer is satisfied that measures he had asked to be incorporated into the scheme have been addressed by the Architect.

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8. 1100979FUL RECOMMENDATION - APPROVAL delegated to the Head of Planning Services subject to:

The applicants entering into an obligation to make an appropriate contribution towards car parking provision as part of the redevelopment of Chequers Court; and

Conditions to include those listed below:

| | |
|----------|---|
| 02003 | Time Limit (3yrs) |
| Nonstand | Amendments - southeast elevation |
| Nonstand | Amendments - enhanced pedestrian route |
| Nonstand | Materials |
| Nonstand | Hard landscaping |
| Nonstand | Soft landscaping/green wall |
| Nonstand | Uses of units |
| Nonstand | Public art/street furniture |
| Nonstand | Public realm levels/ramp scheme |
| Nonstand | Sustainability measures |
| Nonstand | Plant noise levels |
| Nonstand | Service areas delivery hours |
| Nonstand | Archaeology |
| Nonstand | Surface water drainage |
| Nonstand | Ground contamination |
| Nonstand | Piling/foundation designs |
| Nonstand | Travel plan |
| Nonstand | Cycle parking provision |
| Nonstand | Lighting scheme |

RECOMMENDATION 1100980CAC - APPROVAL subject to conditions to include the following:

| | |
|----------|---|
| 02003 | Time Limit (3yrs) |
| Nonstand | No demolition until redev/interim scheme |

CONTACT OFFICER:

Enquiries about this report to **Mr Andy Moffat Planning Service Manager (Development Management) 01480 388402**

HUNTINGDON TOWN COUNCILPLANNING COMMENTS : 30th JUNE 2011

| | |
|---|--|
| <p>1100668FUL British Red Cross Society, 44 Moorfields, London EC2Y 9AL</p> <p>Erection of temporary building and creation of temporary car parking Society Castle Moat Road Huntingdon</p> <p>Recommend APPROVAL</p> <p>Amendment: 30/06/2011 - Additional information received.</p> <p>Amendment 30/06/2011 - The Panel requires further information in connection with this application, since it appears to suggest that the access behind bungalows 9-12 will be blocked by the proposed development. Providing this is not the case, the panel recommends approval.</p> | <p>WEST</p> <p>ENVIRONMENTAL & COMMUNITY SERVICES PLANNING SERVICES</p> <p>22 AUG 2011</p> <p>RECEIVED</p> |
| <p>1100863FUL Britten Investments Ltd in Administration, c/o TDH Estates Ltd., 11 Old Road North, Kempsey, Worcester WR5 3JZ</p> <p>Retail warehouse with mezzanine floor, amenity area, outdoor project area and storage compound and bulky good unit - Former PSA Site St Peter's Road, Huntingdon PE29 7YS</p> <p>Recommend APPROVAL. The panel considers the proposed development in keeping with the existing development.</p> | <p>WEST</p> |
| <p>1100939FUL Mr M White, 8 Eaton Close, Hartford, PE29 1SR</p> <p>Side extension with pitched roof and front elevation and rear extension with flat roof. Demolition of garage - 26 Mill Road, Hartford, PE29 1YJ</p> <p>Recommend APPROVAL. The proposed extension is considered appropriate in scale to the size of the existing plot.</p> | <p>EAST</p> |
| <p>1100979FUL The Churchmanor Estates plc, Montague House, 11 Black Horse Lane, Ipswich IP11 2EF</p> <p>The demolition of 20-24 Chequers Court and 31-54 Chequers Court, comprising 2 retail units with offices above, 5 ground floor and basement retail units, together with 2 floors of vacant offices above. The buildings will be replaced by the construction of a new supermarket, 7 retail units, a restaurant/café and 2 kiosks - Chequers Court Site, Chequers Court, Huntingdon PE29 3LJ</p> | <p>WEST</p> |
| <p>Recommend APPROVAL. Subject to further consideration being given to the concerns of the Panel as follows. The design of pedestrian flows is considered harmful to the retail economy of the High Street, since the retail units facing the ring road and the absence of a convenient access from Chequers Court to the High Street will act as a barrier to those using the publicly funded multi-storey car</p> | |

HUNTINGDON TOWN COUNCILPLANNING COMMENTS : 30th JUNE 2011

park. The Panel therefore strongly recommends that a more convenient footpath link between Chequers Court and the High Street is included in the design. The Panel is further concerned that St Mary's Street, Hartford Road and Trinity Place are not of suitable design to accommodate the increased vehicular goods traffic that this development will generate and fully supports the concerns expressed to the Planning Authority by Lucy Millington, in a letter dated 26th June 2011. Finally, the Panel considers that preventive measures such as underground heating elements should be incorporated into the design to prevent the build up of ice in cold weather and therefore the risk of slips and falls on the slope in Chequers Court.

1100980CAC

WEST

The Churchmanor Estates plc, Montague House, 11 Black Horse Lane, Ipswich IP11 2EF

The demolition of 20-24 Chequers Court and 31-54 Chequers Court, comprising 2 retail units with offices above, 5 ground floor and basement retail units, together with 2 floors of vacant offices above - Chequers Court Site, Chequers Court, Huntingdon PE29 3LJ

Recommend APPROVAL. Subject to further consideration being given to the concerns of the Panel as follows. The design of pedestrian flows is considered harmful to the retail economy of the High Street, since the retail units facing the ring road and the absence of a convenient access from Chequers Court to the High Street will act as a barrier to those using the publicly funded multi-storey car park. The Panel therefore strongly recommends that a more convenient footpath link between Chequers Court and the High Street is included in the design. The Panel is further concerned that St Mary's Street, Hartford Road and Trinity Place are not of suitable design to accommodate the increased vehicular goods traffic that this development will generate and fully supports the concerns expressed to the Planning Authority by Lucy Millington, in a letter dated 26th June 2011. Finally, the Panel considers that preventive measures such as underground heating elements should be incorporated into the design to prevent the build up of ice in cold weather and therefore the risk of slips and falls on the slope in Chequers Court.

1101024TRE

WEST

Cambridgeshire Constabulary, Hinchingsbrooke Park, Huntingdon PE29 6NP

Works to protected trees - Cambridgeshire Constabulary, Hinchingsbrooke Park, Huntingdon PE29 6NP

Recommend APPROVAL. The works proposed appear in keeping with the need for arboricultural management of the site.

