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FAO: Matt Jedruch
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Our ref: 900145.38

Your ref: 23/00711/FUL

By email only to: Matt.Jedruch@hinckley-bosworth.gov.uk

Dear Matt,

Planning Note in relation to planning application ref: 23/00711/FUL

For the proposed change of use from cafe (Class E(b)) and residential (Class C3) to convenience foodstore (Class E(a)). Construction of single storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping and other works

The Blue Bell Inn, 39 High Street, Desford, Leicester, Leicestershire, LE9 9JF

Introduction

1. This note has been prepared on behalf of the Applicant, Central England Cooperative Ltd and Everards Brewery Ltd, in support of planning application ref: 23/00711/FUL, a planning application for the proposed change of use from cafe (Class E(b)) and residential (Class C3) to convenience foodstore (Class E(a)). Construction of single storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping and other works at The Blue Bell Inn, 39 High Street, Desford, Leicester, Leicestershire, LE9 9JF.
2. The application was presented to Members at the 7th May 2024 Planning Committee and subsequently deferred pending further investigative works in relation to highways

and noise. The Applicants have since proactively engaged the appointed highway consultant, ADL Highways and the Noise Consultant, Sharps Redmore to undertake these further works, and to demonstrate the inherent technical acceptability of the proposals. This note provides additional commentary regarding heritage, including an aide memoir of the extensive pre-application engagement undertaken with Historic England prior to the submission of the planning application in September 2023.

3. Accompanying this note are the following documents:
 - Noise Assessment Update dated 04 July 2024, prepared by Sharps Redmore;
 - Transport Note, prepared by ADL Traffic and Highways;
 - Historic England Pre-Application Advice; and
 - Proposed Roof Plan, drawing no. 006 rev. P4

Purpose of the Proposals

4. The Council will be aware that the intention of the planning application is to enable the delivery of a single, modern, high quality convenience store for the residents of Desford within a highly sustainable location, and adjacent to existing community facilities.
5. The existing Cooperative stores within Desford, located at Newbold Road and Main Street have no capacity to accommodate on-site delivery vehicles and have no customer parking. The existing stores can only accommodate 59% of the product lines typically sold from Central England Cooperative stores within similar village locations.
6. The proposed development will deliver a safer and much improved shopping experience for the residents of Desford, providing for an expanded range of convenience goods available for sale alongside a dedicated community events table and parcel posting and collection facilities.
7. The establishment of new and improved local convenience stores, located in highly sustainable locations that will significantly enhance the range of convenience goods on offer to local residents is supported under Policy 7 of the Core Strategy, and the principle of development is also supported by Policy F2 of the Desford Neighbourhood Plan (which supports an improved range and quality of community facilities).

The Future of the vacated convenience stores

8. The Committee queried the future of the existing stores within Desford. The Main Street store is owned freehold by Central England Cooperative. The Central England Cooperative intend to retain the property within its portfolio. Once vacated, it will be marketed. If a suitable tenant can be found, the unit will be leased and held by the Society. If there is no suitable tenant, alternative options such as a change of use (subject to planning) will be explored with the unit either being leased, or potentially sold.
9. Newbold Road is a leasehold store. The lease for the store has expired and the Central England Cooperative are holding over, with lease renewal negotiations ongoing at the time of this note. The Central England Co-operative have no control over the future of this unit once it is vacated. Any objections that Members may have regarding the future potential uses of this store are separate to this application and should be considered at the appropriate time, when any subsequent application is received.

i. Highways and Parking

10. The Council will be aware that extensive work has been undertaken by the Applicants to address the consultation comments raised by Leicestershire County Council ("LCC") throughout the planning application.
11. After the first consultation comments received on 23 September 2023 a response was prepared and submitted to the Council on 23 November that included a Stage 1 Road Safety Audit, revised personal injury collision data, a re-assessment of TRICS data, PICADY junction capacity assessment, clarification on existing floor areas for the Bluebell Inn public house, and track analysis for a 12m rigid vehicle.
12. An addendum to this note followed on 06 December 2023 which captured the requirement for a PICADY junction capacity assessment.
13. LCC provided a further full response on 11 January 2024, which was responded to on 29 January 2024 by ADL Traffic and Highways. This response included a re-designed access that provided formal bell-mouth radii and dropped kerb together with tactile paving, included COVID uplift numbers and committed development traffic captured

via revised capacity assessments, and a revised Car Park and Delivery Management Plan including details on public house deliveries.

