

GREAT SHELFORD PARISH COUNCIL (GSPC)

Comments on planning applications:

- S/4461/17/VC
- S/4463/17/FL
- S/0358/18/AD
- S/0580/18/TP

GSPC has considered the four applications together as they relate to the same development. GSPC values the presence of a Co-op retail store in the village. However, GSPC wishes to recommend refusal of planning permission for all four planning applications unless certain conditions (noted as **Condition** below) are met. GSPC also wishes to raise other issues which, whilst not mandatory, it wishes to be considered by SCDC (noted as **Consideration** below). In making these recommendations, GSPC does not consider them likely to be particularly onerous for the Co-op.

The development is of great significance to the village. There are issues in relation to (at the least) highway safety, traffic, parking, noise and the Conservation Area. We therefore request that the applications are considered by SCDC's Planning Committee and that GSPC representatives are invited to the relevant meeting(s).

Mike Nettleton

Chair GSPC

23 February 2018

GENERAL CONSIDERATIONS

It is believed that the whole site will host three residential flats and three businesses (one the Co-op). There is no detail of the other two businesses in the applications and this makes it difficult for GSPC (or any other reviewer) to take a holistic view on the proposals. For example, there are 16 parking spaces, 11 for Co-op use, and five for residents. It is to be anticipated that the other two businesses will require parking and deliveries, and what about footfall? (**Consideration**)

HIGHWAYS CONSIDERATIONS

There are major existing issues at the High Green/Granhams Road junction, which are ignored or played down by the Co-op reports:

- A1301 carries 14,000+ vehicles per day; major route into Cambridge from South. Granhams Road is one of the main routes into Cambridge Biomedical Campus and south of Cambridge.
- High Green frequently blocked by volume of traffic and closure of automatic Network Rail level crossing.
- Cars going N on A1301 drive in cycle lane and mount the pavement.
- Cyclists going S on A1301 travel at some speed over bridge.
- General poor visibility exiting Granhams Rd.
- Four recent serious injury accidents, plus more minor accidents (not usually reported).

GSPC has been discussing junction with CCC for around 18 months:

- No quick fixes.
- GSPC has applied for LHI funding for a detailed study of options; these could include:
 - Widening A1301 northbound, with right turn and cycle filters.
 - Widening A1301 southbound on corner.
 - Traffic lights.
- Obviously costly - £250k+?. No funding available from CCC; is there the possibility of Greater Cambridge Partnership money?

This detailed study (by CCC or consultants) should be funded and completed before any decision is made on the applications **(Condition)**.

Relocation of the Co-op to the new site is likely to exacerbate these issues and GSPC believes that the following mitigating actions are required to prevent parking in the roads around the Co-op **(Condition)**:

- 24/7 waiting and loading restrictions in Granhams Road as far as the first junction on each side; the same on both sides of High Green.
- Bollards on pavements in the whole of the area. These should be in keeping with the conservation area, so wooden bollards similar to those in the High Street (even if they need to have metal cores).
- Consideration of what to do to prevent parking on private driveways in High Green, e.g. Oat Barn. This could take the form of 'Private Road – No Parking' signs.
- 20mph speed limit.

The Co-op should be requested to fund these mitigations, including any TRO costs.

EXTERIOR AND SIGNAGE

GSPC has no objections to the general external appearance of the building. However, the signage is inappropriate for a Conservation Area and GSPC suggests that it is revised as follows **(Condition)**:

- More of a 'Heritage' approach is required, as the Co-op has done in other conservation areas, such as Lavenham and Long Melford.
- Signage should be minimised – we see no reason for signage advertising 'PayPoint', 'National Lottery', 'Remember your bag', etc. on the front of the building.
- All signage should be reduced in size.
- Details of proposed window signage are required, as this can be as intrusive at night as wall-mounted signage.
- All advertising lighting should be switched off outside store hours.

The village already has a precedent for this kind of approach in previous shop developments on Woollards Lane.

ATM

Provision of an ATM is welcomed. However, GSPC requests that this is not on the exterior of the front of the building, because of parking issues **(Condition)**. GSPC would prefer an external ATM at the rear of the building if security and lighting issues can be addressed, otherwise an internal machine.

PARKING – ONSITE

GSPC would like to raise the following issues **(Consideration)**:

- As noted above, GSPC has concerns about the overall parking allocation in regard to the other two businesses on the site and requests clarification.
- We would also welcome comments from the applicant as to what they propose to do to control parking on the site.
- We note that the Co-op proposes to accommodate deliveries by coning off parking. We would observe that, at the current store, the Co-op appears to be able to control the timing of its own deliveries quite well, but the timing of third party deliveries (e.g. Warburtons) is not properly controlled.
- We have significant concerns that the recent southward extension of the residual retail unit has made PCV access, with three cars parked on the southern boundary, difficult.
- We would ask that consideration be given to making the exit from the car park 'no right turn'.
- We note that CCC Highways have asked for the applications to vary the number of parking spaces, delivery arrangements and location of the ATM to be rejected. We have dealt with the ATM above. Whilst we share Highways concerns, the issues around parking and deliveries would render the site unviable for the Co-op's purpose and we feel a more pragmatic approach is needed. As a minimum, a formal traffic survey is required first.

ENVIRONMENTAL CONCERNS

There are significant concerns around the noise the site will generate for surrounding residential properties. The applicant has presented a detailed technical study by NSL which defines measures such as the LOAEL Internal, but gives no definitive guarantee that the Co-op site will meet these criteria. We would seek a commitment that noise from the site would be below LOAEL Internal levels 24 hours a day, that measurement of noise levels would be carried out within one month of the store opening and, if the LOAEL Internal levels were not being met, the Co-op would rectify the situation (e.g. by installation of an acoustic hood) within three months **(Condition)**.

GSPC notes that SCDC Environmental Health have failed to complete a review and this should be completed as a matter of urgency **(Condition)**.

CHESTNUT TREE

The applicant has applied to fell a healthy mature chestnut tree, which is the subject of a TPO. The tree is a valuable contribution to the local scene and GSPC is totally against this application **(Condition)**.