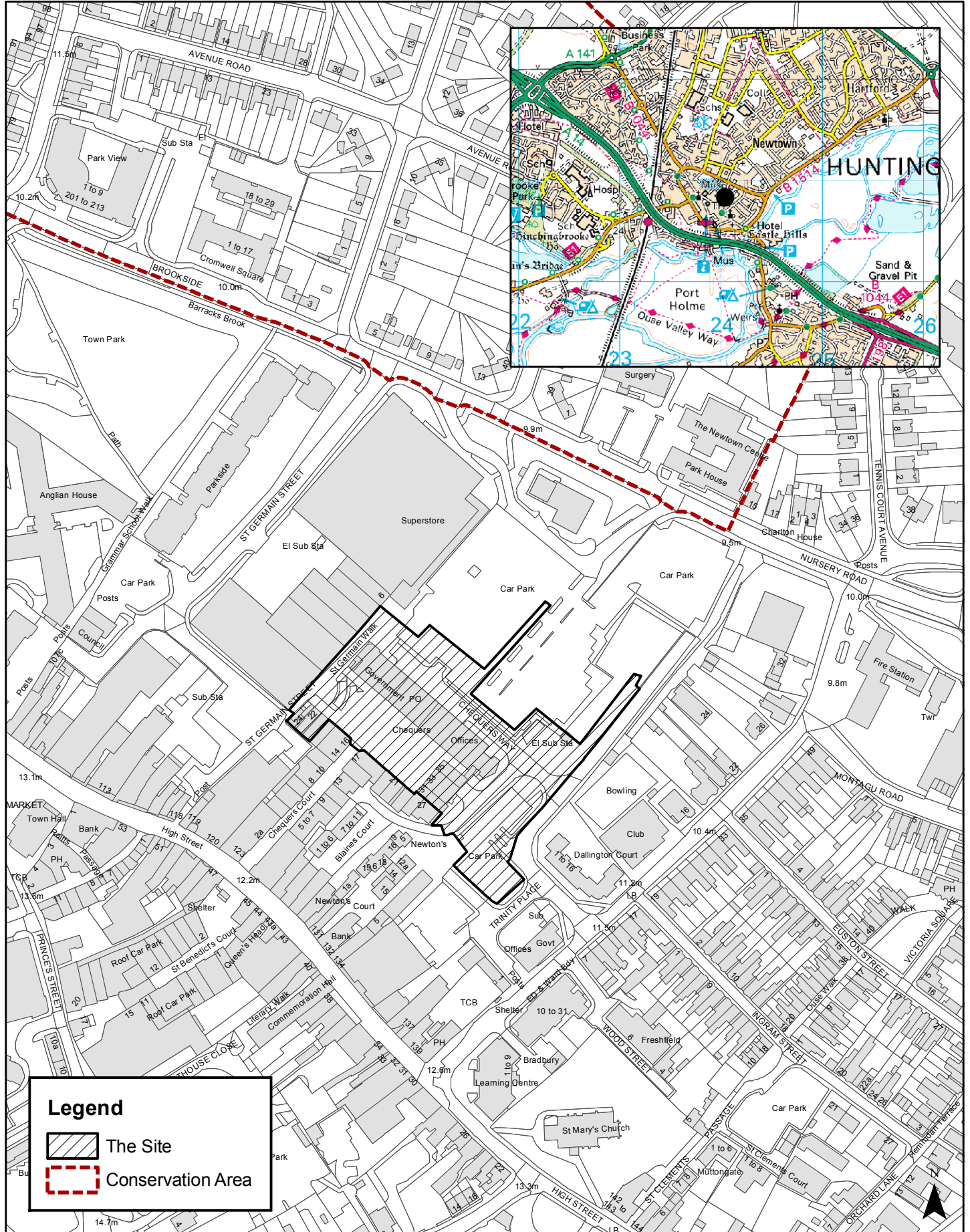
Development Management Panel

Application Ref: 1100979FUL

Location: Huntingdon



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Scale: 1:2500



CGI 1 - VIEW FROM CAR PARK

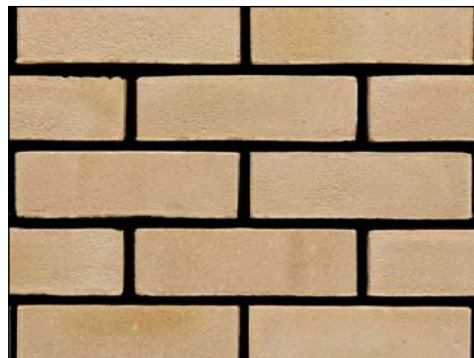


CGI 2 - CORNER VIEW OF ST GERMAIN WALK / CHEQUERS COURT

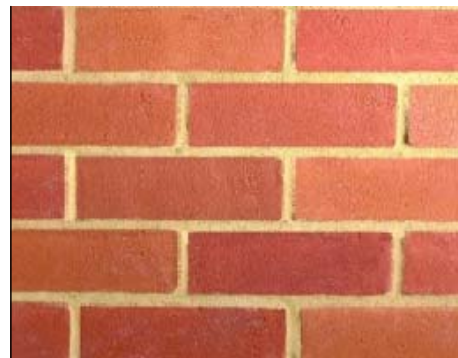
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NORTH EAST ELEVATION TO CAR PARK



IBSTOCK LEICESTER MULTI CREAM STOCK BRICK OR SIMILAR



WEINBERGER TERCA BLENDED ORANGE GILT BRICK OR SIMILAR



HORIZONTAL BRISE SOLIEL AWNING



HORIZONTAL BRISE SOLIEL



MID GREY RAL 7037 ALUMINIUM CURTAIN WALLING



DARK GREY RAL 7015 PPC ALUMINIUM COPING SYSTEM



NORTH WEST ELEVATION



CHEQUERS COURT
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC
 PROPOSED COLOUR ELEVATIONS

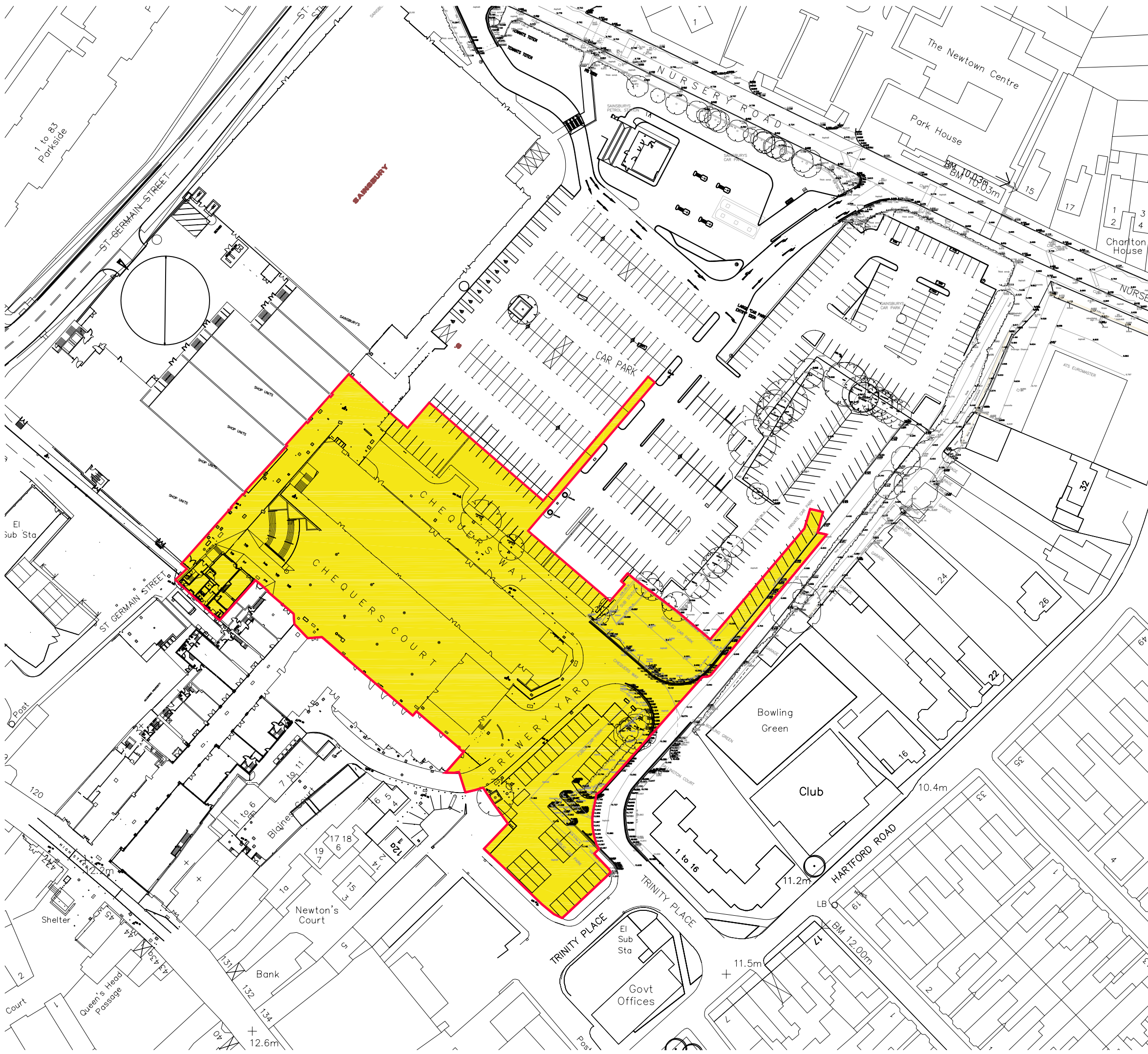
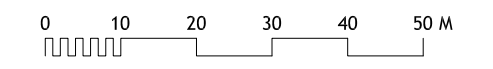
DATE 07-06-11 SCALE 1:200@A1DRG No. 1340-L15 C REV.
 CAD REF No. 1340-L15 DRAWN BY GT CHECKED NR