14. The Council will be aware that LCC responded to the information provided on 04 March 2024 and confirmed that there would be **no highways objection subject to planning conditions**, which have subsequently been included within the Committee Report for the application, prepared on 24 April 2024.
15. The extensive work undertaken by ADL Traffic and Highways has demonstrated that, based on the revised capacity assessment, the proposals **would not generate any queues or delays at the site access nor the surrounding network**. The Stage 1 Road Safety Audit Stage 1 has demonstrated the acceptability of the design of the proposed access arrangements into the site and that the proposed pedestrian crossing point on High Street is acceptable with regards to pedestrian safety. The Car Parking and Delivery Management Plan will control the number of deliveries and visitors to and from the site, ensuring that traffic can safely enter and exit the site and that the number of deliveries per day can be managed for the purposes of highways safety and residential amenity. The proposals therefore accord with Policy DN17 of the Site Allocations Development Management Plan (2016, "SADMP") and paragraph 115 of the National Planning Policy Framework 2023, which requires development proposals to result in no significant adverse impacts upon highway safety, and provide a convenient and safe access for all users.
16. The proposals will provide dedicated on-site parking, with the parking accumulation study carried out by ADL Transport and Highways demonstrating that the level of parking proposed on-site is satisfactory and **will not require visitors to the store to park on the highway network** near to the site. The proposals are therefore in full accordance with Policy DN18 of the SADMP, which requires development to provide an appropriate level of parking provision, justified by an assessment of the site location, other methods of transport near the site, and appropriate design.
17. The proposals also allow for dedicated vehicle deliveries on-site. This will remove the requirement for delivery vehicles to wait on the adjacent highway or on the pavement, as per the current delivery arrangements for both the Newbold Road and Main Street stores. This further demonstrates how the proposals accord with Policy DN18 of the SADMP.

ii. Noise and Amenity

18. Further to the request of Members at the 7th May 2024 Planning Committee regarding the potential impact of the proposals upon the amenity of the neighbouring property at 2 Main Street, the Central England Co-operative and Everards Brewery instructed a Noise Assessment Update which accompanies this note.
19. This update has been prepared along the lines of a Noise Mitigation Scheme, providing details on the existing background and ambient noise levels on the site, the proposed plant to be installed, and how the proposals will ensure a satisfactory noise environment for the neighbouring properties.
20. The update confirms that the plant to be installed will not exceed **34dB LA90 at night nor 44 dB LA90 during the day time** at the boundary with the nearest noise sensitive property to the store. This is based on typical background levels measured for the relevant time period and demonstrates that the rating level of noise emitted by all fixed plant shall not exceed the representative background level, as determined at the nearest noise sensitive premises.
21. Accompanying this note is an updated roof plan, which confirms that the plant that will be generating the noise has been relocated on the flat roof, further away from the neighbouring residential property than the previous arrangement.
22. The Central England Co-operative have also confirmed that, in light of the concerns raised by Members, the delivery times for the proposed store have now been restricted, to **0800 - 1800 hours Monday to Saturday**, and **1000 -1600 hours on Sunday** (as per Appendix A of the Update). No night time nor evening deliveries are proposed. To confirm, the previously proposed delivery hours were **0700 – 1800, 7 days per week**.
23. The update confirms that the noise levels arising from the proposals are **below the existing ambient and background levels experienced at the site**, and that the delivery activity would not introduce a new nor novel noise source given the existing use of the car parking area. The update concludes that noise from the proposal sources would not cause adverse impact to residents if the criteria are complied with.
24. The update confirms that the noise levels generated by the proposals will not exceed existing ambient and background noise levels at the site, and that the main noise generating activity at the site, the delivery of goods will not be introducing a new nor

novel noise source for the neighbouring properties. The proposals therefore demonstrate compliance with the objectives of Policy DM10 of the SADMP regarding amenity, as the proposals will demonstrably not lead to a significant adverse effect on the amenity of nearby residents given the type and location of the installed plant, and the measured noise levels demonstrating a satisfactory living environment can be achieved for the neighbouring property at 2 Main Street.

iii. Heritage

25. The Council will be aware that prior to the submission of the application, Historic England were engaged to ensure that the significance of the historic environment at the application site and surrounding area was understood. Historic England were approached to provide feedback on the design of the proposals, to allow for the Applicant to revise the design where appropriate and demonstrate their willingness to work positively with this statutory consultee in order to deliver a high quality design given the surrounding historic context.

26. Historic England's pre-application advice was provided at Appendix 1 of the submitted Planning Statement and has been re-provided as part of this note. Regarding the proposed store's impact upon the setting of the neighbouring Grade II* Old Manor House and the Desford Conservation Area, Historic England's advice confirmed as follows:

a) Setting of Old Manor House

"The scale, design and materials of the proposed extensions would not make them overly prominent in the setting of the Old Manor House. In our view Old Manor House would remain the dominant building in the street scene and there would be limited to impact to the significance it derives from its setting".

b) Desford Conservation Area

We have no issue with development in this location given the historic precedent as demonstrated in the Heritage Statement. This would to some degree re-instate the historic sense of enclosure along High Street.

27. Brick patterns and bonding were incorporated within the design to deliver more visual interest on the proposed elevations, creating a more active elevation, and the first floor

windows on the north-eastern elevation where amended to better reflect the host building, preserving the character and appearance of the Desford Conservation Area. The materials are deemed appropriate given the surrounding context, with the measures recommended regarding landscaping, namely the use of low brick walls and additional landscape planting incorporated into the Proposed Site Plan, drawing no. 005 rev. P2.

28. The Applicant has gone to explicit efforts to accommodate the concerns of the neighbour at 2 Main Street. Amendments to significantly reduce the overall scale of the north-western extension have already been undertaken. It is appreciated that developments such as this can bring change, and concerns from local residents. A high level of account for, and evidence in support of, the protection of the amenity of the neighbouring property at 2 Main Street.
29. The Council's Conservation officer is content with the siting, form and scale of the proposals. **No objection** has been made. The proposals continue to demonstrate accordance with the criterion set out within Policies DM11 and DM12 of the SADMP. The Historic England pre-application response demonstrates that the proposals are compatible with the significance of nearby heritage assets and their setting, and that the proposals will lead to the preservation of, and enhancement of the Desford Conservation Area.

Conclusions

30. This note is sent in response to Member concerns expressed during the Committee meeting of 7th May 2024. The note summarises how the proposals meet with the objectives of sustainable design as set out within the Development Plan for the Borough of Hinckley and Bosworth.
 - Extensive pre-application discussions with Historic England and Desford Parish Council have been positive and resulted in a high quality scheme.
 - There are no objections from any statutory consultees arising from the proposals.
 - There is local support for the proposals.
 - The amenity of No.2 Main St is a priority and the Central England Cooperative has reduced the scale of the extension and (since the last Committee) reduced the opening hours in response to concerns.

- Central England Cooperative are a good neighbour, with 338 community stores throughout England. Similar relationships exist across many stores, with residential neighbours. Central England Cooperative's operations will not result in an adverse impact upon the amenity of the neighbouring property at 2 Main Street.
 - Existing unsatisfactory highway arrangements for the Main St and Newbold Road sites will be resolved, with off-site parking and delivery arrangements accommodated by the proposals.
 - The new store will now accommodate the full range of convenience store service lines and products, ensuring that more retail spend is retained within Desford.
31. Any rational assessment of the proposals confirm the overwhelming case to grant planning permission.
32. Should the Members of the Committee not grant planning permission for the proposed development, contrary to the officer recommendation to approve, the Central England Co-operative and Everards Brewery will be forced to pursue an unnecessary appeal, which will result in wasted time and expense for all parties. We'd ask that the Members' are directed to assess the proposals dispassionately, and in doing so, balance the benefits of the proposals to the community against the concerns of individuals. We are confident that if Members are so directed, the Committee will approve the scheme, in accordance with all consultee and officer findings.
33. If you require any additional clarification or information, please do not hesitate to contact Brian Mullin or Matthew Roe using the details below.

Yours sincerely,



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Everards Brewery Ltd

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