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 REVISIONS :-

KEY



**CHEQUER'S COURT SHOPPING CENTRE
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC**

DEMOLITION PLAN

DATE 26-05-11 SCALE 1:500@ADRG No. 1340-D1 REV.
 CAD REF No. 1340-D1 DRAWN BY DG CHECKED GT

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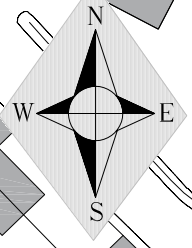
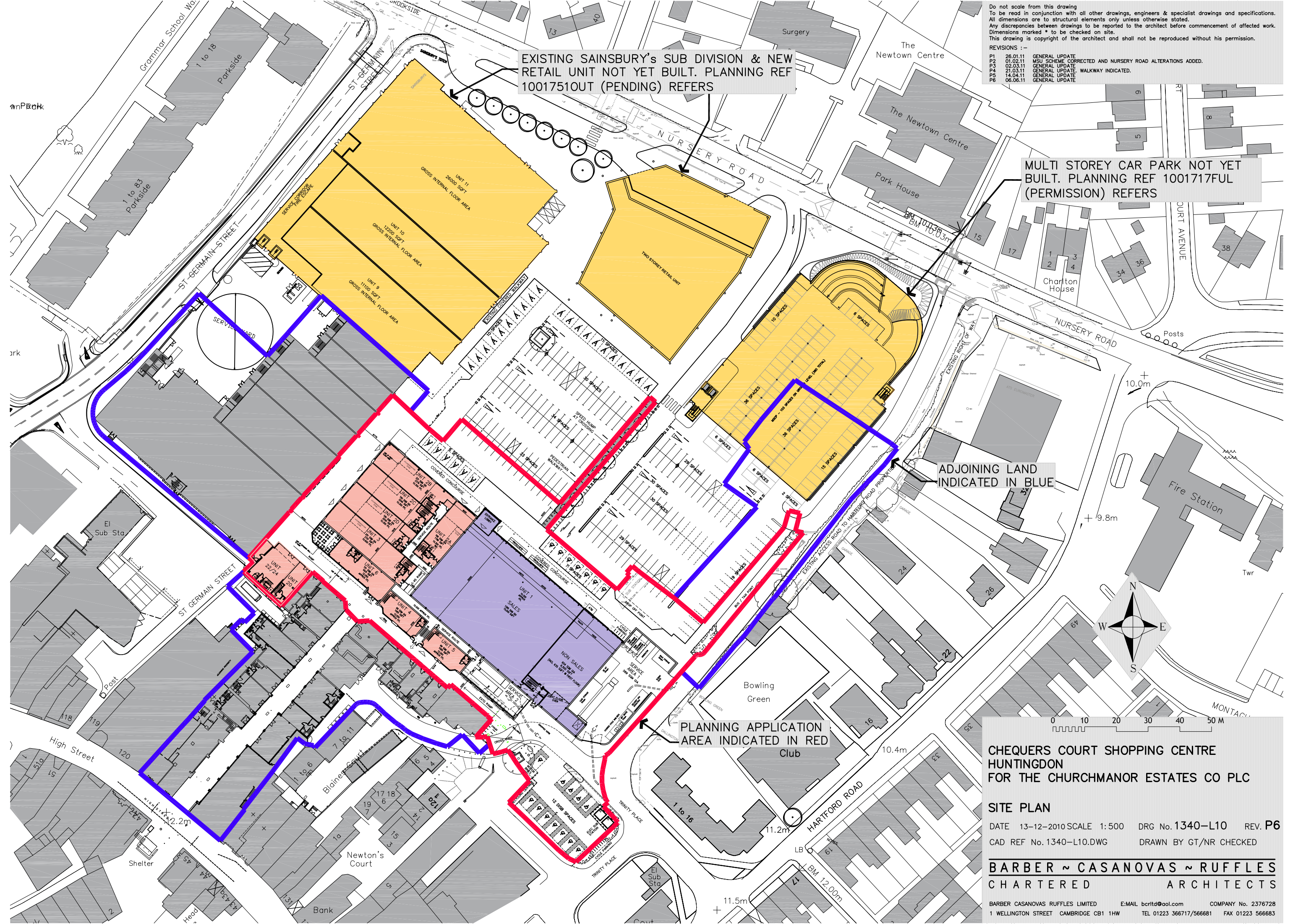
| | | |
|----|----------|--|
| P1 | 26.01.11 | GENERAL UPDATE |
| P2 | 01.02.11 | NSU SCHEME CORRECTED AND NURSERY ROAD ALTERATIONS ADDED. |
| P3 | 02.03.11 | GENERAL UPDATE |
| P4 | 21.03.11 | GENERAL UPDATE WALKWAY INDICATED. |
| P5 | 14.04.11 | GENERAL UPDATE |
| P6 | 06.06.11 | GENERAL UPDATE |

EXISTING SAINSBURY'S SUB DIVISION & NEW
 RETAIL UNIT NOT YET BUILT. PLANNING REF
 1001751OUT (PENDING) REFERS

MULTI STOREY CAR PARK NOT YET
 BUILT. PLANNING REF 1001717FUL
 (PERMISSION) REFERS

ADJOINING LAND
 INDICATED IN BLUE

PLANNING APPLICATION
 AREA INDICATED IN RED



**CHEQUERS COURT SHOPPING CENTRE
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC**

SITE PLAN
 DATE 13-12-2010 SCALE 1:500 DRG No.1340-L10 REV. P6
 CAD REF No.1340-L10.DWG DRAWN BY GT/NR CHECKED

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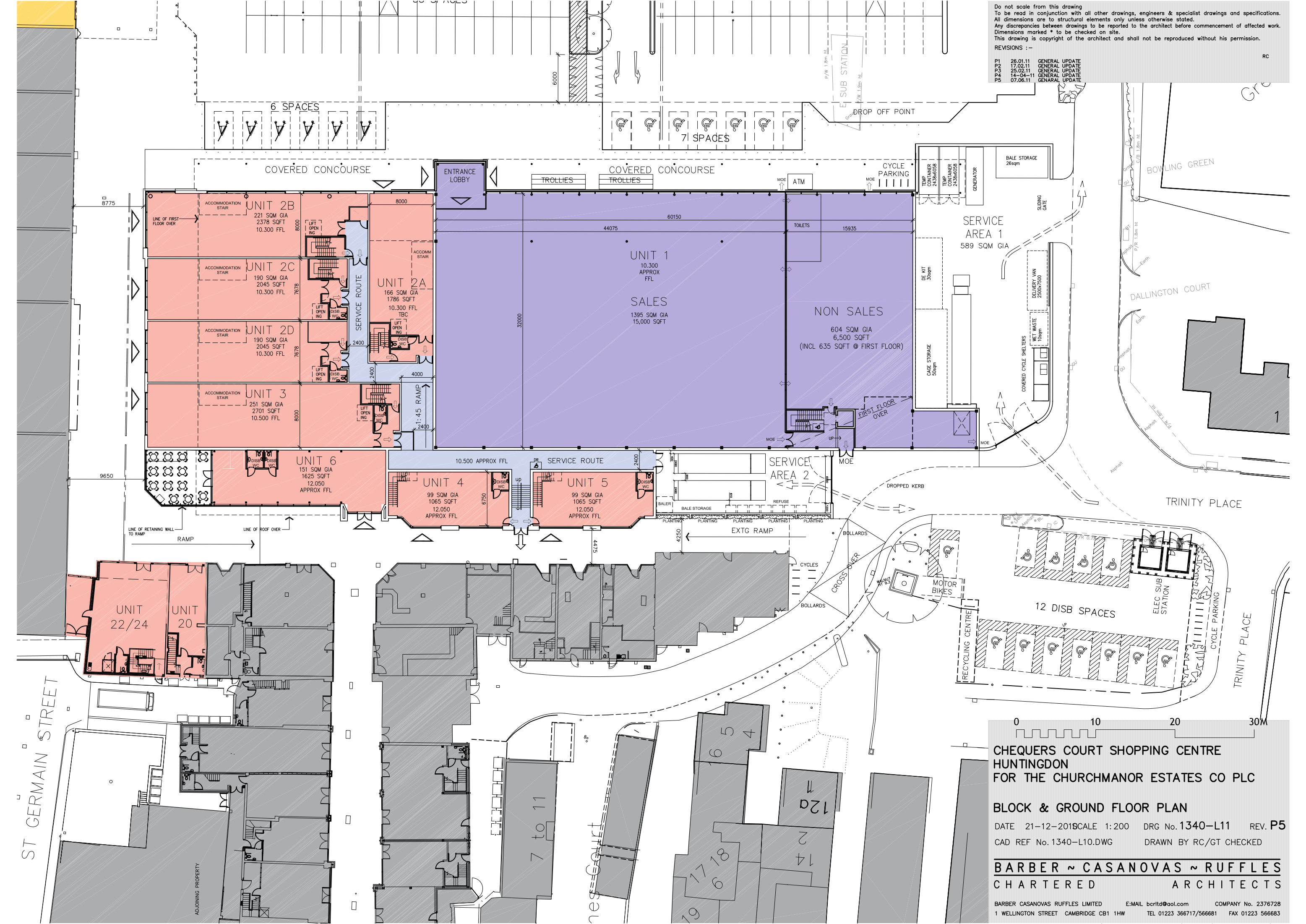
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REVISIONS :-

| | | |
|----|----------|----------------|
| P1 | 26.01.11 | GENERAL UPDATE |
| P2 | 17.02.11 | GENERAL UPDATE |
| P3 | 25.02.11 | GENERAL UPDATE |
| P4 | 14-04-11 | GENERAL UPDATE |
| P5 | 07.06.11 | GENERAL UPDATE |

RC



0 10 20 30M

**CHEQUERS COURT SHOPPING CENTRE
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC**

BLOCK & GROUND FLOOR PLAN

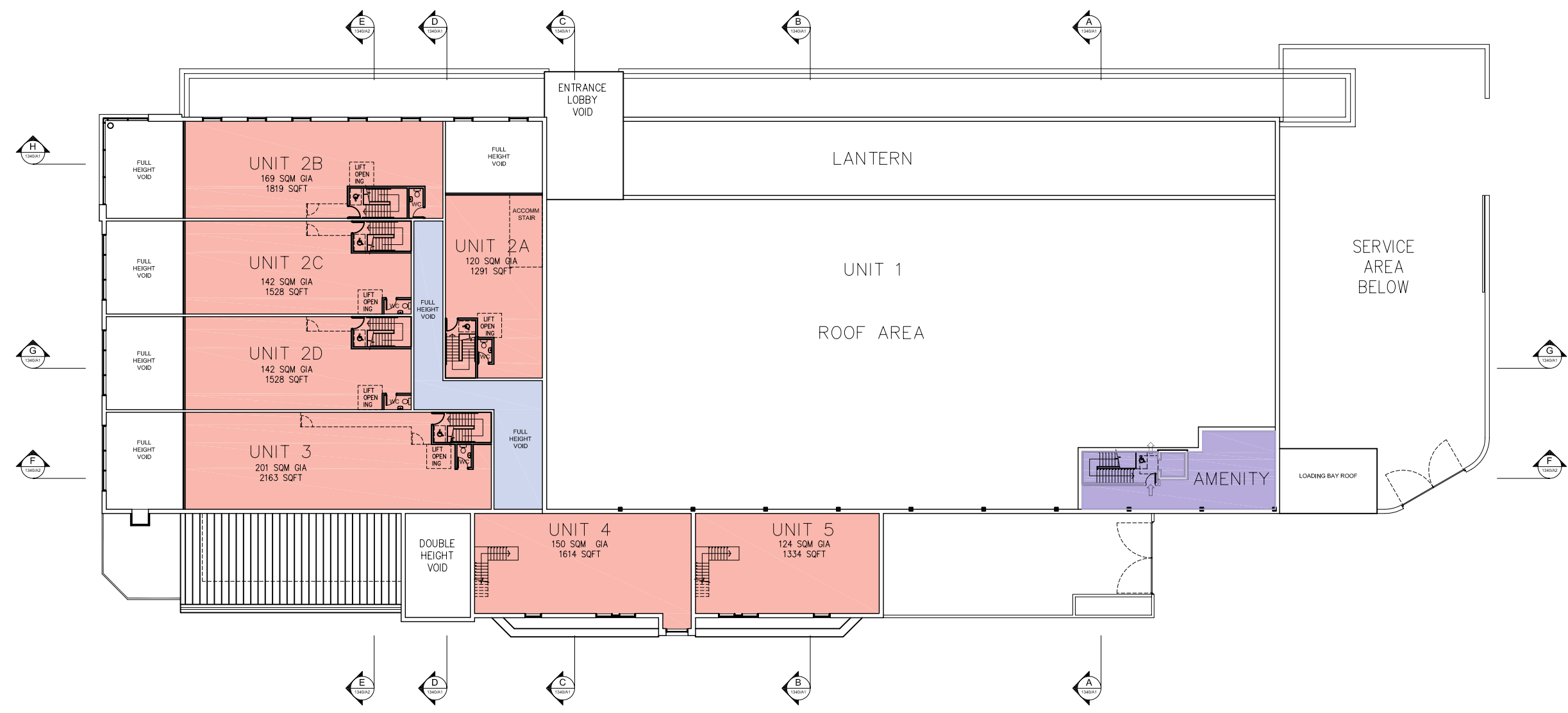
DATE 21-12-2010 SCALE 1:200 DRG No.1340-L11 REV. P5
 CAD REF No.1340-L10.DWG DRAWN BY RC/GT CHECKED

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REVISIONS :-
 P1 14.04.11 GENERAL UPDATE
 P2 07.06.11 UNIT 4 & 5 AREAS UPDATED. UNIT 6 UPDATED.



FIRST FLOOR



**CHEQUERS COURT
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC
 PROPOSED FIRST FLOOR PLAN**

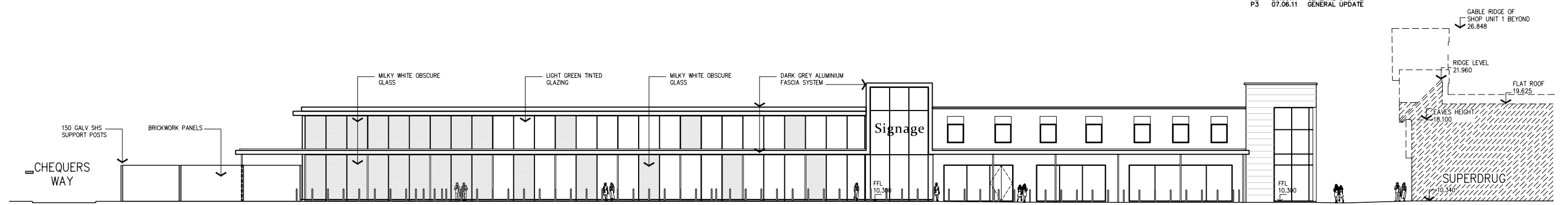
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 CAD REF No. 1340-L12 DRAWN BY GT CHECKED

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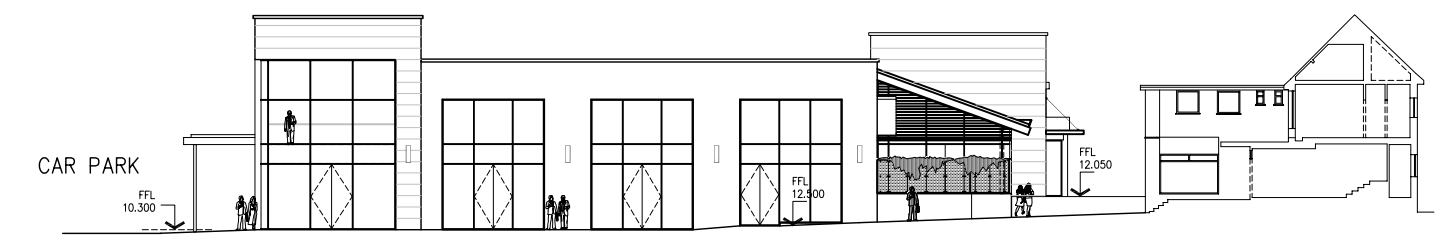
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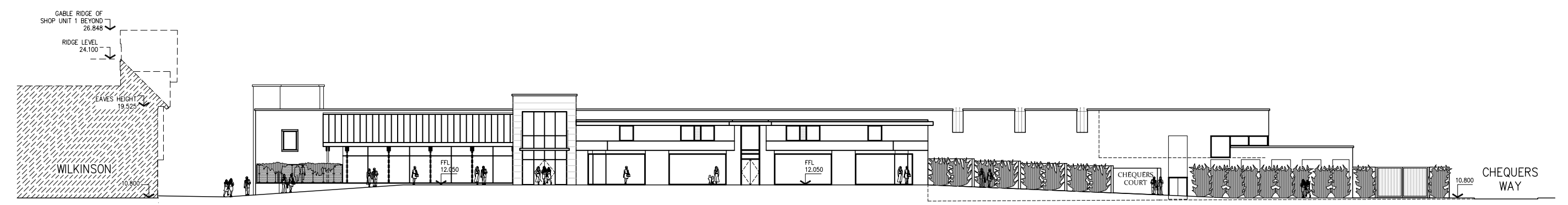
REVISIONS :-
 P1 14.04.11 GENERAL UPDATE
 P2 20.05.11 GENERAL UPDATE
 P3 07.06.11 GENERAL UPDATE



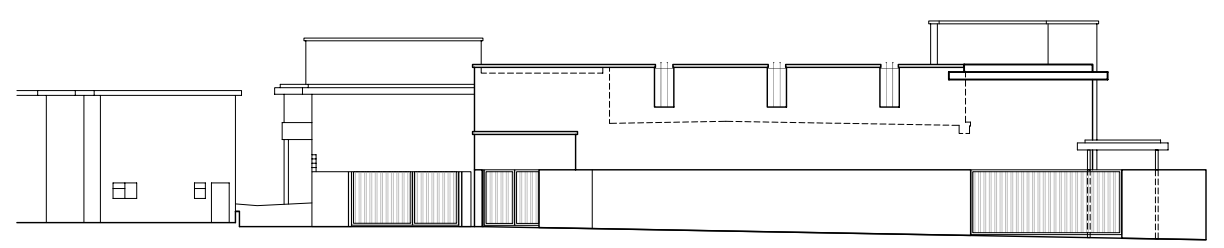
NORTH EAST ELEVATION TO CAR PARK



NORTH WEST ELEVATION



SOUTH WEST ELEVATION TO CHEQUERS COURT



SOUTH EAST ELEVATION TO TRINITY PLACE

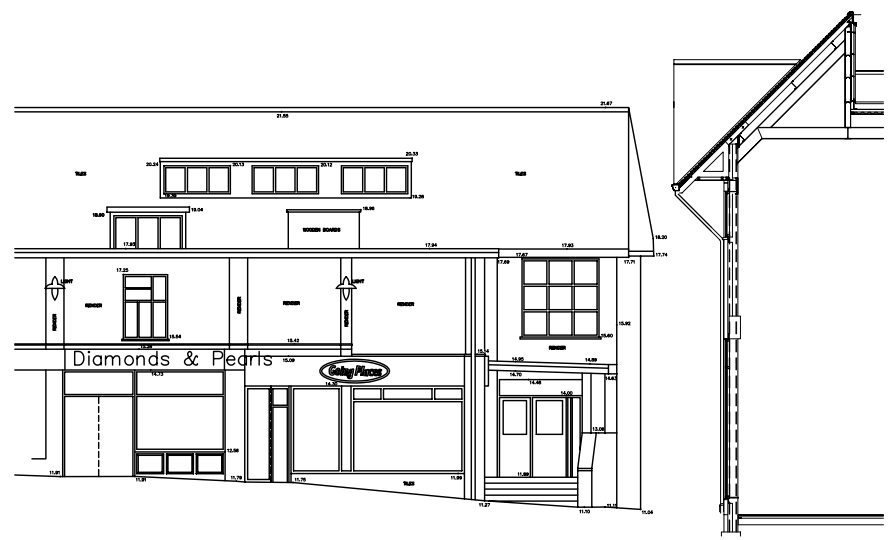
**CHEQUERS COURT
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC
 PROPOSED ELEVATIONS**

DATE 24-02-11 SCALE 1:200@A1DRG No. 1340-L15 REV. P3
 CAD REF No. 1340-L15 DRAWN BY GT CHECKED NR

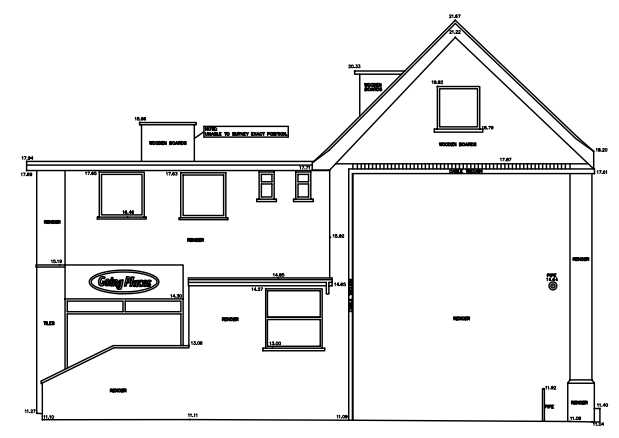
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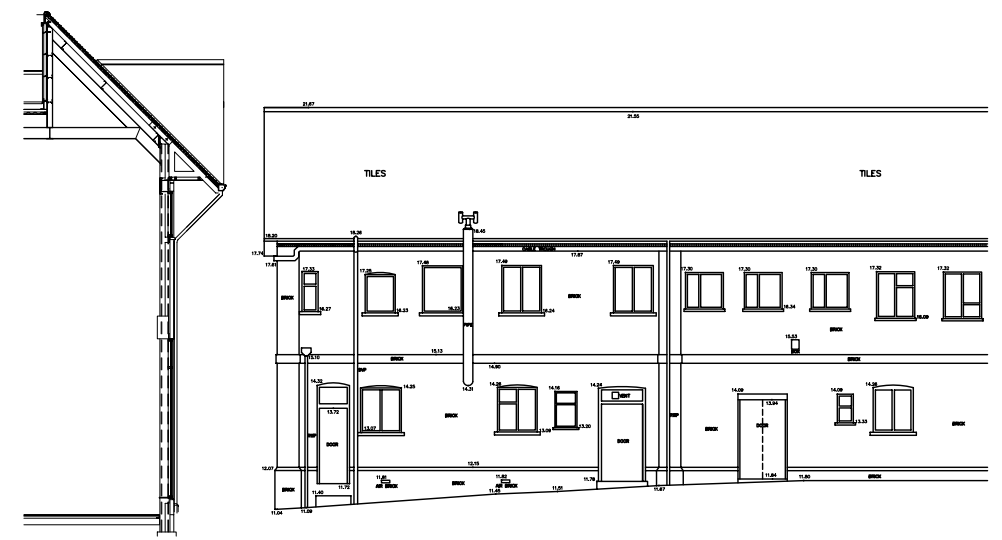
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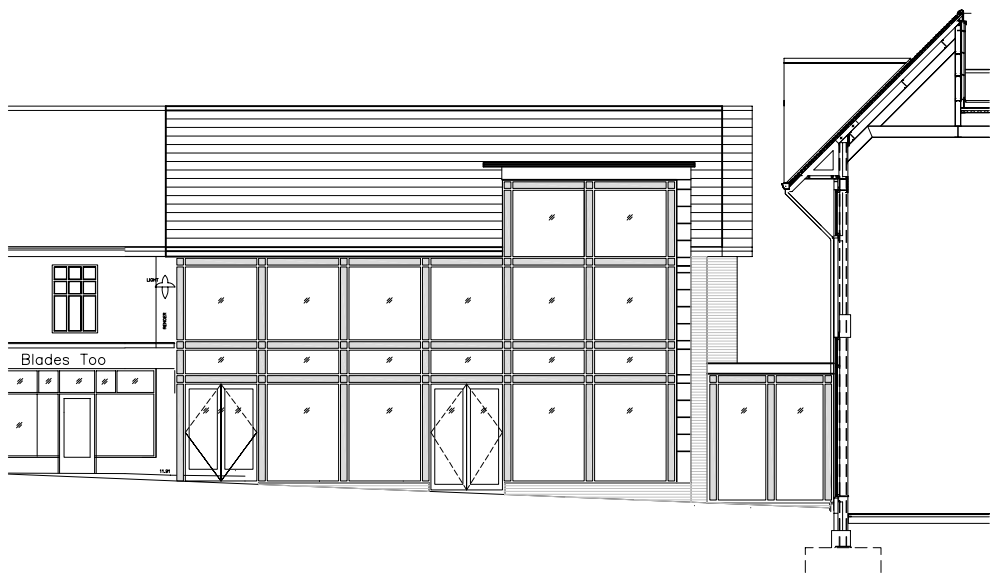
EXISTING FRONT ELEVATION 1:100



EXISTING SIDE ELEVATION 1:100



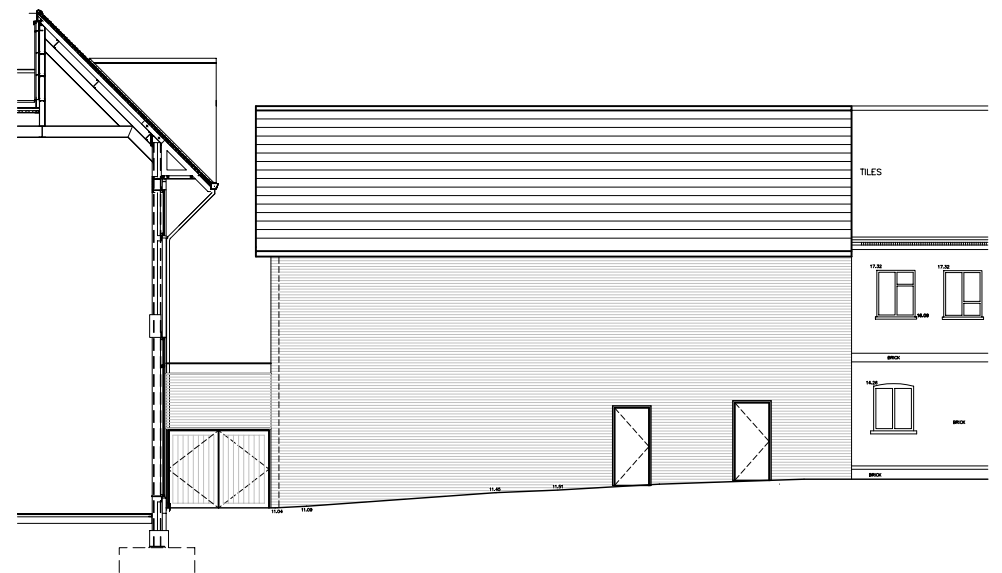
EXISTING REAR ELEVATION 1:100



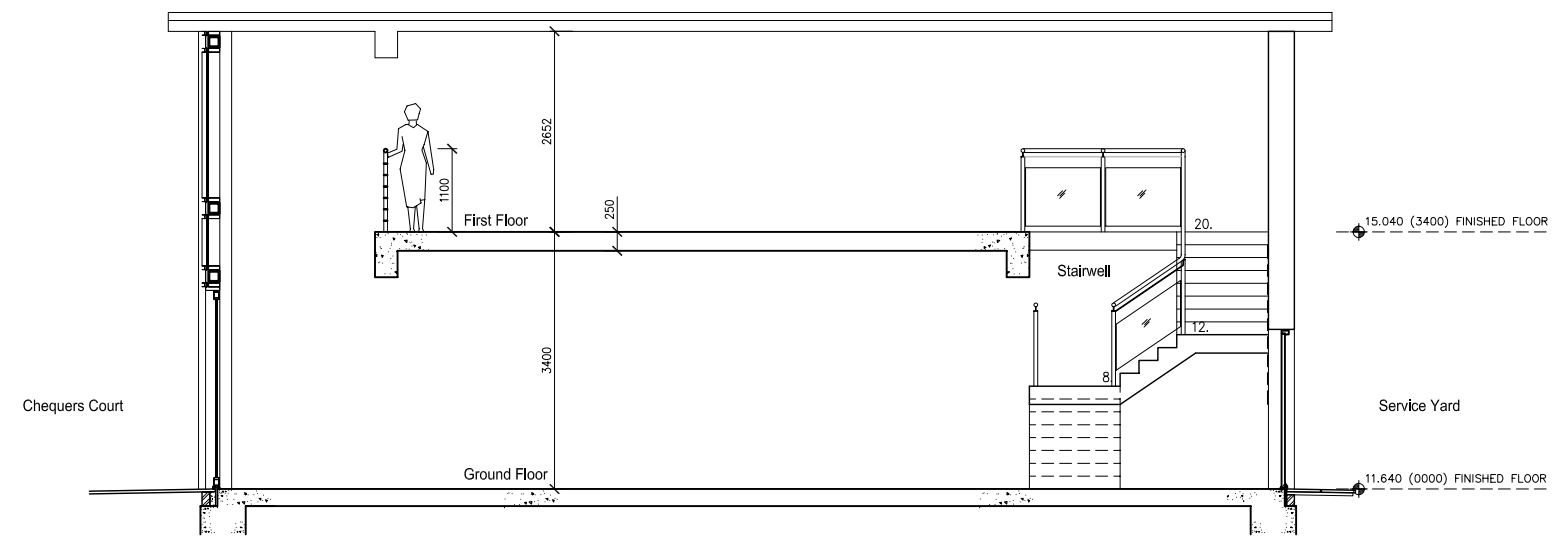
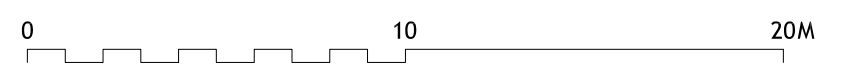
PROPOSED FRONT ELEVATION 1:100



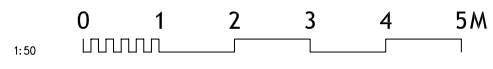
PROPOSED SIDE ELEVATION 1:100



PROPOSED REAR ELEVATION 1:100



PROPOSED SECTION 1:50



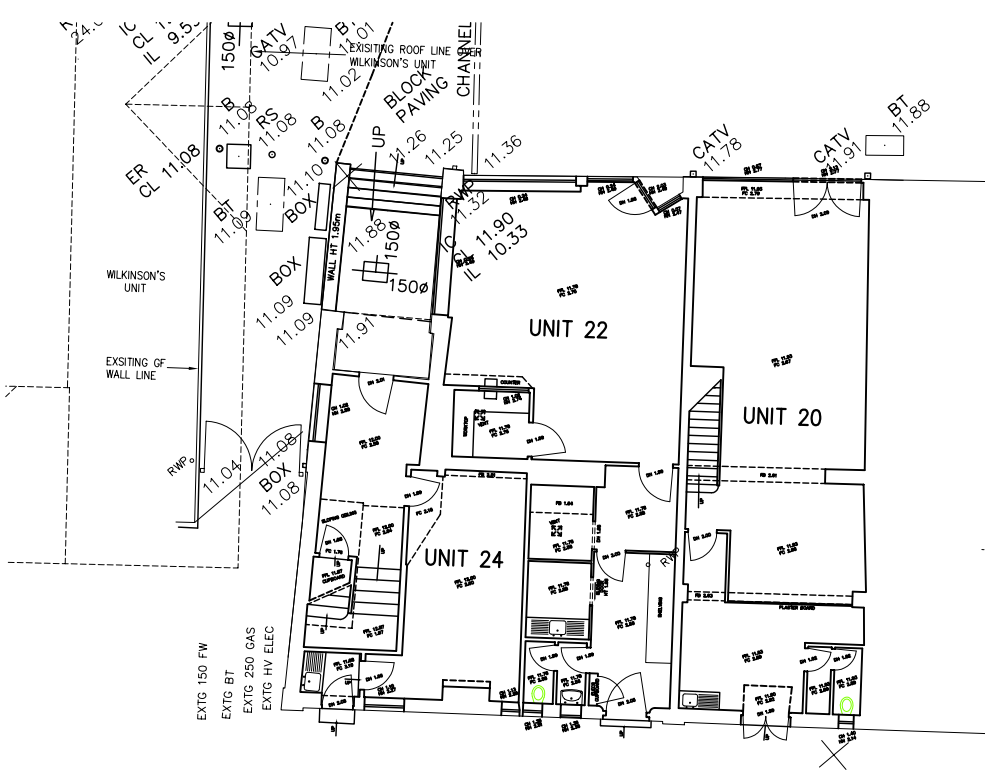
**CHEQUERS COURT
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC
 UNIT 20-24 EXTG & PROPOSED ELEVATIONS**

DATE 23-05-11 SCALE 1:100@A1DRG No. 1340-L101 REV.
 CAD REF No. 1340-L100 DRAWN BY GT CHECKED

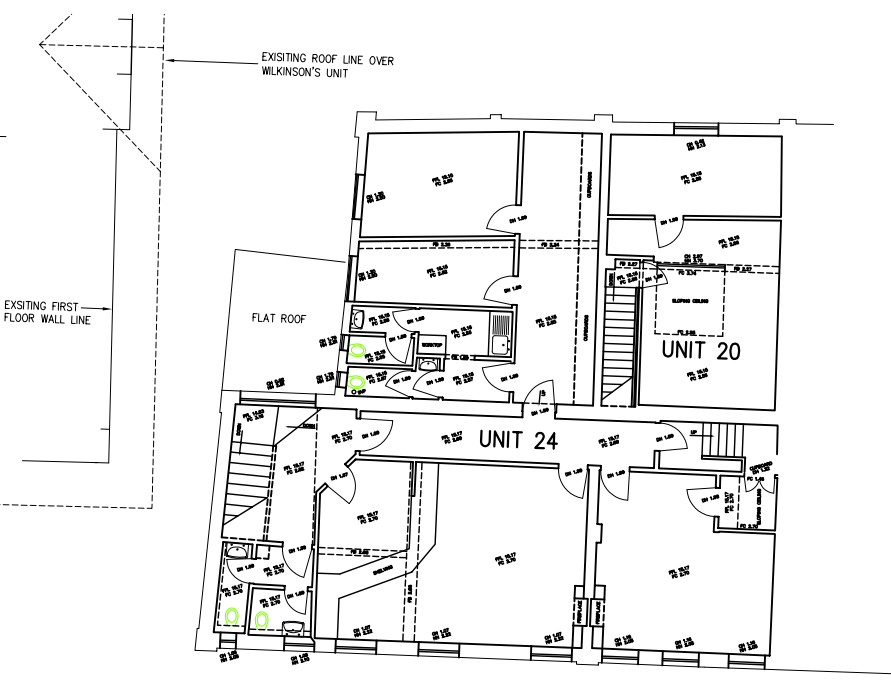
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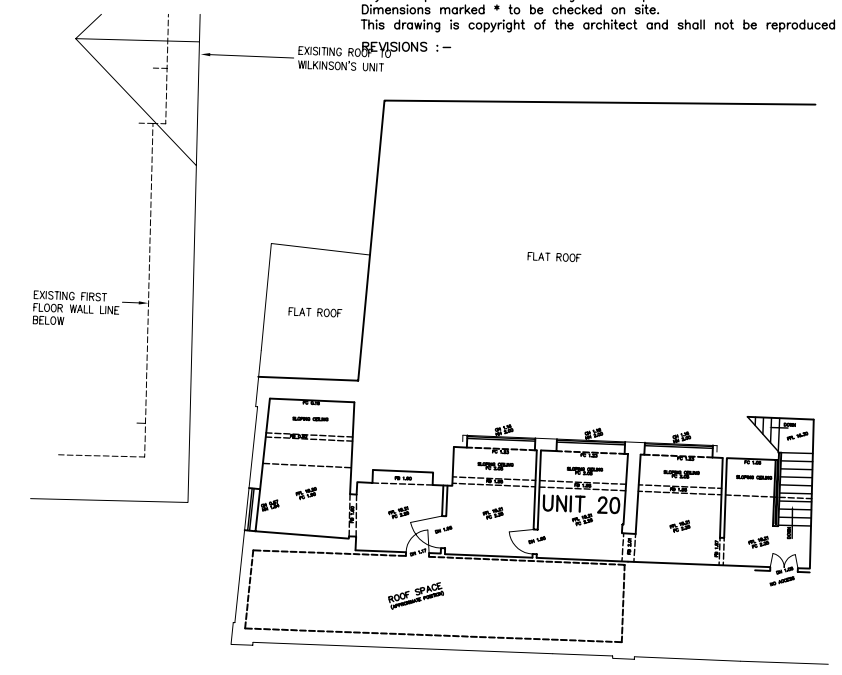
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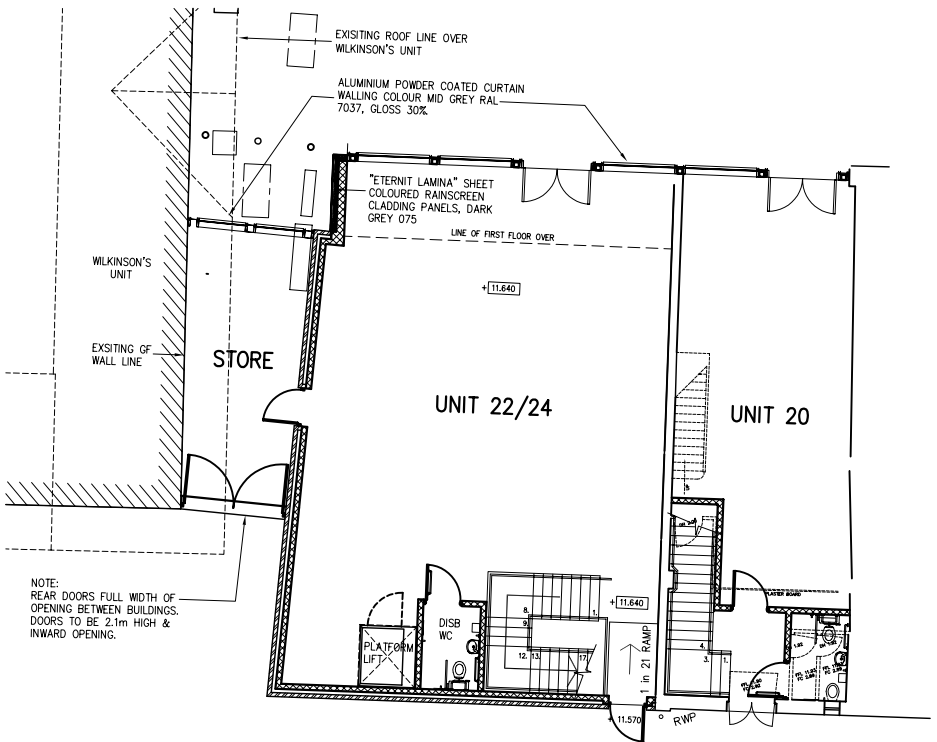
EXISTING GROUND FLOOR PLAN



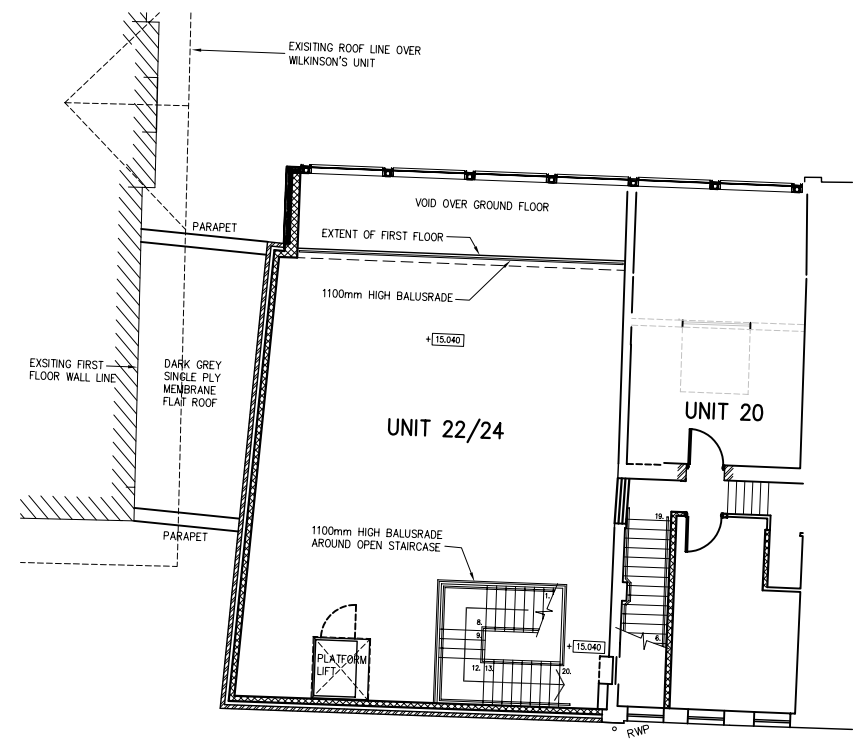
EXISTING FIRST FLOOR PLAN



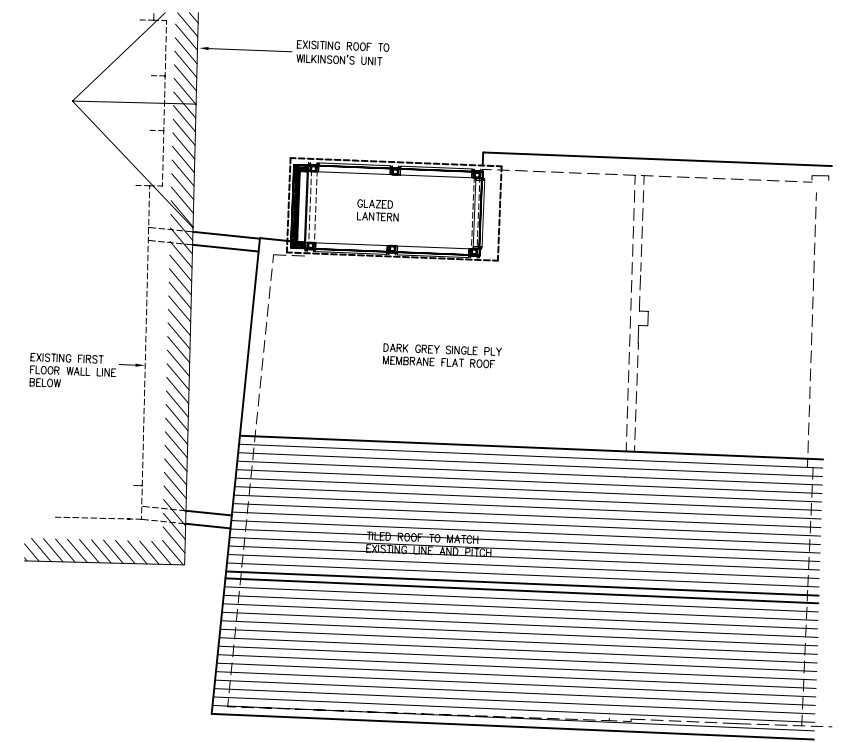
EXISTING SECOND FLOOR PLAN (RESTRICTED HEADROOM WITHIN ROOFSpace)



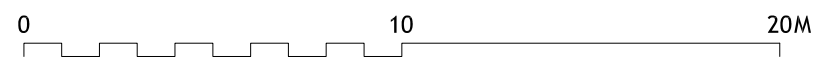
PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



**CHEQUERS COURT
 HUNTINGDON
 FOR THE CHURCHMANOR ESTATES CO PLC
 UNIT 20-24 EXISTING & PROPOSED PLANS**

DATE 23-05-11 SCALE 1:100@A1DRG No. 1340-L100 REV.
 CAD REF No. 1340-L100 DRAWN BY GT CHECKED

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